VicRoads
Access Management Policies
May 2006 Version 1.02

FOREWORD FOR ACCESS MANAGEMENT

The safe and efficient movement of people and goods plays a key role in the future sustainability of Victoria.

The emphasis on using the road network more effectively and efficiently has grown significantly over recent years. With this, the need to manage our existing road space more effectively will be of paramount importance. Access management is a key component to achieving this goal.

Access management focuses on ensuring the safety and efficiency of the road network, by providing appropriate access to adjoining properties. This requires a systematic approach to facilitate logical and consistent decision making.

This VicRoads Access Management Policies sets out the legislative and practical mechanisms to assist in achieving the above objectives.

DAVID ANDERSON
CHIEF EXECUTIVE

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PART 1: INTRODUCTION

When managing vehicle access to controlled access roads, VicRoads:

- seeks to balance the road safety and traffic efficiency of the road with the legitimate needs of owners and occupiers of adjoining properties;
- seeks to make decisions consistently with the policy applicable to the controlled access road, or class of controlled access roads, in question;
- will base policies in relation to controlled access roads on the Model Access Management Policy that is most appropriate to the type of road or class of roads in question.

It is noted that VicRoads, under the Road Management Act 2004, is required to ensure that decisions about access to a controlled access road are consistent with the policy it has made for that road.

The *VicRoads Access Management Policies* apply to those public roads for which VicRoads is the coordinating road authority under the Road Management Act 2004 (ie. arterial roads and freeways). The *VicRoads Access Management Policies* incorporate six *'model access management policies'* (AMPs) as set out in Schedules 1 to 6. Each *model access management policy* applies different vehicle access standards having regard to the type and function of the particular controlled access road.

PART 2: USING THE MODEL POLICIES FOR MANAGING VEHICLE ACCESS TO CONTROLLED ACCESS ROADS

2.1 Introduction

Access management focuses on ensuring the safety and efficiency of the road network, while providing appropriate access to abutting properties. This requires a systematic approach to facilitate logical and consistent decision making.

The VicRoads *model access management policies* have been developed to provide a framework for decision making in relation to access and to give all stakeholders in the land use planning and development process a clear understanding of the matters which VicRoads will take into account when considering decisions about access to controlled access roads.

VicRoads will have regard to the relevant *model access management policy* when:

- making policies in respect of controlled access roads or classes of controlled access roads under the Road Management Act 2004;
- making decisions in relation to access to controlled access roads under the Road Management Act 2004; and
- making decisions in relation to arterial roads and freeways under the Planning and Environment Act 1987.

2.1.1 Why manage access to roads?

Management of access to abutting development is one of the key parameters in defining the function and traffic operation of a road, and its place in the relevant road hierarchy. Decisions on the location and design of access points to new developments are linked to the strategic function of the road, the types and volumes of traffic, and the different trip purposes that it serves. As such, managing access is an integral part of managing the road network.

VicRoads, in managing access to arterial roads and freeways, seeks to achieve the following key objectives:

- To ensure that the safety and efficiency of arterial roads and freeways, as significant community investments, are not compromised by inappropriate vehicle access;
- To ensure that safe and adequate vehicle access is provided to land abutting arterial roads and freeways;

- To ensure that planning decisions give due regard to both the current and future role of the road within the transport network, and the needs of abutting land uses; and
- To ensure that planning decisions give regard to key Government objectives such as *Melbourne 2030 – Planning for Sustainable Growth*.

For the purposes of deciding when to declare an arterial road as a controlled access road under section 42 of the Act, VicRoads will consider if the arterial road:

- Provides a principal route for the movement of people and goods;
    - between major regions of the State; or
    - between major centres of population or between major metropolitan activity centres; or
    - to major transport terminals; or
    - across or around cities; or
- Is a major route for public transport services; or
- Has State-wide economic or tourism significance; or
- Provides necessary connections between arterial roads.

2.1.2 Purpose of the 'VicRoads Access Management Policies'

Through the application of the *model access management policies*, VicRoads seeks to assist in achieving the following:

- consistency in the application of vehicle access management standards across the Victorian road network;
- greater transparency and certainty of vehicle access requirements for the development of land abutting arterial roads and freeways; and
- encouragement of better integration of land use and transport planning.

The operating principles upon which the *model access management policies* are based can be applied by other road authorities (eg. municipal councils) within Victoria to effectively manage access to roads for which they are responsible. This has been achieved by developing a framework based on the relevant road management functions as provided in the Road Management Act 2004. There is also scope for VicRoads and municipal councils to work together to appropriately control access on municipal roads that are seen as possible future arterial roads.

In considering proposals for vehicle access between VicRoads declared controlled access roads and abutting land, the *model access management polices* requires consideration of the impact on all road users (ie. cars, commercial vehicles, pedestrians, cyclists and public

transport). The *model access management policies* also seek to encourage and facilitate integrated transport planning and more sustainable transport outcomes by providing information on requirements for the preparation of a Transport Impact Assessment Report for certain site-specific land use development proposals (specifically 'major developments',refer Appendix A). Consistent with *Melbourne 2030* policies and initiatives, more detailed guidelines will be developed in relation to the preparation of Integrated Transport Plans for new major developments in metropolitan Melbourne.

2.2 The process for access management

The process for access management comprises three key elements:

1. Legislative Framework
2. Strategic Transport Planning Framework
3. Operational Framework (ie. making case decisions)

This process is described in the remainder of this section and illustrated in Figure 1.

2.2.1 Legislative framework

Declaring roads to be controlled access roads

Section 42 of the *Road Management Act* provides for a coordinating road authority to declare public roads or parts of public roads for which it is responsible to be controlled access roads.

Declaring a road or class of roads to be controlled access roads allows VicRoads to regulate property access to that road from adjoining property.

Clause 4 of Schedule 2 of the *Road Management Act* requires VicRoads to consult with the local council and to give certain public notices where it proposes to declare a road or part of a road to be a controlled access road.

Policies about decisions in relation to controlled access roads

A coordinating road authority is required by clause 3 of Schedule 2 of the *Road Management Act* to make a policy about access for each road that it proposes to declare to be a controlled access road. The policy must set out how it will make decisions relating to access between the controlled access road and adjacent land.

Clause 4 of Schedule 2 of the *Road Management Act* also requires VicRoads to consult with the local municipal council and to give certain public notices where it proposes to make a policy with respect to a particular road.

VicRoads must then not only make a decision about which *Model Access Management Policy* to apply, but must also make a decision about whether to apply it in an amended form, or whether to apply it with variations or modifications to suit the circumstances. There may be circumstances where none of the model access management policies is appropriate for the road in question, and in those circumstances VicRoads will develop a policy specific to that road.

The Model Access Management Policies are designed to cover the majority of access and road scenarios on the Victorian road network. As such, it is considered that changes to the *Model Access Management Policies* will be the exception to the rule.

Decisions about access under planning legislation

The Victoria Planning Provisions require applications to create or alter access to, or to subdivide land adjacent to, an arterial road or freeway to be referred to VicRoads in its capacity as a referral authority under the Planning and Environment Act. This requirement applies irrespective of whether the road has been declared a controlled access road.

When making decisions as a referral authority, VicRoads may have regard to the *model access management policy* applicable to the type of road, even if the road has not been declared a controlled access road.

The decision guidelines of Clause 52.29 under the Victoria Planning Provisions have been updated to state that the *"responsible authority …[must have]… regard to any access management policy made by the relevant road authority under Schedule 2 clause 3 of the Road Management Act 2004'*.

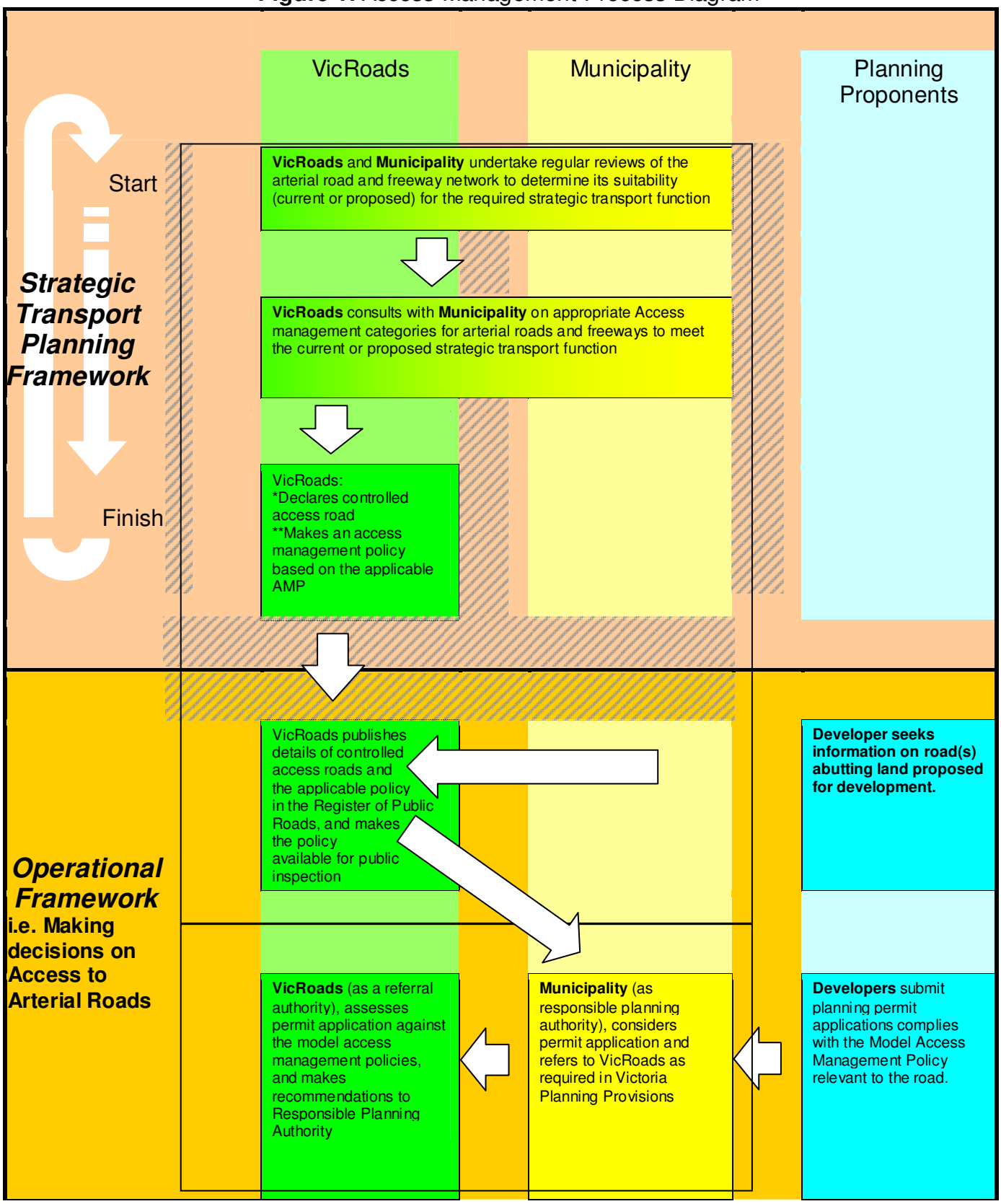
Decisions about access under the Road Management Act

The Road Management Act requires VicRoads to make decisions about access in relation to controlled access roads. Section 60(3) of the Road Management Act provides that a person must not construct or change a physical means of entry or exit between a controlled access road and adjacent land without first obtaining a decision which authorises the construction or change. A person must comply with the conditions to which a decision is subject.

Section 60(1) of the Road Management Act also provides that a person must not construct an access point to a freeway without the written consent of VicRoads. A person must comply with conditions to which such a consent is subject. This applies irrespective of whether the freeway has been declared a controlled access road.

Decisions that VicRoads makes in relation to access to controlled access roads must be consistent with the policy that applies to the relevant road or class of road.

Figure 1: Access Management Process Diagram



2.2.2 Strategic transport planning framework

To perform its access management functions under the Road Management Act, VicRoads will, in consultation with municipal councils, undertake regular reviews of Victoria's arterial road and freeway network, including its strategic transport function (both current and future), to:

- identify, and declare, controlled access roads; and
- make a policy about access for each controlled access road.

VicRoads will generally base a policy it makes about access for a particular controlled access road on one of the six *model access management policies* set out in Schedules 1 to 6. Before making a policy VicRoads will:

- consult with the municipal council as required under clause 4 of Schedule 2 of the Road Management Act; and
- publish notice of intention to make a policy in accordance with clause 5 of Schedule 2 of the Road Management Act.

VicRoads will have regard to the views of council and persons whose interest may be affected by the making of the policy in determining whether to apply the relevant *model access management policy*, and whether to do so with or without modifications.

The policy about access for each controlled access road will have regard to:

- the strategic transport function of the road (eg. principal public transport network, principal road network, or principle bicycle network);
- the performance objectives of the road;
- the required standards and principal operating characteristics of the road; and
- the desired level of access management to protect the safety, traffic operation and access functions of the road.

2.2.3 Operational Framework

Decisions in relation to access under the planning legislation and under the Road Management Act are to be made consistently with the policy that applies to the particular road in question. That policy will be based on one of the *model access management policies* set out in Schedules 1 to 6. These provide:

- a hierarchy of recommended access management controls based on road function;
- the principles and standards for the management of vehicle access between controlled access roads and abutting land which the

relevant road authority should consider in assessing land use development proposals.

To start the process, planning proponents are first required to obtain information on whether an arterial road or freeway is a controlled access road, and if so, the relevant *model access management policy* of that road. This information can be obtained via the VicRoads Register of Public Roads, and is also available online via the VicRoads website www.vicroads.vic.gov.au. The relevant *model access management policy* is also available for viewing at VicRoads offices in accordance with clause 5 of Schedule 2 of the Act.

(**Note:** For municipal roads, the proponent should seek information on any controlled access roads from the relevant municipal council's Register of Public Roads).

Schedules 1 to 6 detail, for each *model access management policy* (AMP), a set of standards for turning provisions, intersection arrangements and site access requirements. It is important to note that these standards are necessarily indicative in nature and demonstrate generalised scenarios. As such, the standards may not be suitable for all road environments classified within a particular AMP. The relevant coordinating road authority must approve exceptions to these standards.

The six *model access management policies* range from restricted access through to regulated access depending on the function of the controlled access road. Table 1 below provides a summary of the AMPs. Full details can be found in Schedules 1 to 6.

With the knowledge of the applicable AMP pertaining to their proposal, the proponent should develop a planning permit application that demonstrates compliance with the access standards as detailed in the relevant AMP Schedule. VicRoads will assess all planning permit applications referred to it against these access standards.

In accordance with Clause 66 Referral and Notice Provisions of the Victoria Planning Provisions, a referral is not required if in the opinion of the responsible authority, the proposal satisfies requirements or conditions previously agreed in writing between the responsible authority and the referral authority.

Table 1: Model Access Management Policies (AMPs)

Access Management Policy	Title	Road Function	Land Use Environment	General Description of Access Provisions
AMP 1 (Schedule 1)	**Restricted Access (Freeway)**	Transport function exclusive	Urban and Rural	No vehicular or pedestrian access from adjacent land. Intersections grade separated (ramped interchanges) and/or limited in number. Key outcome is **avoidance** of conflict.
AMP 2 (Schedule 2)	**Limited Access (Urban)**	Predominant transport function, with some limited access to adjacent land	Urban	Vehicular access from adjacent land is limited and only via widely spaced controlled intersections AND widely spaced intermediate minor connections to through carriageway (local streets and service roads). No direct property access to through carriageway. Controlled provision of abutting site access, intersection spacings, turns and crossing movements. Key outcome is **reduction** in conflict.
AMP 3 (Schedule 3)	**Limited Access (Rural)**		Rural	Vehicular access from adjacent land is limited and primarily via widely spaced intersections. Direct property access permitted in limited circumstances (as rural lot sizes generally larger than urban lots). Limitations on abutting site access, intersection spacing, turns and crossing movements. Key outcome is **reduction** in conflict
AMP 4 (Schedule 4)	**Regulated Access (Higher Speeds & Volumes)**	Mixed function - transport needs to be balanced with vehicular access needs of abutting land	Urban and Rural	Vehicular access to properties permitted, subject to safety considerations expressed as controls on type, spacing, location, and design of turning movements in a higher speed and/or higher through traffic volume environment. Key outcome is **management** of conflict.
AMP 5 (Schedule 5)	**Regulated Access (Medium Speeds & Volumes)**		Urban	Vehicular access to properties permitted, subject to safety considerations expressed as design and traffic management requirements in a medium speed and/or medium through traffic volume environment. Key outcome is **management** of conflict.
AMP 6 (Schedule 6)	**High Pedestrian Activity Centres**	Vehicle access is regulated to take into account the needs and safety of pedestrians and road users	Urban or Town Centre	Vehicle access to properties is restricted based on the safety and efficiency needs of pedestrians and to a lesser extent other road users. The key outcome can be both **avoidance** and **management** of conflict.

2.3 Transport impact assessment reporting

Major developments can have a considerable impact on access management, and often result in adverse impacts on the operation of the road network (including the operation of public transport and the safety of cyclists and pedestrians) if not planned correctly. For this reason, a Transport Impact Assessment Report (TIAR) is required for all proposed land use developments that are deemed to be 'major' or likely to have adverse impacts on the abutting road and surrounding road network.

Appendix A contains "*Guidelines for Transport Impact Assessment Reports: For major land use and development proposals*" (the TIAR Guidelines). The TIAR Guidelines provide information on when a TIAR is required, what constitutes a 'major' development, and what a TIAR should contain. A road authority may also request a TIAR to be undertaken for a land use development proposal that does not constitute a 'major' development (as defined in the TIAR Guidelines) where such a proposal is considered to have an impact on the safety and operational efficiency of the road.

The TIAR Guidelines, and *VicRoads Access Management Policies,* are part of an integrated approach to encourage and facilitate integrated transport planning and more sustainable transport outcomes relating to site-specific land use development in Victoria. In the future, and consistent with *Melbourne 2030* policies and initiatives, more detailed guidelines will be developed to assist in the preparation of Integrated Transport Plans (ITPs) for new major developments in metropolitan Melbourne. The ITP guidelines may ultimately build on and/or complement these TIAR Guidelines.

2.4 Roles of various parties in managing access to arterial roads and freeways

Provided below is a general summary of the roles and responsibilities of the various parties involved in the land use planning and development process, as it relates to access to controlled access roads.

Municipal Councils (as the responsible planning authority)

- Consult with VicRoads and other State Government departments through all stages of municipal strategic and structure planning to determine the strategic transport function of the road network (current and proposed).
- Refer planning permit applications to VicRoads in accordance with the Victoria Planning Provisions.

Developer (the proponent)

- Consult the VicRoads Register of Public Roads to check if the proposed planning permit application:
  - (i) relates to land abutting a controlled access road; and then
  - (ii) determine the *model access management policy* (AMP) of that road.
  - (iii) apply for consent or for a decision under section 60 of the Road Management Act
- Prepare a permit application that accords with the access standards as detailed in the relevant AMP Schedule and, where relevant, the TIAR Guidelines (Appendix A).

State Government Departments

- Where required, provide input to municipal planning to assist in determining the strategic transport function of the road network (current and proposed).

VicRoads (as the coordinating road authority / referral authority)

- Consult with municipal councils regarding the strategic transport function of the arterial road and freeway network.
- Consult with municipal councils regarding the appropriate AMP for controlled access roads in order to protect their desired safety and operational efficiency (current and proposed).
- In conjunction with municipal councils, undertake regular reviews of the arterial road and freeway network (current and proposed) to determine its suitability for future transport needs.
- Where required, declare controlled access roads and make publicly available information regarding the *model access management policy* and standards that apply.
- As a referral authority, make recommendations to the responsible planning authority regarding proposed road access arrangements as submitted in a planning permit application.
- As the coordinating road authority, grant consent (in the case of a freeway) or make a decision (in the case of a controlled access road) under Section 60 of the Road Management Act.

PART 3 SCHEDULES

Schedule 1 – Model Access Management Policy 1 (AMP 1) – Restricted Access (Freeway)

Description

AMP 1 applies to roads currently at, or planned to be upgraded to, freeway standard. On full freeway standard roads there is no access between the road and adjacent land, except via grade-separated interchanges.

Performance Objective

- To eliminate traffic flow interference and conflicts associated with access movements by providing total functional separation between the road and adjacent land.

Standards and Principal Characteristics – Existing and Planned

Speed Environment

- Typically 100 km/h (or 110 km/h on some rural freeways subject to specific criteria).
- If the road is planned to be upgraded it may be 80km/h or lower in some circumstances.

Cross-Section

- Typically divided.
- If the road is planned to be upgraded it may not be divided.

Intersections

- Access to adjacent land is only via grade separated interchanges and the non-freeway road network.

Turning Movements

- Auxiliary lanes (acceleration and deceleration lanes) are provided for the purposes of acceleration and deceleration at all entry / exit points to the main carriageways.

- U– turns not permitted except only by emergency vehicles at designated median breaks for that purpose.

Site Access

- Land abutting a freeway has no right of direct access to that road.
- Direct site access across an *AMP 1* road boundary will only be permitted where approved by VicRoads.
- Freeway service centre developments are subject to *Freeway Service Centre Design Guidelines* and VicRoads approval of access arrangements. Any approved access shall require freeway standard entry and exit ramps and be subject to an Access Agreement with VicRoads.

Parking

- Not permitted on freeway carriageways and access ramps.
- Not permitted on intersecting cross road in the vicinity of ramp terminals.

Non Conforming Arrangements

- Special arrangements for non-conforming connections to *AMP 1* roads may be authorised by VicRoads.
- As the opportunity arises or when warranted:
  - any at-grade intersections and median openings may be ultimately removed; and
  - existing direct site accesses shall be reduced in number by closures and / or provision of alternative access.

Transport Impact Assessment Report

The Transport Impact Assessment Report (TIAR) Guidelines, included as Appendix A to these *Access Management Policies*, apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A TIAR is required where the land use development proposal constitutes a "major development" in accordance with the *Table 1: Thresholds for what constitutes a* ***major development*** of the TIAR Guidelines. In addition, a road authority may request a TIAR for a land use development proposal that does not exceed the threshold limits in the TIAR Guidelines, but is considered to have an impact on the safety and operational efficiency of the road.

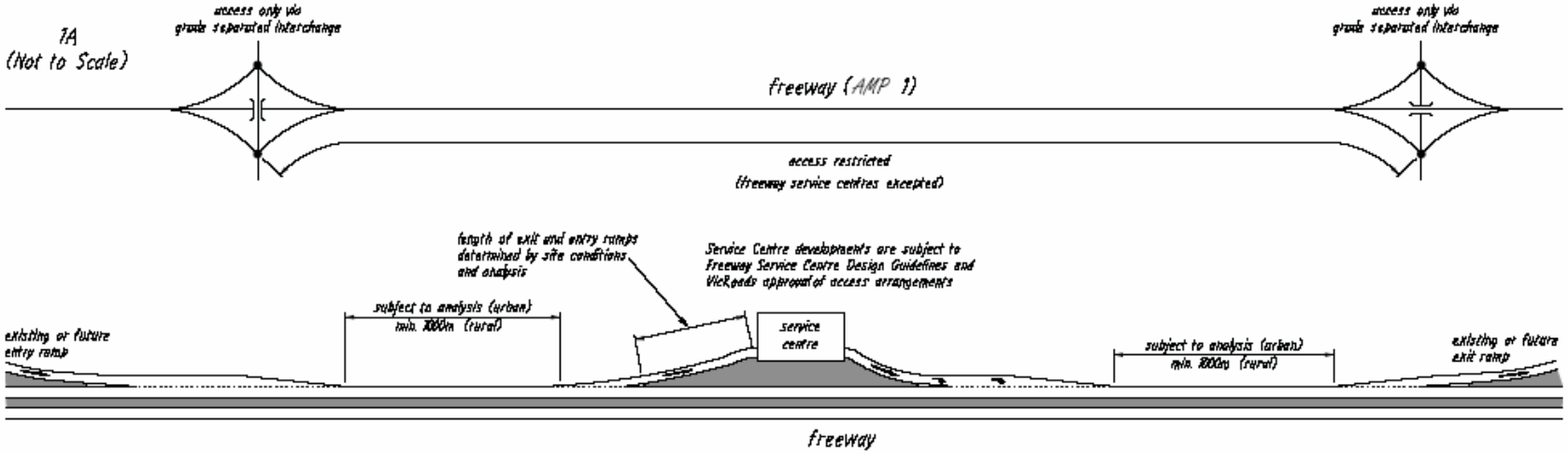
Referral to VicRoads

The *AMP 1* boundary extends adjacent to the freeway carriageways and usually also extends adjacent to access ramps to their termination at intersecting cross roads.

Any proposal affecting the boundary of a freeway requires the consent of VicRoads under Section 60(1) of the Road Management Act. This is in addition to any requirements for referral under the Planning and Environment Act (1987).

AMP 1 - Restricted Access (Freeway)

1A
(Not to Scale)



Speed Environment	Typically 100kph (or 110 kph on some rural freeways subject to specific criteria)
Minimum distance between interchanges	As determined by VicRoads

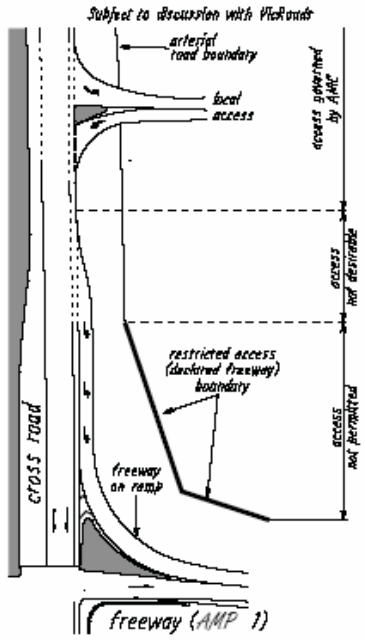
Carriageway Type	Urban/Rural - typically Divided
Parking	Not permitted on: - freeway carriageways & access ramps - intersecting cross roads in vicinity of ramp terminals
Design Vehicle	I/S with arterial - B-Double/2.5m Semi-Trailer

Site Access	Direct	- Not Permitted - Service Centres excepted and some minor authorised access permitted subject to VicRoads agreement
	Service Road	- Not Permitted
	Intersection	- Not Permitted

Intersections	New at grade	- Not Permitted
	Existing at grade	- Planned to be ultimately removed when warranted

1B
(Not to Scale)

Site access to/from cross road in vicinity of interchange



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Schedule 2 – Model Access Management Policy 2 (AMP 2) – Limited Access (Urban)

Description

AMP 2 applies in urban areas to roads where the transportation function (safe and efficient movement of through traffic) is predominant, but the access needs of adjacent land also require consideration. Vehicle access to adjacent land is limited and provided only through widely spaced controlled intersections and some intermediate minor local connections (to streets or service roads). Such conditions would apply for major urban arterial roads.

Performance Objectives

- To minimise traffic flow interference and collisions associated with access movements on major urban roads.
- To provide for orderly development of, and vehicular access to, abutting land by allowing limited and well-planned minor local connections between widely spaced controlled intersections.

Standards and Principal Characteristics – Existing or Planned

Speed Environment

- Typically 80 km/h operation (but may be 70 km/h or 90 km/h in some circumstances), unimpeded by turning or crossing traffic except at locations determined by the Road Authority.

Cross-Section

- Divided (or planned to be ultimately divided).

Intersections

- There is a high level of control over intersection spacing, vehicle turns and crossing movements.

- Intersection locations may be specified in an access management plan or a local structure plan, or the like, that has been agreed to by the Road Authority.
- The widely spaced intersections may be cross roads or T intersections, controlled by roundabouts or signals, and shall generally be at a minimum spacing of 800m.
- Signalised (or potentially signalised) intersections are spaced to suit current or future signal progression and traffic flow requirements.
- Intermediate T intersections are at least 200m apart from an adjacent T or cross intersection.
- The location and design of all intersections and service road connections to the through carriageway shall conform to the attached drawings or as approved by the Road Authority.

Turning Movements

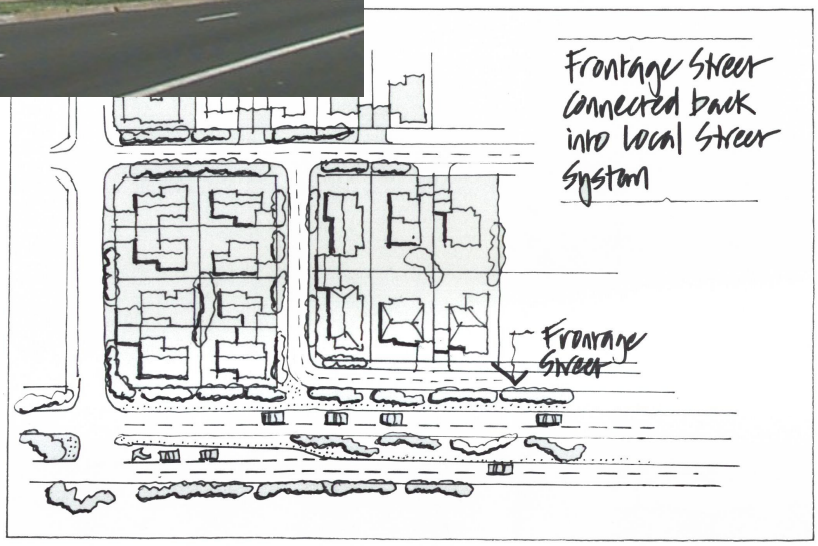
- Right turns and U-turns are controlled by medians and median breaks. The location, spacing and design of median breaks are only as provided in the attached drawings or as approved by the Road Authority.
- Provision is made for all turns to be separated from the through lanes of *AMP 2* roads:
  - Deceleration lanes, of adequate taper and storage lengths and clear of the through lanes, must be provided for the ***deceleration*** of all vehicles travelling along an *AMP 2* road requiring to make any turn (left, right, U); and
  - Acceleration lanes for the ***acceleration*** of turning vehicles merging with traffic on *AMP 2* roads may be required in some circumstances (depending on distance available for full acceleration, availability of adequate gaps in the through traffic, number of turning vehicles that accelerate slowly, sight distance at turning point).
- The location and design of actual acceleration and deceleration lanes shall conform to the attached drawings or as approved by the Road Authority.

Separate turning lanes for right and left turns are a feature of AMP 2 roads.

Site Access

- Individual sites do not have unrestrained direct access to the through carriageway.
- Vehicular access to individual sites shall only be via:
  - an alternative abutting road with a lower *model access management policy* (eg *AMP 4*, *AMP 5* and local roads are lower than *AMP 2*), whether or not the development itself is oriented towards the *AMP 2* road; or
  - a parallel frontage street (provided as part of a subdivision) which is accessed from the local street system; or
  - a one-way service road connected to the through lanes (approval must be granted by the Road Authority)
  - access points formed as intersections with the approval of, and to the requirements of the Road Authority if the speed limit of the *AMP 2* road is not higher than 80 km/h.

Prevention of vehicular access to the frontage does not prevent development from orientating towards the road



Frontage streets may connect back into the local street network, rather than directly to the through lanes. This is another way in which a "frontage" may be provided without direct vehicular access between the through lanes and properties.

Service roads may be used to protect access movements to frontages on AMP 2 roads

- Access points on a *AMP 2* road should meet all of the following conditions:
  - movements are limited to left turn entry and / or left turn exit only; and
  - access is not located in the vicinity of a median break (existing or planned); and
  - are at least 200m from an adjacent T or cross intersection; and
  - carry at least 50 vehicles a day (two-way) but no more than 500 vehicles a day (two-way); and
  - Axillary lanes for acceleration or deceleration are provided as stipulated above in ***Turning Movements***; and
  - geometric relationship to any adjacent service road entry or exit has the approval of the Road Authority; and
  - the surface of the access way is sealed between the interface with the through lane and at least 10m into the site; and
  - there is no internal site parking or internal site intersection within a reasonable distance from the site boundary that would cause stationary or manoeuvring vehicles to impede vehicles leaving the *AMP 2* road; and
  - site design provides for vehicles for that land use zone (eg trucks in a commercial area) to enter and exit the *AMP 2* through carriageway in a forward direction; and
  - Proposed access arrangements meet the sight distance standards stipulated in AUSTROADS *Guide to Traffic Engineering Practice Part 5 Chapter 5*.

Parking

- Parking on the roadway will be restricted adjacent to intersections in accordance with standard practices and may be restricted at other locations as determined by the Road Authority.

- Any existing authorised parking on the roadway is not to be considered as part of the parking supply for new development.

Existing Non Conforming Arrangements

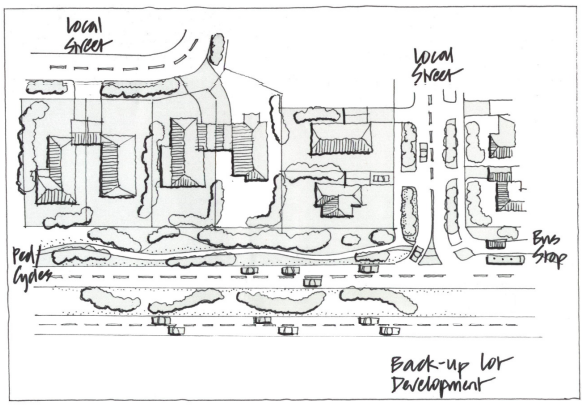
- Future access treatments need to meet the requirements prescribed in *AMP 2*.
- As the opportunity arises, existing non-conforming connections should be managed and/or reduced in number. This can be achieved by undertaking the following:
  - Access closures
  - Combing adjacent connections as part of the land use development approvals process, and
  - Limiting the changes of use served by existing connection.

Transport Impact Assessment Report

The Transport Impact Assessment Report (TIAR) Guidelines, included as Appendix A to these *Access Management Policies*, apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A TIAR is required where the land use development proposal constitutes a "major development" in accordance with the *Table 1: Thresholds for what constitutes a* ***major development*** of the TIAR Guidelines. In addition, a road authority may request a TIAR for a land use development proposal that does not exceed the threshold limits in the TIAR Guidelines, but is considered to have an impact on the safety and operational efficiency of the road.

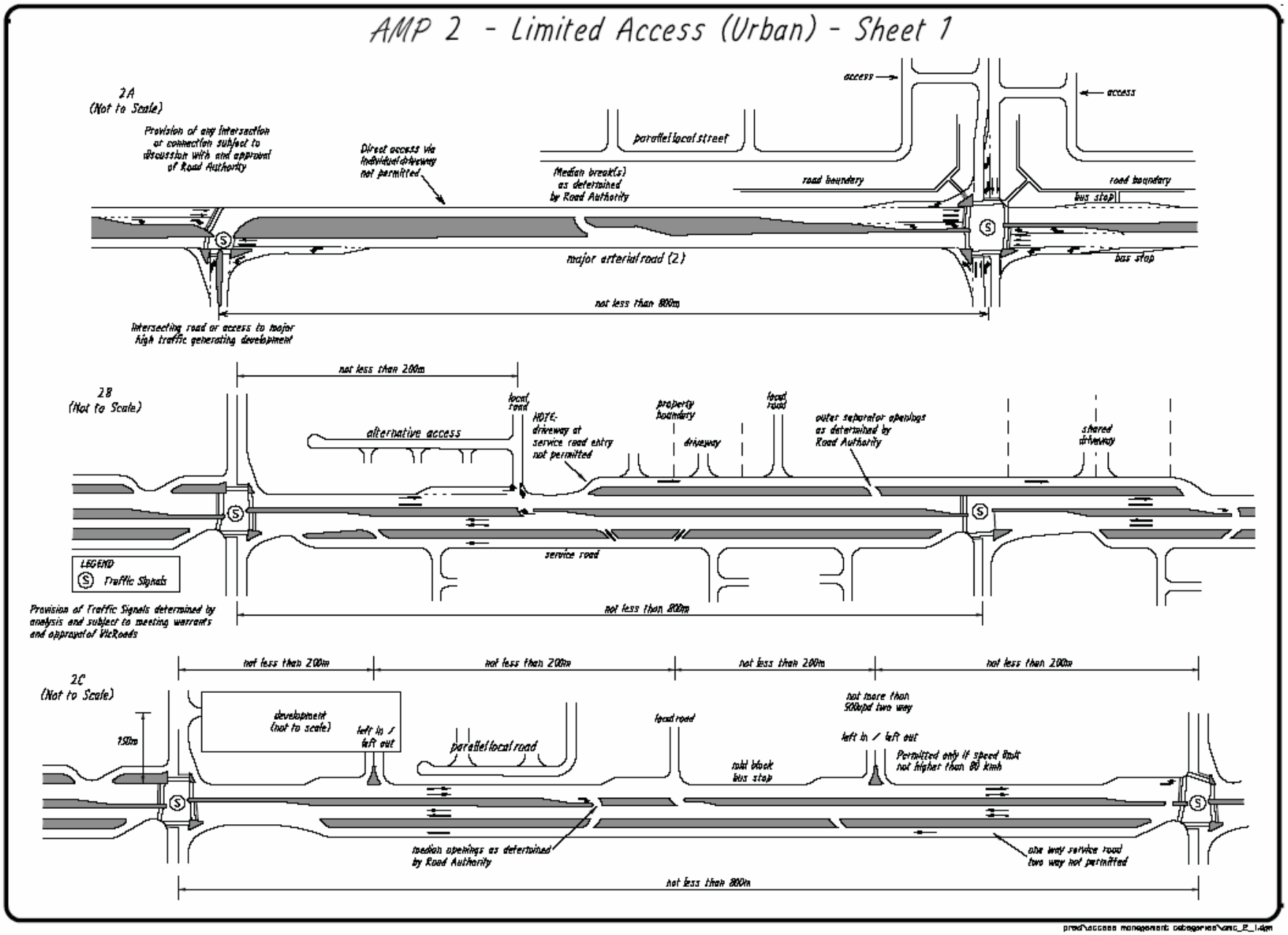
Referral to VicRoads



- Where the road is declared to be a controlled access road, proposals for the creation or alteration of access must be referred to VicRoads for a decision under section 60(3) of the Road Management Act. This is in addition to any requirements for referral to VicRoads that might be required under the Planning and Environment Act (1987) subject to any agreement between VicRoads (as the referral authority) and the responsible authority.

Limited access on AMP 2 roads may be achieved with different urban design and landscape treatments to produce the same traffic effect. The end result is determined by the planning vision, not traffic engineering.

Back-up lot development with wide buffer planting is only one of the alternative ways in which site access can be can be separated from high-level arterial roads. It is best suited to outer suburban and rural corridors where linear landscaping to support longer vistas and non-urban imagery is a dominant design objective.


AMP 2 - Limited Access (Urban) - Sheet 1
2A
(Not to Scale)
Provision of any intersection or connection subject to discussion with and approval of Road Authority
Direct access via individual driveway not permitted
Median break(s) as determined by Road Authority
parallel local street
access
access
road boundary
road boundary
bus stop
bus stop
major arterial road (2)
not less than 800m
Intersecting road or access to major high traffic generating development
2B
(Not to Scale)
not less than 200m
local road
alternative access
NOTE- driveway at service road entry not permitted
property boundary
driveway
local road
outer separator openings as determined by Road Authority
shared driveway
service road
LEGEND
Traffic Signals
Provision of Traffic Signals determined by analysis and subject to meeting warrants and approval of VicRoads
not less than 800m
2C
(Not to Scale)
not less than 200m
not less than 200m
not less than 200m
not less than 200m
150m
development (not to scale)
left in / left out
parallel local road
local road
not more than 500bpd two way
left in / left out
Permitted only if speed limit not higher than 80 km/h
taxi block bus stop
median openings as determined by Road Authority
one way service road two way not permitted
not less than 800m

AMP 2 - Limited Access (Urban) - Sheet 2

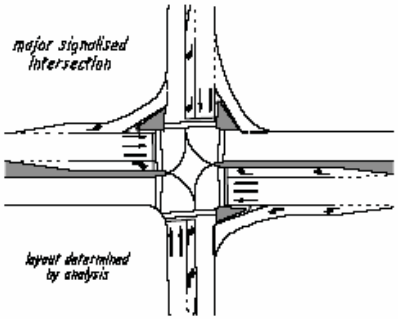
Speed Environment	Urban only - 70 - 90 kph
Minimum distance between intersections	800m between signalised intersections approximately 200m between intermediate T intersections and signalised intersections

Carriageway Type	Divided (or planned to be)
Parking	May be restricted
Design Vehicle	I/S with arterial - 19m Semi-Trailer - provision for B-Double as required

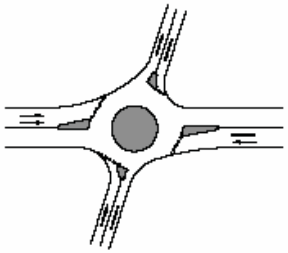
Intersections (Not to Scale)

Cross roads

Signalised



Unsignalised

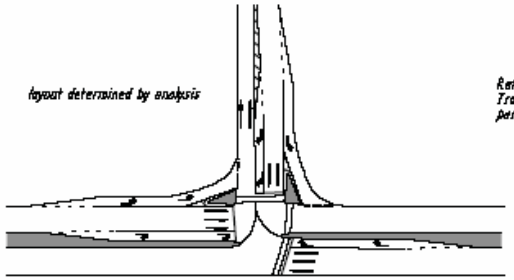


major arterial road (AMC 2)

Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

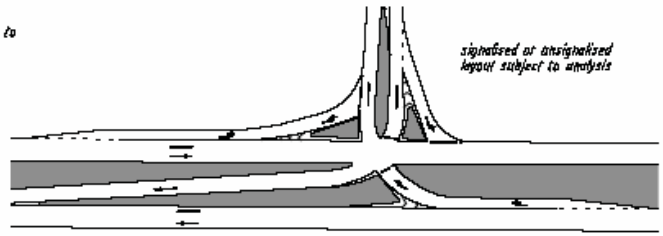
T junctions

Standard Signalised



Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

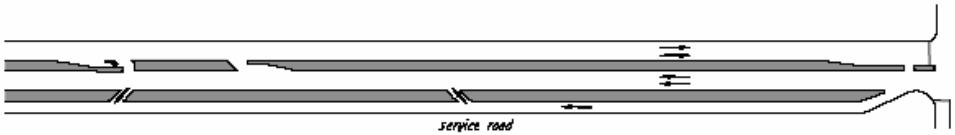
Island Treatment



major arterial road (AMC 2)

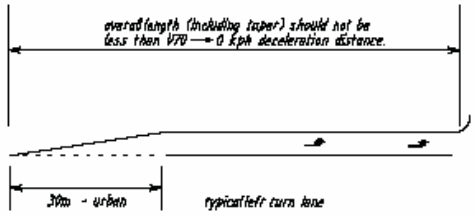
Service Road Connections to Through Traffic

Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

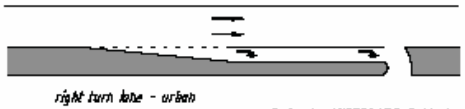


AMP 2 - Limited Access (Urban) - Sheet 3

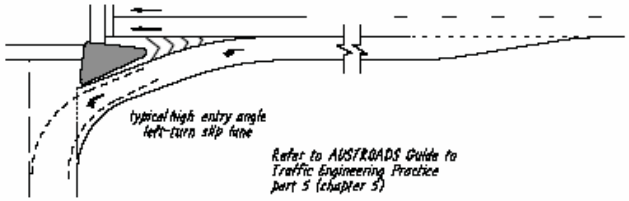
Turning Lanes (Not to Scale)



overall length of turning lanes (including taper) should not be less than V70 → 0 kph deceleration distance often governed by storage requirements at intersections.



Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)



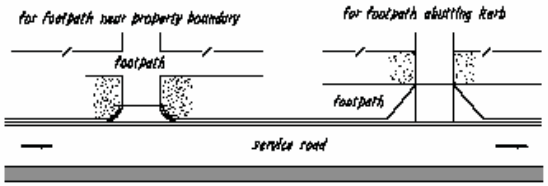
Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

Site Access (Not to Scale)

Direct driveway connection to through carriageway - Not permitted

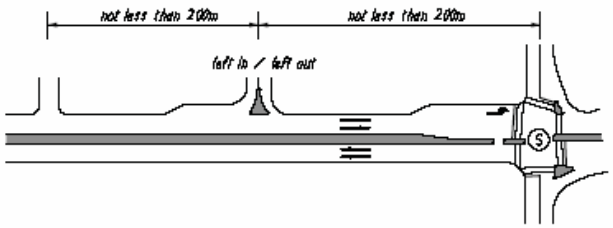
Service road - Permitted

Typical domestic/private driveway to service road



Typical Examples ONLY - Refer to local Council for actual standards and requirements

Unsignalised T intersection



Schedule 3 – Model Access Management Policy 3 (AMP 3) – Limited Access (Rural)

Description

AMP 3 applies in rural areas to roads where the transportation function (safe and efficient movement of through traffic) is predominant, but the access needs of adjacent land also require consideration. Vehicle access to adjacent land is limited and provided primarily through widely spaced intersections, but minimal direct driveway connections to individual sites may be allowed in limited circumstances. Such conditions would apply for major rural highways.

Performance Objectives

- To minimise traffic flow interference and collisions associated with access movements on major rural roads.
- To provide reasonable direct access to individual sites in limited circumstances via low-volume and adequately spaced driveways.

Standards and Principal Characteristics – Existing and Planned

Speed Environment

- Typically 100 km/h operation unimpeded by turning or crossing traffic, except at locations determined by the Road Authority.

Cross-Section

- May be divided or undivided.

Intersections

- There is a high level of control over site access points, intersection spacing, vehicle turns and crossing movements.
- Intersection locations may be specified in an access management plan or a local structure plan, or the like, that has been agreed to by the Road Authority.

- Intersections (cross or T) are desirably spaced a minimum of 800m apart.
- The location and design of all intersections shall conform to the attached drawings, or be approved by the Road Authority.

Turning Movements

- On divided roads, right turns and U-turns are controlled by medians and median breaks. The location, spacing and design of median breaks are only as provided or approved by the Road Authority.
- Provision is made for turns to be separated from the through lanes of *AMP 3* roads:
  - Deceleration lanes, of adequate taper and deceleration lengths and clear of the through lanes, must be provided for the ***deceleration*** of vehicles turning left or right (and U-turn on divided roads) on a *AMP 3* road, where warranted by traffic volumes (refer to attached drawings); and
  - Acceleration lanes for the ***acceleration*** of turning vehicles merging with traffic on *AMP 3* roads may be required in some circumstances depending on a distance available for full acceleration, availability of adequate gaps in the through traffic, number of turning vehicles that accelerate slowly and sight distance at a turning point.
- The location and design of acceleration and deceleration lanes should conform to the attached drawings.

Divided AMP 3 roads have high standard carriageways, but may have occasional low-volume at-grade intersections and some low-volume property entrances.

Site Access

- On *AMP 3* roads the intention is to minimise the net increase in connections to the road.
- Access to individual sites that abut more than one road should generally be from the road with a lower *model access management policy* (eg *AMP 4*, and local roads are lower than *AMP 3*).
- Individual adjacent sites do not have unrestrained direct access to the through carriageway. Direct driveway connections are only allowed if all of the following requirements are satisfied:
  - The property does not have an abuttal to a road of lower *model access management policy*.
  - The estimated total traffic movements expected to use the driveway connection does not exceed 20 vehicles per day two-way.

- Driveway connections are at least 200 m from any other connection (driveway or intersection).
  (Adjacent properties should desirably have combined / joint driveways even if separation distance is achieved)
- Site design provides for appropriate vehicles for that land use zone to enter and exit the *AMP 3* road in a forward direction.
- The surface of the driveway connection is sealed between the through lane and the property line.
- The location and layout of the driveway connection is consistent with the speed environment of the *AMP 3* road and complies with the attached drawings.
- Proposed access arrangements meet the sight distance standards stipulated in AUSTROADS *Guide to Traffic Engineering Practice Part 5 Chapter 5*.
- For access points used by trucks, the requirements stipulated in the VicRoads *Guidelines for Truck Access to Rural Properties* needs to be referred to.

Parking

- Parking on the roadway will be restricted adjacent to intersections in accordance with standard practices and may be restricted at other locations as determined by the Road Authority.
- Any existing authorised parking on the roadway is not to be considered as part of the parking supply for new development.

Existing Non Conforming Arrangements

- Future access treatments need to meet the requirements prescribed in *AMP 3*.
- As the opportunity arises, existing non-conforming connections should be managed and/or reduced in number. This can be achieved by undertaking the following:
  - Access closures
  - Combing adjacent connections as part of the land use development approvals process, and
  - Limits on change of use served by existing connection.

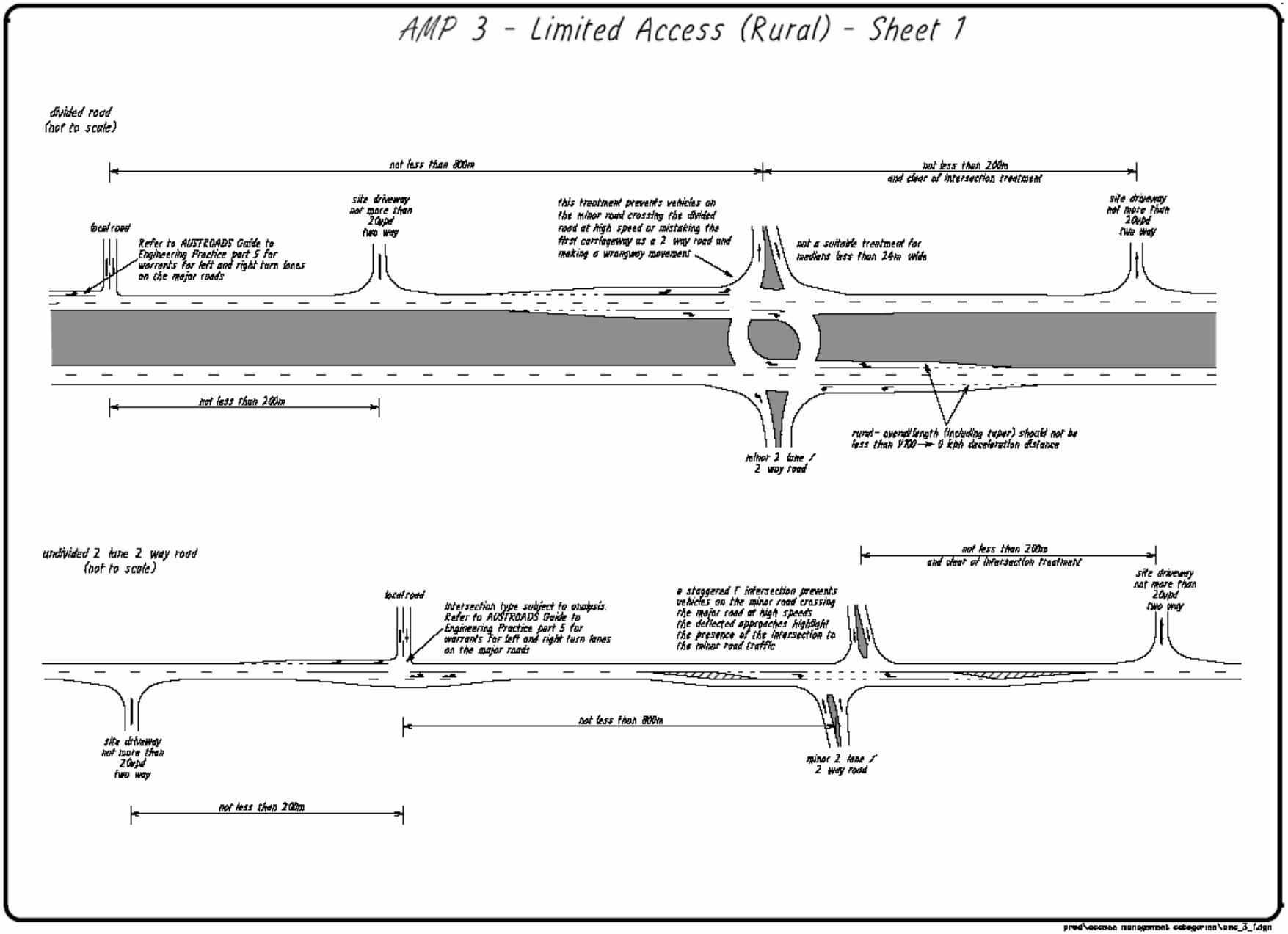
Transport Impact Assessment Report

The Transport Impact Assessment Report (TIAR) Guidelines, included as Appendix A to these *Access Management Policies*, apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A TIAR is required where the land use development proposal constitutes a “major development” in accordance with the *Table 1: Thresholds for what constitutes a* ***major development*** of the TIAR Guidelines. In addition, a road authority may request a TIAR for a land use development proposal that does not exceed the threshold limits in the TIAR Guidelines, but is considered to have an impact on the safety and operational efficiency of the road.

Referral to VicRoads

- Where the road is declared to be a controlled access road, proposals for the creation or alternation of access must be referred to VicRoads for a decision under section 60(3) of the RMA. This is in addition to any requirements for referral to VicRoads that might be required under the Planning and Environment Act (1987) subject to any agreement between VicRoads (as the referral authority) and the responsible authority.


AMP 3 - Limited Access (Rural) - Sheet 1
divided road
(not to scale)
not less than 800m
not less than 200m
and clear of intersection treatment
local road
Refer to AUSTROADS Guide to Engineering Practice part 5 for warrants for left and right turn lanes on the major roads
site driveway not more than 20vpd two way
this treatment prevents vehicles on the minor road crossing the divided road at high speed or mistaking the first carriageway as a 2 way road and making a wrongway movement
not a suitable treatment for medians less than 24m wide
site driveway not more than 20vpd two way
not less than 200m
rural - overall length (including taper) should not be less than V100 → 0 kph deceleration distance
minor 2 lane / 2 way road
undivided 2 lane 2 way road
(not to scale)
not less than 200m
and clear of intersection treatment
site driveway not more than 20vpd two way
local road
intersection type subject to analysis. Refer to AUSTROADS Guide to Engineering Practice part 5 for warrants for left and right turn lanes on the major roads
a staggered T intersection prevents vehicles on the minor road crossing the major road at high speeds the deflected approaches highlight the presence of the intersection to the minor road traffic
not less than 800m
site driveway not more than 20vpd two way
minor 2 lane / 2 way road
not less than 200m

AMP 3 - Limited Access (Rural) - Sheet 2

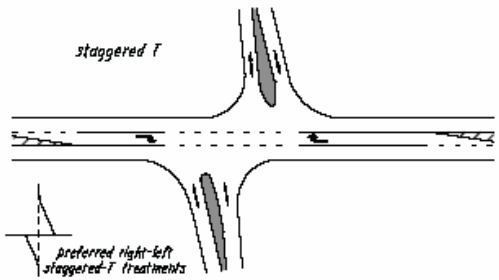
Speed Environment	Rural only - Generally 100kph
Site Access Traffic Volume	Direct access sites carry not more than 20vpd, two way
Minimum distance between intersections	800m between intersections Driveway connections are not less than 200m from any other connections

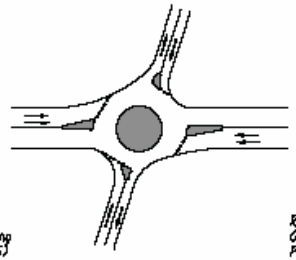
Carriageway Type	Divided / Undivided
Design Vehicle	I/S with arterial - 19m Semi-Trailer - provision for B-Double as required
Parking	May be restricted

Intersections (Not to Scale)

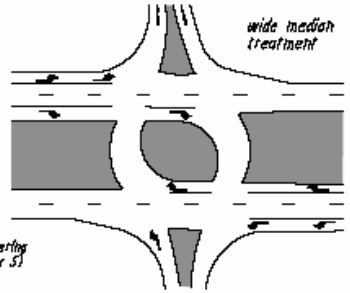
Signalised cross roads - Generally N/A

Unsignalised cross roads





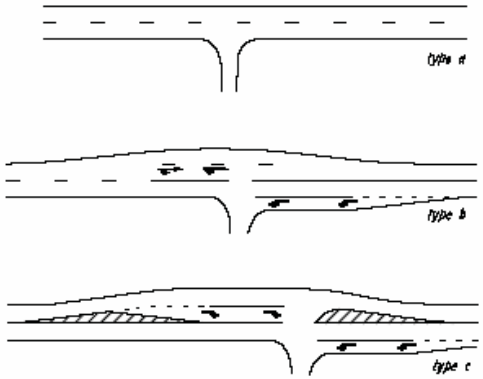
Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

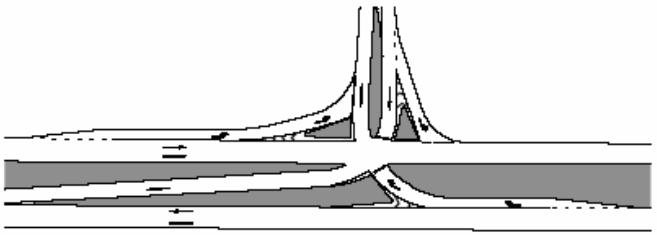


Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

T - Junctions

Intersection type subject to analysis. Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5) for selection criteria and warrants for left and right turn lanes

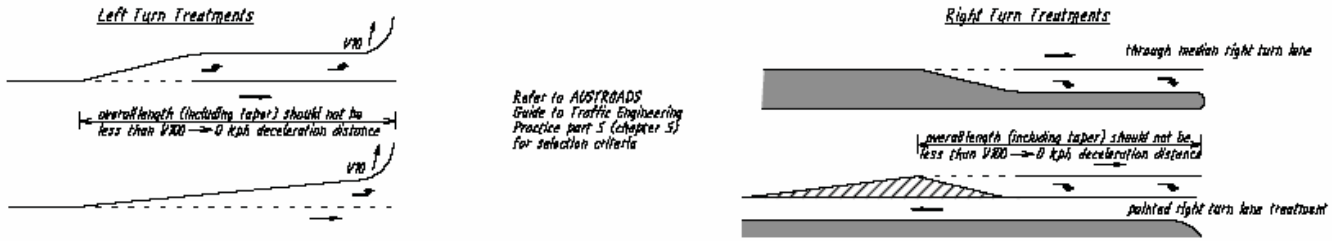




prod\access management categories\amc_3_2.dgn

AMP 3 - Limited Access (Rural) - Sheet 3

Turning
(Not to Scale)



Site Access
(Not to Scale)

prod\access management categories\amc_3_3.dgn

Schedule 4 – Model Access Management Policy 4 (AMP 4) – Regulated Access (Higher Speeds and Volumes)

Description

AMP 4 applies to roads with higher speeds and/or traffic volumes in urban and rural areas where the transportation function (safe and efficient movement of through traffic) is important, but must be balanced with the vehicular access needs of abutting land. Vehicular access is permitted, subject to safety controls on type, spacing and design of turning movements appropriate to a higher speed and/or higher traffic volume environment. Such conditions would apply for urban arterial roads and rural highways including at the fringe of townships.

Performance Objectives

- To manage the crash risk associated with access movements by controlling the location and design of turns into and out of connections.
- To provide for orderly vehicular access to abutting land.

Standards and Principal Characteristics

Speed Environment

- Typically 70 km/h operation in urban areas (but may be 60 km/h in some circumstances), and up to 100 km/h in rural areas, depending on spacing and type of access connections and other land use factors.

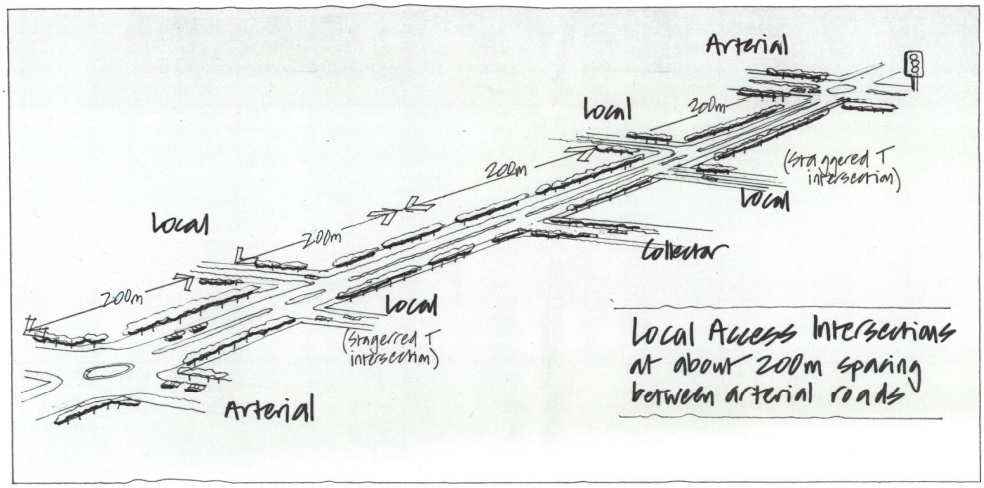
Cross-Section

- May be divided or undivided.

Intersections

- The spacing between intersections in urban areas is to take account of signalisation or the potential for future signalisation.
- Proposed new intersections must be approved by the Road Authority.

- form T junctions requiring only left turn entry and exit movements;
- carry no more than 500 vehicles a day (two-way) at the intersection approach;
- are at least 200m from adjacent T or cross intersections;

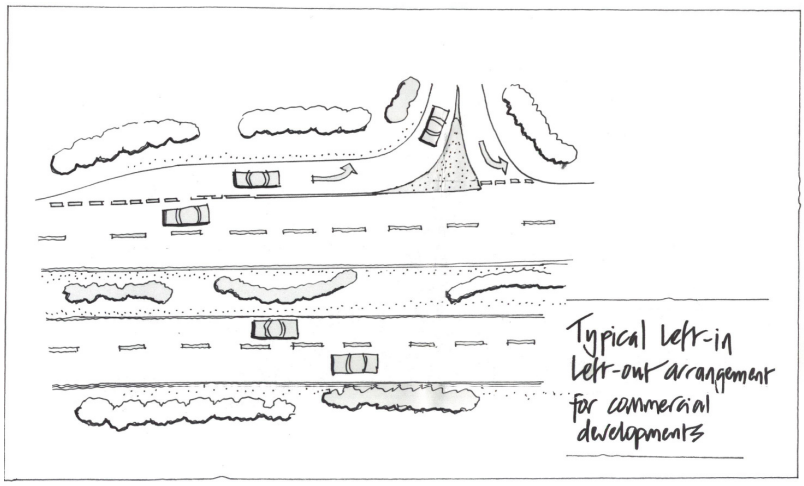


- The location and design of intersections and service road connections to the through carriageway shall conform to the attached drawings and are only as provided or approved by the Road Authority.

Turning Movements

- Left in-left out turns are permitted to driveways and intersecting roads, subject only to adequate provision for their design and operation in accordance with the attached drawings.
- Except for some movements on undivided rural roads, right turns can only be at locations approved by the Road Authority and are usually protected by a median or added turning lane so that they do not impede through traffic.

Left turn movements into larger traffic generators may be combined and/or require the provision of a turning lane.



Site Access

- Permissible access points may be specified in an access management plan or a local structure plan, or the like.
- Individual sites may have access from service roads that have more frequent entries and exits.
- Access to individual sites that abut more than one road should generally be from the road with a lower *model access management policy* (eg *AMP 5* and local roads are lower than *AMP 4*).
- Except with Road Authority approval, driveways to individual sites or groups of sites meet the following requirements:
    - Do not carry more than 20 vehicles per day two-way.
    - Except on undivided rural roads, movements are limited to left turn entry and / or left turn exit only.
    - Site design provides for appropriate vehicles for that land use zone to enter and exit the road in a forward direction.
    - Only one connection to any site (including a site proposed to be subdivided.
    - Combined access points may be encouraged to meet connection spacing requirements. The intention is to limit and, if possible, reduce the number of connections to private land.
    - Left turns into larger traffic generators, or into any entrance on more highly-trafficked roads, may be required to have a speed change lane clear of the through lanes. This may influence their permitted spacing.
    - The surface is sealed between the interface of the through carriageway and at least 10m into the site on urban *AMP 4* roads and the property line on rural *AMP 4* roads.
    - there is no internal site parking or internal site intersection within a reasonable distance from the site boundary that would cause stationary or manoeuvring vehicles to impede vehicles leaving the *AMP 4* road.
    - Proposed access arrangements meet the sight distance standards stipulated in AUSTROADS *Guide to Traffic Engineering Practice Part 5 Chapter 5*.
    - The location and layout of the driveway connection is consistent with the speed environment of the road and complies with the attached drawings.

More frequent separator breaks may be permitted.

Parking

- Parking on the roadway will be restricted adjacent to intersections in accordance with standard practices and may be restricted at other locations as determined by the Road Authority.
- Any existing authorised parking on the roadway may not be considered as part of the parking supply for new development.

Existing Non Conforming Arrangements

- Future access treatments need to meet the requirements prescribed in *AMP 4*.
- As the opportunity arises, existing non-conforming connections should be managed and/or reduced in number. This can be achieved by undertaking the following:
    - Access closures
    - Combing adjacent connections as part of the land use development approvals process, and
    - Limits on change of use served by existing connection.

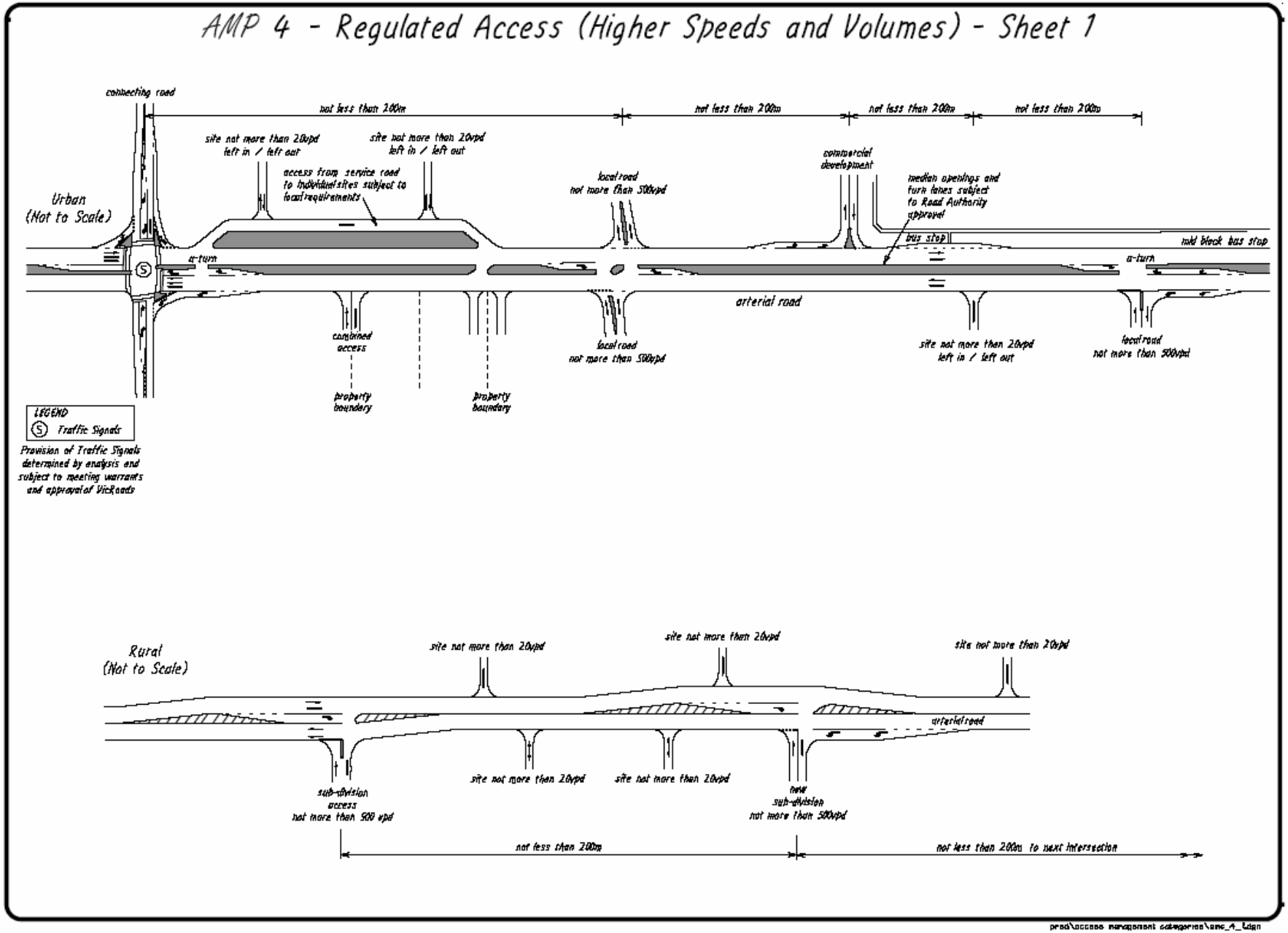
Transport Impact Assessment Report

The Transport Impact Assessment Report (TIAR) Guidelines, included as Appendix A to these *Access Management Policies*, apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A TIAR is required where the land use development proposal constitutes a “major development” in accordance with the *Table 1: Thresholds for what constitutes a* ***major development*** of the TIAR Guidelines. In addition, a road authority may request a TIAR for a land use development proposal that does not exceed the threshold limits in the TIAR Guidelines, but is considered to have an impact on the safety and operational efficiency of the road.

Referral to VicRoads

- Where the road is declared to be a controlled access road, proposals for the creation or alternation of access must be referred to VicRoads for a decision under section 60(3) of the RMA. This is in addition to any requirements for referral to VicRoads that might be required under the Planning and Environment Act (1987) subject to any agreement between VicRoads (as the referral authority) and the responsible authority..


AMP 4 - Regulated Access (Higher Speeds and Volumes) - Sheet 1
connecting road
not less than 200m
not less than 200m
not less than 200m
not less than 200m
site not more than 20vpd left in / left out
site not more than 20vpd left in / left out
access from service road to individual sites subject to local requirements
local road not more than 500vpd
commercial development
median openings and turn lanes subject to Road Authority approval
Urban (Not to Scale)
bus stop
mid block bus stop
u-turn
u-turn
arterial road
combined access
local road not more than 500vpd
site not more than 20vpd left in / left out
local road not more than 500vpd
property boundary
property boundary
LEGEND
Traffic Signals
Provision of Traffic Signals determined by analysis and subject to meeting warrants and approval of VicRoads
Rural (Not to Scale)
site not more than 20vpd
site not more than 20vpd
site not more than 20vpd
arterial road
site not more than 20vpd
site not more than 20vpd
sub-division access not more than 500 vpd
new sub-division not more than 500vpd
not less than 200m
not less than 200m to next intersection

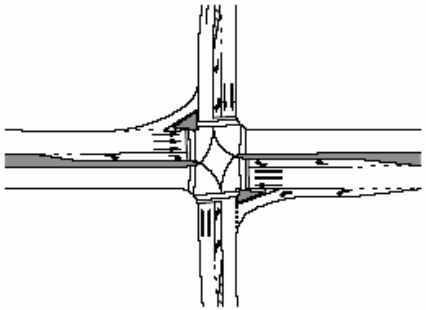
AMP 4 - Regulated Access (Higher Speeds and Volumes) - Sheet 2

Speed Environment	Urban - 60-70 kph Rural - Generally 100kph
Traffic Volume	Intersecting roads carry less than 500vpd two way at the intersection approach. Driveways/individual sites carry less than 20vpd.
Minimum distance between intersections	200m from adjacent Tee or Cross road intersections.

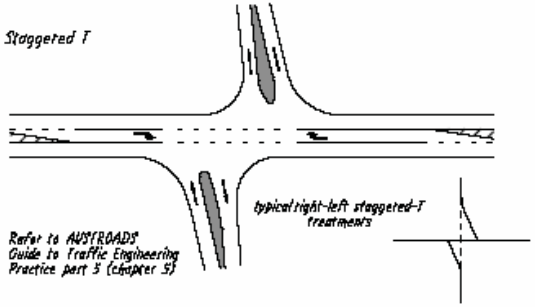
Carriageway Type	Divided / Undivided	
Design Vehicle	I/S with arterial	19m Semi-Trailer provision for B-Double as required
Parking	May be restricted	

Intersections (Not to Scale)

Signalised cross roads - Urban

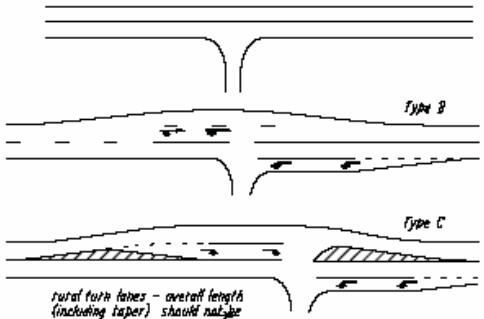


Unsignalised cross roads - Rural

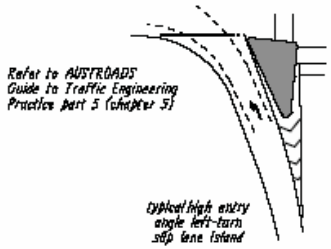


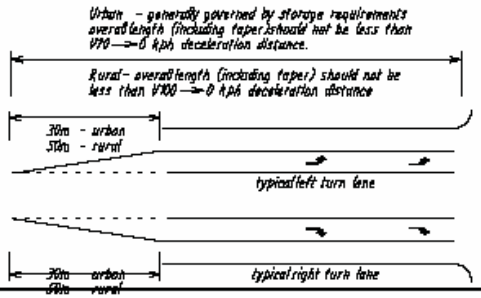
Rural T-Junctions

Intersection type subject to analysis. Refer to AUSTROADS Guide to Traffic Engineering Practice part 5 (chapter 5)

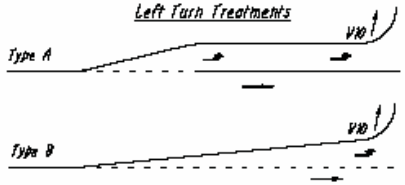


Turning Lanes (Not to Scale)





Left Turn Treatments

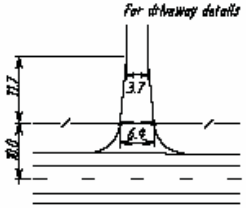


Site Access (Not to Scale)

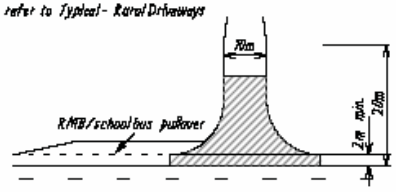
Direct Urban

Direct Rural

For driveway details - refer to Typical - Rural Driveways



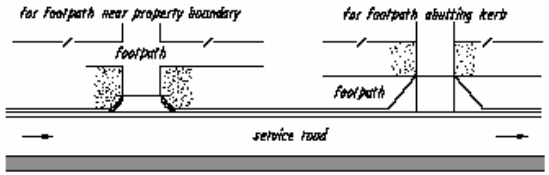
Single unit truck (12.5m)



19.5m long rigid bus/truck

Service road - Permitted

Typical domestic/private driveway to service road



Typical Examples ONLY - Refer to local Council for actual standards and requirements

prod\access management policies\amp_4_2.dgn

Schedule 5 – Model Access Management Policy 5 (AMP 5) – Regulated Access (Medium Speeds and Traffic Volumes)

Description

AMP 5 applies to roads with medium speeds and traffic volumes in urban areas where the transportation function of the road (safe and efficient movement of through traffic) must be balanced with the vehicular access needs of abutting land use. Vehicular access is permitted, subject to road safety considerations appropriate to a medium speed and medium traffic volume environment. Such conditions would apply for mixed-function urban roads (including through townships in rural areas), where interrupted traffic flow conditions are expected.

Performance Objective

- To manage crash risk associated with access movements by creating appropriate speed and physical environments, to allow for the level of vehicular access required by the land use.

Standards and Principal Characteristics

- A level of vehicular access that is appropriate to the uses on adjacent land is achieved.
- The expectations of through traffic may need to be moderated in terms of the travel speed and quality of flow, but not generally the route capacity.

Speed Environment

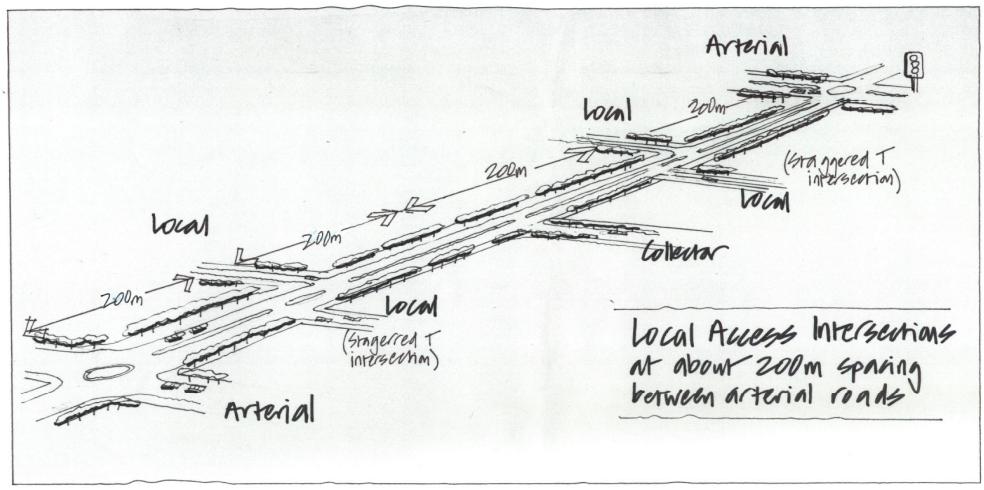
- Typically 60 km/h operating speed environment, but may be lower in some circumstances depending on spacing and type of access connections and other land use factors.

Cross-Section

- Typically undivided.

Intersections

- The spacing between intersections in urban areas is to take account of signalisation or the potential for future signalisation.
- Proposed new intersections must be approved by the Road Authority.
  - form T junctions requiring only left turn entry and exit movements;
  - carry no more than 500 vehicles a day (two-way) at the intersection approach;
  - are at least 200m from adjacent T or cross intersections;



- The location and design of intersections and service road connections to the through carriageway shall conform to the attached drawings and are only as provided or approved by the Road Authority.

Turning Movements

- Left and right turns are generally unrestricted, other than by street design and traffic management features introduced for reasons other than access management.
  - Driveways and turning movements may be limited by the requirements of local planning intentions but are not, in general, constrained by the needs of through traffic.

Site Access

- Access is permitted subject to controls on location and arrangement for safety and intersection efficiency.
  - These controls are mostly of a driveway design nature and are expressed in Schedules 1 to 6 and any applicable local development or design code.
  - The requirements related to driveway locations that may reduce intersection capacity are especially pertinent in this category.
- Proposed access arrangements meet the sight distance standards stipulated in AUSTROADS *Guide to Traffic Engineering Practice Part 5 Chapter 5*.
  - Conflicts and turns occur with adequate sight distance and under appropriately moderated speed conditions.

- Connections do not carry more than 30 vehicles per day two-way without the permission of the Road Authority.
- Only one connection to any site is allowed, unless with the permission of the Road Authority.
- Site design provides for appropriate vehicles for that land use zone to enter and exit the road in a forward direction.
- The surface is sealed between the interface of the through carriageway and at least 6m into the site.

Parking

- Parking may be permitted on the roadway but subject to Road Authority requirements. Parking on the roadway adjacent to intersections will be restricted in accordance with standard practices.
- Any existing authorised parking on the roadway may not be considered as part of the parking supply for new development.

Existing Non Conforming Arrangements

- Future access treatments should not be constrained to any existing access arrangements that do not conform to the above standards.
- Future access treatments need to meet the requirements prescribed in *AMP 5*
- As the opportunity arises, existing non-conforming connections should be managed and/or reduced in number. This can be achieved by undertaking the following:
    - Access closures
    - Combing adjacent connections as part of the land use development approvals process, and
    - Limits on change of use served by existing connection.

Transport Impact Assessment Report

The Transport Impact Assessment Report (TIAR) Guidelines, included as Appendix A to these *Access Management Policies*, apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A TIAR is required where the land use development proposal constitutes a “major development” in accordance with the *Table 1: Thresholds for what constitutes a* ***major development*** of the TIAR Guidelines. In addition, a road authority may request a TIAR for a land use development proposal that does not exceed the threshold limits in the TIAR Guidelines, but is considered to have an impact on the safety and operational efficiency of the road.

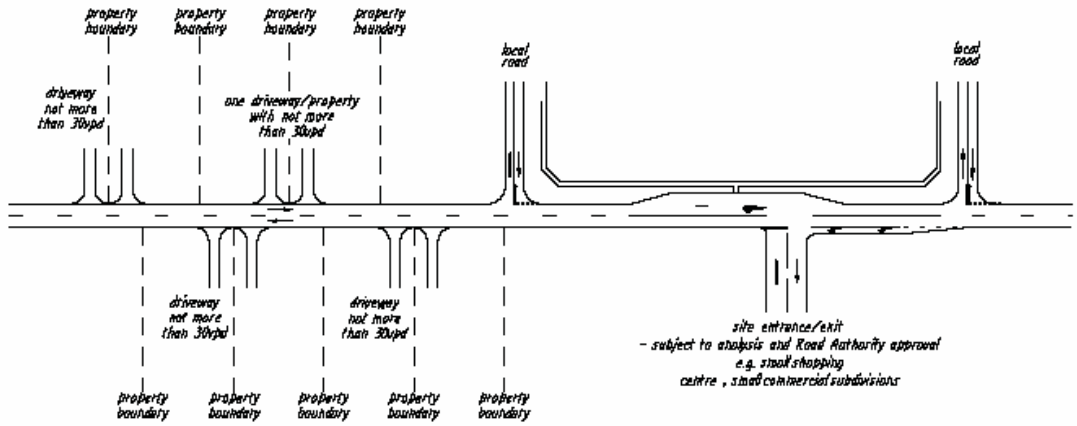
Referral to VicRoads

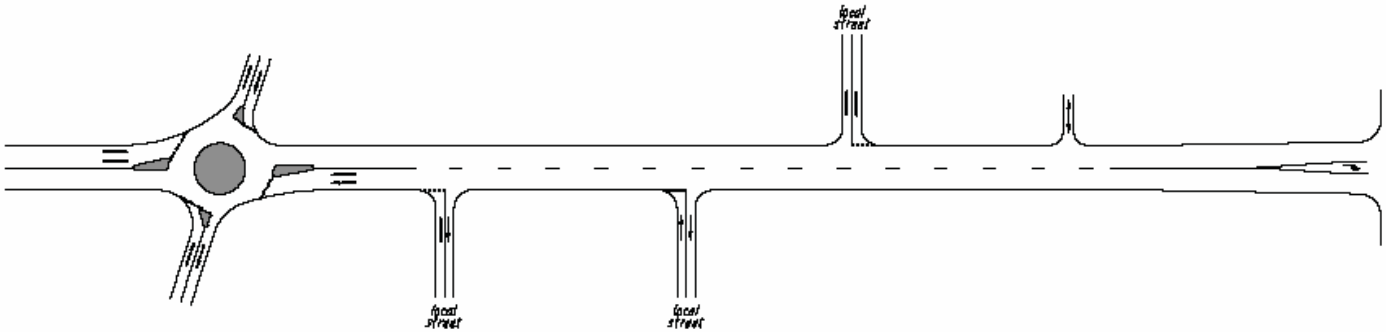
Where the road is declared to be a controlled access road, proposals for the creation or alternation of access must be referred to VicRoads for a decision under section 60(3) of the RMA. This is in addition to any requirements for referral to VicRoads that might be required under the Planning and Environment Act (1987) subject to any agreement between VicRoads (as the referral authority) and the responsible authority..

Right turns can be separated from through traffic even when there is no median and there is no restriction on turns and entrances.

AMP 5 - Regulated Access (Medium Speeds and Volumes) - Sheet 1

Urban Conditions
(Not to Scale)



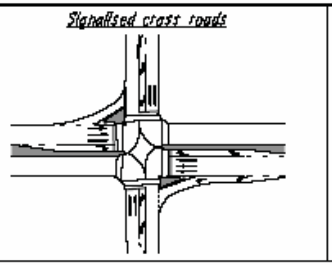


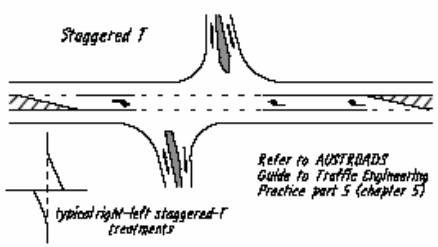
AMP 5 - Regulated Access (Medium Speeds and Volumes) - Sheet 2

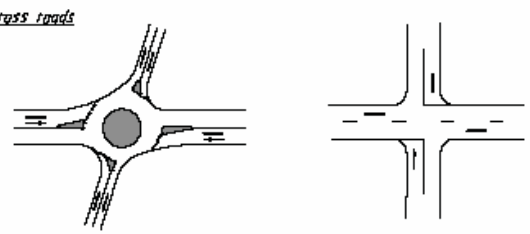
Speed Environment	Urban only - 50/60 kph
Traffic Volume	Connections not more than 30 vpd Two way
Minimum distance between intersections	

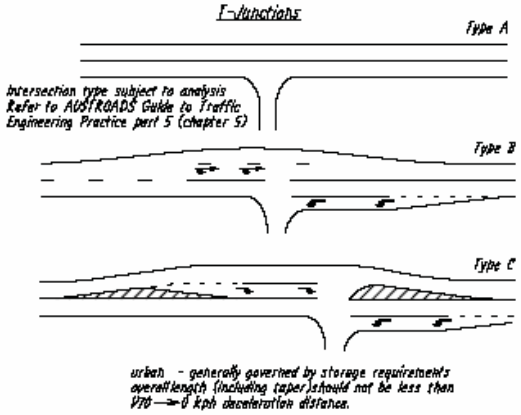
Carriageway Type	Undivided
Design Vehicle	19m Semi-Trailer, SU Truck/Bus as appropriate

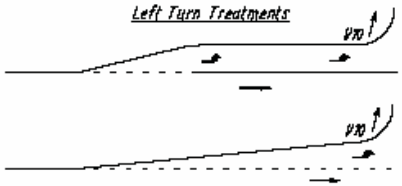
Intersections (Not to Scale)

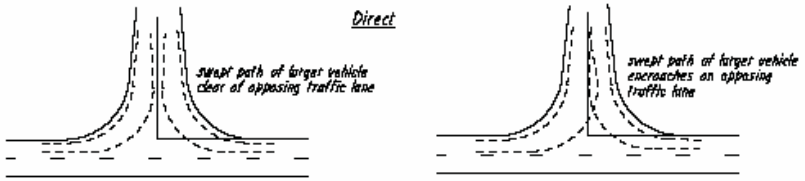




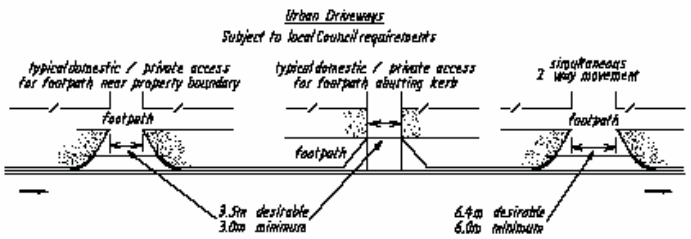








Site Access (Not to Scale)



Tapers are to be provided on the vehicular approach side of the crossing (as a minimum)

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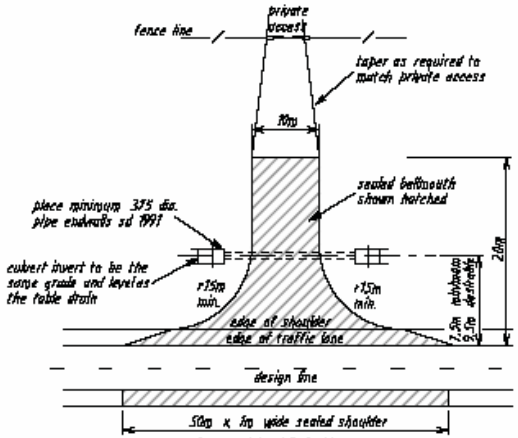
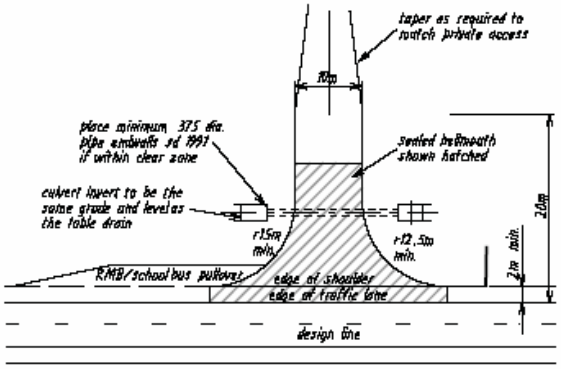
Typical Rural Access Applying to AMP 3 or AMP 4

Two Lane Access (Not to Scale)

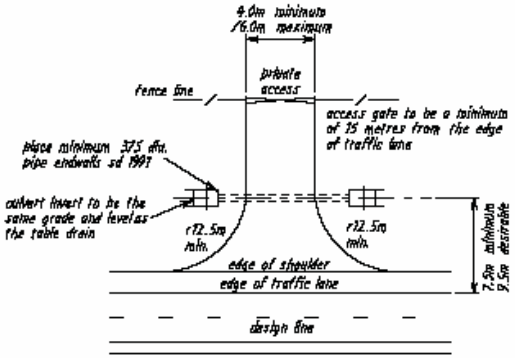


Commercial and B-double access
all turns from far lane not greater than 1500 vpd

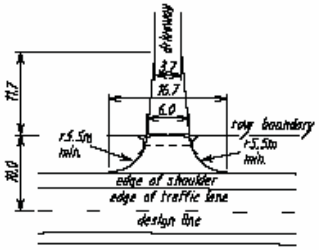


19.5m Long rigid bus/truck
all turns from far lane not greater than 1500 vpd
delineation and linemarking to be determined

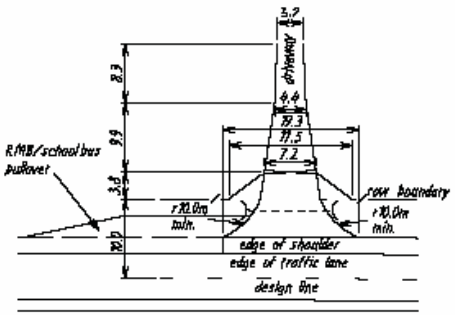
Single Lane Access (Not to Scale)



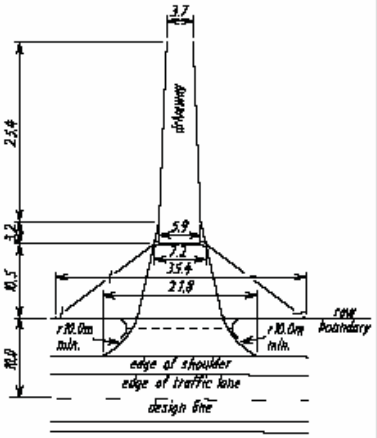
Typical rural driveway



Single unit truck (12.5m)

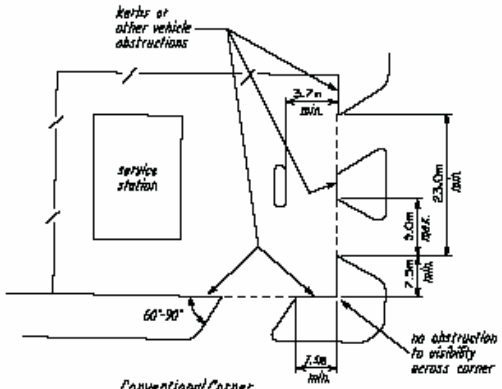


Prime mover and semi trailer (19.0m)



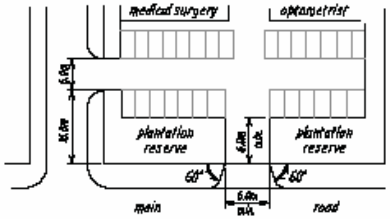
B-double (25.0m)

Typical Urban Driveways - Commercial Access Applying to AMP 4 or AMP 5



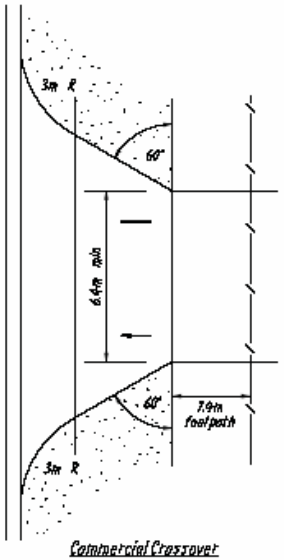
Conventional Corner Service Station Access

(Not to Scale)



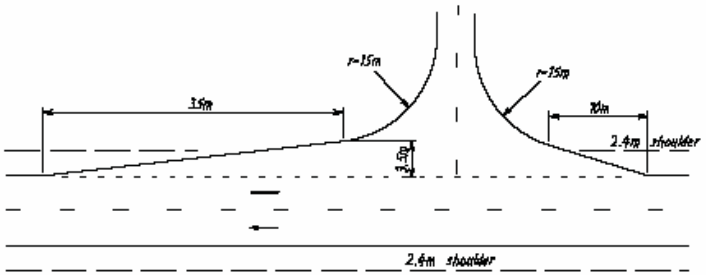
Typical access to Medical Clinic on Urban Arterial

(Not to Scale)



Commercial Crossover

(Not to Scale)



Drive-in Nursery - Typical treatment

(Not to Scale)

Schedule 6 – Model Access Management Policy 6 (AMP 6) – High Pedestrian Activity Centres

Scope

AMP 6 applies to high pedestrian activity environments such as activity centres and shopping strips. Vehicle access should be regulated to take into account the needs and safety of pedestrians and all road users. It is important to note that vehicle access may be restricted to ensure pedestrian safety.

More specifically *AMP 6* applies to roads that dissect principal activity centres and major activity centres, or also for mixed function urban roads (including through townships in rural areas). The vehicle transport function needs to be balanced with the function of high pedestrian use. There is an appreciation that interrupted traffic flow conditions are expected. Finally *AMP 6* acknowledges that there are unique demands on the road system in these complex urban environments and that policies 8.1, 8.2, 8.5 and 8.7 from *Melbourne 2030* require consideration. The requirements within *Melbourne 2030* should be weighted higher than the Austroads guidelines if the sources contradict each other.

Performance Objective

- To ensure that safe and adequate vehicular access is provided to land adjacent to arterial roads.
- Encourage the better integration of land use and road planning.
- To ensure efficiency of other modes and essential vehicle access (to driveways) while maintaining pedestrian safety and efficiency.

Standards and Principal Characteristics

- A level of vehicular access that is appropriate to the uses on adjacent land is achieved and that helps reduce pedestrian / vehicle conflicts.
- The expectations of through traffic is moderated in terms of the travel speed and quality of flow, but generally not the route capacity.
- Access treatments used ensure a balance between through traffic function, local traffic function and pedestrian function.

Speed Environment

- Typically 60 km/h or 50 km/h operating speed environment, but may be lower in some circumstances depending on spacing and type of access connections, pedestrian safety and other land use factors.

Cross-Section

- Can be either divided or undivided.

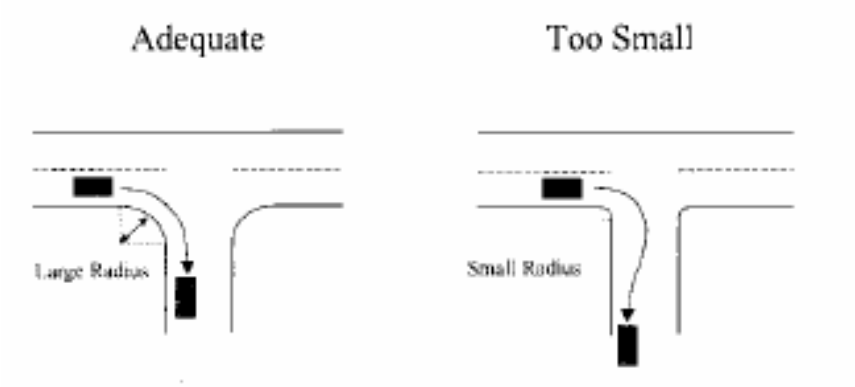
(If the road is divided the median should be utilised to minimise conflict and as a pedestrian refuge).

Turning Movements

- Left and right turns are generally unrestricted, other than by street design and traffic management features introduced for reasons other than access management (eg pedestrian safety).
    - Driveways and turning movements may be limited by the requirements of local planning intentions but are not, in general, constrained by the needs of through traffic.
    - The driveways may be constrained to facilitate safe and efficient pedestrian movement. Refer to Site Access below for further information.

Site Access

- Proposed access arrangements must meet the sight distance standards stipulated in AUSTROADS *Guide to Traffic Engineering Practice Part 5 Chapter 5*. This ensures that conflicts and turns occur with adequate sight distance and under appropriately moderated speed conditions.
- The turning radius into the access should meet the relevant Austroads Standards. The following diagram shows suitable and not suitable examples. The speed of the roadway, the anticipated type and volume of the traffic, pedestrian safety and the type of use proposed for the site should be considered when evaluating the turning radius.



- Connections do not carry more than 30 vehicles per day two-way without the permission of the Road Authority.
- Only one connection to any site is allowed, unless with the permission of the Road Authority.
- Site design provides for appropriate vehicles for that land use zone to enter and exit the road in a forward direction.
- The surface is sealed between the interface of the through carriageway and at least 6m into the site.

Possible alternative considerations

- Consider shared parking between facilities.
- Consider connecting parking lots and consolidating driveways (so vehicles can travel between parcels without re-entering an arterial).
- Consider two blocks to share a single driveway (if this is possible under the planning provisions).
- Consider width of access point (too small causes delays)

Parking

- In busy centres, the presence of parked vehicles at the kerb, or their absence, creates distinctly different activity, safety and visual environments that need to be considered during assigning categories.

The specific requirements for *AMP 6* are as follows:

- Parking may be permitted on the roadway but subject to Road Authority requirements. Parking on the roadway adjacent to intersections will be restricted in accordance with standard practices.
- Any existing authorised parking on the roadway may not be considered as part of the parking supply for new development.

Existing Non Conforming Arrangements

- Future access treatments should not be constrained to any existing access arrangements that do not conform to the above standards.
- As the opportunity arises, existing non-conforming connections are managed and/or gradually changed or reduced in number.

Transport Impact Assessment Report

The Transport Impact Assessment Report (TIAR) Guidelines, included as Appendix A to these *Access Management Policies*, apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A TIAR is required where the land use development proposal constitutes a “major development” in accordance with the *Table 1: Thresholds for what constitutes a* ***major development*** of the TIAR Guidelines. In addition, a road authority may request a TIAR for

a land use development proposal that does not exceed the threshold limits in the TIAR Guidelines, but is considered to have an impact on the safety and operational efficiency of the road.

Referral to VicRoads

- Where the road is declared to be a controlled access road, proposals for the creation or alternation of access must be referred to VicRoads for a decision under section 60(3) of the RMA. This is in addition to any requirements for referral to VicRoads that might be required under the Planning and Environment Act (1987) subject to any agreement between VicRoads (as the referral authority) and the responsible authority.

APPENDIX A – TIAR GUIDELINES

Guidelines for Transport Impact Assessment Reports

For major land use and development proposals

FOREWORD

The safe and efficient movement of people and goods plays a key role in the future sustainability of Victoria.

The emphasis on using the road network more effectively and efficiently has grown significantly over recent years. With this, the need to manage our existing road space more effectively will be of paramount importance. Access management is a key component to achieving this goal.

Major developments can have a considerable impact on access management, and often result in negative effects and impacts on the road network if not planned correctly. For this reason a Transport Impact Assessment Report (*TIAR*) is required for developments that are deemed 'major' or likely to have adverse impacts on the road and surrounding network.

These Guidelines provide information on when a *TIAR* is required; detailing what constitutes a major development, and what the *TIAR* should contain. In essence, it is a practical and essential mechanism that assists in achieving access management objectives.

CONTENTS

1

1 Introduction

The purpose of these Guidelines is to provide information on when a Transport Impact Assessment Report (*TIAR*) is required, and more specifically, what it should contain.

The Guidelines are part of a two-staged approach to encourage and facilitate integrated transport planning and more sustainable transport outcomes relating to site-specific land use development in Victoria. In the future, in line with the *Melbourne 2030* policy and initiatives, more detailed guidelines will be developed to assist in the preparation of Integrated Transport Plans (ITPs) for new major developments in metropolitan Melbourne. As such, the ITP guidelines may ultimately build on and/or complement these *TIAR* Guidelines.

The requirements for a *TIAR* (and in the future an ITP) do not replace the need for higher-level structure planning in growth areas that integrates planning for land use and the provision of transport infrastructure. This high level integration is still essential as it includes long-term road safety and transport considerations that are beyond the scope of a *TIAR*.

2 Policy and Strategic Context

The Victoria Planning Provisions (VPPs), Melbourne 2030 and Victoria's road safety strategy for 2002-2007, arrive alive! are all relevant considerations in the policy and strategic context of TIARs. These considerations are discussed in more detail below.

Victoria Planning Provisions

The State Planning Policy Framework of the Victoria Planning Provisions (clauses 18.01 and 18.02), states the following:

- New uses or development of land near an existing or proposed transport route should be planned or regulated to avoid detriment to, and where possible enhance, the service, safety and amenity desirable for that transport route in the short and long terms.
- To ensure access is provided to developments in accordance with forecast demand taking advantage of all available modes of transport and to minimise the impact on existing transport networks and the amenity of surrounding areas. Consideration should be given to all modes of travel, including walking, cycling, public transport, taxis and private vehicles (passenger and freight) in providing for access to new developments.

Melbourne 2030 – Planning for Sustainable Growth

Melbourne 2030 is a 30 year strategic plan for managing growth and change across metropolitan Melbourne and the surrounding region. *Melbourne 2030* supports a sustainable transport system that offers people adequate and realistic transport choices, provides equitable access to services and facilities, and aims to increase the number of people who walk, cycle and use public transport. It aims to include the following policies and initiatives:

> *Policy 8.3 – Plan urban development to make jobs and community services more affordable.*
>
> *Initiative 8.3.1 Require that integrated transport plans be prepared for all new major residential, commercial and industrial developments, and develop Guidelines for developers and councils that emphasise sustainable transport outcomes, including provision for managing access and egress.*
>
> *Policy 8.5 – Manage the road system to achieve integration, choice and balance by developing an efficient and safe network and making the most of existing infrastructure.*
>
> *Initiative 8.5.2 Introduce into the planning system principles for managing access to and from different categories of roads.*

arrive alive! Victoria's Road Safety Strategy

Victoria's road safety strategy for 2002-2007, *arrive alive!* includes the following initiative relating to land use planning and development:

> *Road safety will be promoted to local government, developers and the planning community as a prime consideration in significant land use planning and development decisions.*
>
> *Including road safety in the design phase ensures ongoing and long term benefits and avoids the need for costly remedial treatments at a later date. Incorporation of road safety principles in the design of new developments will reduce the potential for conflict between road users of all types and reduce reliance on individual motorised travel.*

3 Use of these Guidelines

It is anticipated that the Guidelines will:

- Provide transparency and certainty in the assessment of land use development proposals and analysis to be undertaken by a road authority;
- Promote uniformity, and ensure fairness, in the consideration of larger land use development proposals by a road authority; and
- Facilitate early resolution of transport and access issues through the provision of timely and quality reports that reduce (but not necessarily eliminate) the need for discussion and negotiation between road authorities and developers, or their representatives, and reduce administration and rework.

To do this, these Guidelines set out the scope and possible considerations in the preparation of a TIAR. They do not however, prescribe the structure, format or presentation of a TIAR. The extent of analysis and documentation will be dependent on the nature and scale of the subject land use development to satisfactorily address the associated traffic and access issues.

4 When is a *TIAR* Required?

The *TIAR* Guidelines apply to all forms of proposed land use development in Victoria that may have an impact on the safety and operational efficiency of the road network.

A road authority becomes involved in a land use development proposal: In accordance with

(i) the Planning and Environment Act 1987 (as either a Section 52 notice or Section 55 referral); or

(ii) Where it is requested to make a decision regarding access to a controlled access road under section 60 of the Road Management Act 2004;

A *TIAR* is required where the proposal constitutes a "major development" in accordance with Table 1: *Thresholds for what constitutes a* ***major development*** of these guidelines.

A road authority may also request a TIAR for a land use development proposal that does not exceed the threshold limits in Table 1 but is considered to have an impact on the safety and operational efficiency of the road.

A *TIAR* may also be requested by a road authority for a land use development proposal that does not exceed the threshold limits in Table 1 but is considered to have an impact on the safety and operational efficiency of the road.

Table 1: Thresholds for what constitutes a Major Development

Item	*Type of Development*	*Scale of Development (trigger points)*
1	Residential Flat – Building	75 dwellings
2	Retail	500m^2 GFA
3	Retail and commercial	1000m^2 GFA
4	Commercial	5000m^2 GFA
5	Commercial and Industry	4000m^2 GFA
6	Industry	5000m^2 GFA
7	Residential Subdivision	50 allotments
8	• Tourist Facilities • Recreational Facilities • Showgrounds • Sportsgrounds	50 car parking spaces
9	• Clubs • Hotels	50 car parking spaces
10	• Places of Assembly • Places of Public Worship	50 car parking spaces
11	• Refreshment Rooms • Restaurants	300m^2 GFA
12	Drive-In Take-Away Food Outlets	50 car parking spaces
13	Service Stations	Any scale
14	Motor Showrooms	50 car parking spaces
15	Hospitals	100 car parking spaces
16	Roadside stalls	Any Scale
17	Educational Establishments	50 students
18	Drive-In Theatres	Any Scale
19	• Transport Terminals • Bulk Stores • Liquid Fuel Depots	Any Scale
20	• Junk Yards • Waste Disposal Depot	Any Scale
21	• Heliports • Airports • Aerodromes	Any Scale (Heliports: only commercial ports require a *TIAR*)
22	• Extractive Industry • Mining	Any Scale
23	Parking Area	50 car parking spaces

Where the proposed land use development abuts, requires access to, or otherwise may impact on the safety and operational efficiency of:

- A freeway or arterial road
- A municipal road, the *TIAR* should be forwarded to the relevant municipal council (as the coordinating road authority); and
- A non-arterial State Road, the *TIAR* should be forwarded to the relevant State Road Authority (as the coordinating road authority).

Advice on the preparation of the *TIAR* and assistance in identification of any mitigating works, may be provided by the relevant coordinating road authority.

It is the responsibility of the proponent to arrange and pay for the preparation of the *TIAR* by competent and suitably trained and experienced traffic engineering specialists.

5 What should be included in a *TIAR*?

A *TIAR* is an assessment of potential affects that a new development may have on an abutting road and the surrounding road network. To be effective, the *TIAR* should contain the following information:

- Performance objectives
- Existing conditions
- Proposed vehicle access arrangements
- Traffic generation
- Proposed parking and loading facilities
- Base case – without proposed development
- Post development analysis
- Mitigation treatments.

These categories are discussed in more detail below.

5.1 Performance Objectives of a TIAR

For a particular proposal, provided it can be demonstrated that the following performance objectives will be satisfied, some aspects of the methodology described in Part 5 may be waived or amended by the relevant road authority.

The transport performance objectives of the proposed development should ensure that:

- *For new access arrangements direct to a site* - provision is made for all access arrangements to operate safely and efficiently into the future (at least 10 years after full development).
- *For existing road infrastructure* - any potential adverse effects from land use development proposals on road safety and operational efficiency are identified and, where necessary, developers provide mitigating road improvement works as part of the development costs to minimise these effects and retain, within practical limitations, the level of safety and operational efficiency that would have existed without the development.

5.2 Existing Conditions

The *TIAR* should provide a full description of existing traffic conditions on the surrounding transport network including:

- traffic volumes, including commercial vehicles, on the surrounding arterial road network and any key municipal roads, based on, or calibrated by, actual records of daily and hourly traffic counts;
- pedestrian and cycle provisions and activity levels;
- public transport services; and
- crash statistics.

Scaled and dimensioned layout plans of the abutting road network would be of assistance and are likely to be required for many proposals that constitute a **major development** as detailed in Figure 1.

The extent of the existing road network that will need to be described will depend on the overall level of the development's impact on the surrounding road network.

5.3 Proposed Vehicle Access Arrangements

Vehicle access between the proposed land use development site and the road network should be controlled in a manner appropriate for the function of the road and its "access management category". Any permitted access points should be designed to ensure that all traffic entering and exiting the proposed development can do so in a forward direction, such that safety and operational efficiency for all road users (including pedestrians, cyclists and public transport) is not compromised. A principal objective is to ensure that any disruption to through traffic is minimised and that safety is not compromised. Therefore, design of the permitted access should take into account the volume and type of traffic generated by the propsed development, as well as the speed environment for through traffic on the abutting road.

The *TIAR* should give consideration to the need to restrict any movements (such as right turns in and/or out) at specific access points or during particular times.

5.4 Traffic Generation

The *TIAR* should provide a full description of the proposed land use development, including a breakdown of areas of each separate land use type within the proposed development site. Estimates of traffic generation, with peak periods and directional splits, should be given for each use based on market research or derived from studies of similar examples.

Using the above information, projections are to be provided of the likely distribution (origin and destination) of traffic onto the road network via the proposed access points, and estimates of the daily and peak period generated traffic volumes assigned to the road network.

The assessment should consider all forms of road use generated by the proposed land use development and the implications for all users of the adjacent road network. The various types of road use to be considered should include:

- commercial vehicles - design of turning movements and access for loading and unloading will need to consider any special vehicles (including service vehicles, delivery vehicles, or emergency services vehicles), or if the proportion of commercial vehicles is greater than normal;
- public transport;
- taxis;
- pedestrians;
- bicycles;
- passenger car traffic; and
- motorcycles.

5.5 Proposed Parking and Loading Facilities

Adequate vehicle parking and loading facilities (eg delivery vehicles and garbage trucks) should be provided within the proposed land use/development site to ensure that road traffic is not disrupted and that the amenity of surrounding community facilities is not impacted by the generated parking and loading demands. Clauses 52.06 (car parking) and 52.07 (loading and unloading of vehicles) of the local planning scheme need to be considered as appropriate.

5.6 Base Case – Without Proposed Development

To ascertain the impact of the proposal on existing road infrastructure, in accordance with the *TIAR* performance objectives detailed in 5.1, a base case should be developed to compare the traffic performance (level of service) of the road network with and without the proposed land use development.

The base case should consist of an assessment of the traffic performance (level of service) of the road network ***without*** the proposed land use development, at key points in time, including anticipated opening, any key intermediate staging points and of full development (as appropriate). The base case traffic volumes should be derived from existing traffic volumes and an estimate of traffic growth up to these key points in time. The estimated traffic growth should be based on historical growth rates, general land use and relevant travel patterns.

A scaled and dimensioned layout plan of the abutting road network would be of assistance and may be necessary in some circumstances.

5.7 Post Development Analysis

The *TIAR* should provide an assessment of the traffic performance (level of service) of the road network, ***with*** the proposed development, at key points in time, including anticipated opening, any key intermediate staging and full development (as appropriate).

The assessment should be based on the total traffic estimates, for all relevant movements on the road network, being the generated traffic volumes superimposed on the base case traffic volumes.

The extent of the road network to be analysed should not necessarily be confined to that in the immediate vicinity of the proposed development site. It should generally include all intersections and all mid block locations where any traffic movement is increased by an amount of 10% or greater as a result of traffic generated by the proposed development/land use and/or resultant changes in travel patterns brought about by the proposal, and/or at any other location identified as necessary by the relevant road authority.

A comparison of the traffic performance (level of service) of the road network between the Base Case and Post Development scenarios should be carried out to identify the land use/development impacts and the required mitigating works (and any appropriate staging of the works).

Each of the identified affected elements of the road network, including proposed intersections providing site access, should be analysed for safety and traffic capacity using an appropriate and agreed methodology. Capacity analysis of signalised intersections should be carried out using a recognised or agreed analysis tool (eg SIDRA).

The assessment should identify required improvements to intersections in order to retain, within practical limitations, the degree of saturation, safety and operational efficiency at levels that would have existed without the proposed land use/development (ie Base Case).

Where the degree of saturation for part of the road network is estimated to be in excess of 0.9 (approximately) it may be necessary in the analysis to distribute traffic across the network to recognise the diversion of traffic to alternative routes or to recognise the spreading of any peak periods. This may depend on the environment (urban or rural) and relative congestion on the remainder of the surrounding road network.

The *TIAR* should also demonstrate that the proposed site access arrangements (as compared to any mitigating works to existing road network) will operate satisfactorily for an appropriate future time period after full development (ie at least 10 years).

5.8 Mitigating Treatments

Mitigating works such as road widening, turning lanes, intersection remodelling, provision of traffic signals, street lighting, or new or remodelled access points, may be required to restore traffic safety and operational efficiency to levels that would have existed without the proposed land use/development (ie Base Case). The *TIAR* should identify and define the necessary works with functional layout plans, and provide appropriate analysis to support their implementation, the resulting traffic conditions, and advice on timing and staging of the works.

Design standards used for functional layout plans must be in accordance with relevant standards and guidelines (eg. AUSTROADS Guidelines and VicRoads Road Design Guidelines), and will be subject to the agreement of the relevant road authority – VicRoads or the local Council, as applicable.

A *Feasibility Stage* Road Safety Audit should be undertaken at the planning application stage for the road and vehicle access proposals for '**major developments'**. Exceptions to this requirement may be allowed by the road authority where minimum alteration is required to existing infrastructure. In all cases, *Detailed Design* and/or *Pre-Opening* Road Safety Audits may be required by the road authority at appropriate stages. All Road Safety Audits should be in accordance with the AUSTROADS *Road Safety Audit Guide (Second Edition, 2002)* and prepared by a pre-qualified road safety auditor independent of the designer of the road works.

Any proposal, on any road, for new or remodelled traffic signals (intersection, pedestrian, emergency vehicles) will require the agreement of VicRoads.

Where necessary, any additional land required for the mitigating roadworks should be identified and vested in the relevant road authority. Any additional land required for planned road widening for other purposes may also need to be set aside on the proposed land use/development site.

The impact of construction traffic associated with the land use/development should be identified, and associated mitigating works and access arrangements implemented where necessary at the appropriate time and at the proponent's cost to minimise this impact and accommodate construction vehicular access. A traffic management plan for construction activities should be prepared prior to the programmed date for commencement of proposed construction activities. Traffic management should comply with the traffic management plan and Code of Practice for Worksite Safety – Traffic Management.

The proponent will be required to provide funding for, or carry out, at appropriate time(s), the identified mitigating works and those required for access to the land use/development site. The costs to be borne by the proponent will provide for all associated and ancillary items - such as traffic signals, signing, street lighting, relocation of utility services, project management and site supervision. The works and funding requirements will generally be applied as conditions on planning approval for the proposed land use/development as granted by the responsible planning authority; or in planning agreements between the proponent and responsible planning authority (and road authority where relevant).

6 Conclusions

These Guidelines provide information on when a *TIAR* is required and what it should contain. As stated previously, the requirements for a *TIAR* (and in the future an ITP) do not replace the need for higher-level structure planning in growth areas that integrates planning for land use and the provision of transport infrastructure.

The primary purpose of these Guidelines is to provide transparency and certainty of road authority requirements for assessment and analysis, to promote uniformity, and to ensure fairness in a road authority's consideration of larger land use development proposals. To achieve this, the Guidelines provide a uniform approach for setting out the scope of a *TIAR's* and what they should contain.

As a final note, it is envisaged that these Guidelines will speed up the development approval process by providing continuity and a standardised assessment process.

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