

South Athabasca Sub-regional Plan

Access Management

This plan will gradually reduce the number of roads in the sub-region and will focus future developments around long-term roads, while maintaining complete flexibility for industry roads within an energy-related project area.

Key Components of the Plan

- **Long-term road network (Page 15)** – Establishes a network of primary roads that coordinates long-term/permanent access to resources and important areas. Allows new primary roads to be identified as future access needs arise.
- **Restoration of transitional roads (Page 15)** – Phases out on-going use of industry roads when the activity the road supports has been completed.
- **Flexibility in the Go Zone (Page 15)** – Allows a transitional road to support a new activity if no new footprint is created by the road or new activity.
- **Flexibility for energy (Page 15)** – Energy-related project areas are exempt from the access management rules providing flexibility for all types of road needs within a project area.
- **Temporary road exemptions (Page 15)** – Temporary roads that will be restored after a few years are not affected by the access management requirements.
- **Appended Development (Page 16)** – Concentrates new development along primary roads and minimizes land disturbance.

Access Management Facts

In this sub-region:

- There are roughly 15,400 km of roads.
- In the three zones (Go, Slow Go, Restoration First), there are roughly 12,000 km of roads.
- In the three zones, there are nearly 9,000 km of roads outside of a project area.
- In the three zones, roughly 2,300 km of existing roads are identified as part of the long-term road network (i.e. primary roads).

Did you know...

- The access management requirements only apply to roads approved as formal dispositions under the *Public Lands Act*.
- A formal disposition for a road can be issued for up to 25 years.
- Short-term access permitted through a temporary field authorization is not affected by the plan.
- Most forestry roads are temporary roads without a formal disposition and are not affected by the access management approach.
- Caribou movement data in the sub-region show that caribou avoid primary roads and rarely cross highways.
- The access management approach gradually creates larger areas of intact landscape.

Map of the long-term road network (black and red lines), transitional roads to be gradually restored (green lines), and existing in situ project areas where the access management requirements do not apply. (Figure 2 in the Draft South Athabasca Sub-regional Plan)

