SCHEDULE FOUR
LAND USE AND TRAFFIC MANAGEMENT GUIDELINES FOR ROADS

1. PRIMARY ARTERIAL ROADS

1.1 Land Use Management Measures

Measures aimed at reducing the conflict between land use activities and traffic movements consist of:

(i) directing high traffic generating land use activities on Primary Arterial Roads to those parts of the road system and local environment which can accommodate increased traffic;

(ii) encouraging complementary land users to establish on the same side of arterial roads to avoid cross pedestrian movements;

(iii) providing development requirements including appropriate building setbacks on selected corners or major intersections to facilitate possible flaring;

(iv) designing and siting buildings to attenuate traffic noise effects;

(v) management measures which include:

(a) controlled access to grade separated facilities and abutting properties; barriers to direct and/or protect pedestrians;

(b) alternative means of access where applicable;

(c) restrictions on commercial uses leading to demands for increased access by service roads plantation strips and contiguous private streets;

(d) prevention of ribbon development of shops or other traffic generating activities which will increase pedestrian traffic and parking manoeuvres along roads;

(e) provision of building setbacks, and

(f) provision of off-street parking facilities.

(vi) controlling subdivision to minimise the creation of frontages and access points;

(vii) limiting the frequency of access points to a maximum of twenty access points per kilometre, and

(viii) limiting the flow of any household sullage water into the road drainage system.

1.2 Traffic Management Measures

Measures aimed at facilitating traffic movements by utilising the existing capacity of the road consist of:

(i) creating medians to control turning movements and increase safety of the roads;

(ii) improving intersection capacity with channelization, turning bans, flaring and restrictions on access to and parking near intersections;
(iii) setting appropriate speed limits dependent on the terrain and physical characteristics of the roads;
(iv) establishing parking restrictions including clear-way conditions and off-street parking facilities;
(v) providing route advisory signs and improving signing and marking;
(vi) providing pedestrian refuge, grade separated facilities and barriers to direct and/or protect pedestrians;
(vii) prohibiting stock loading or unloading of vehicles on Primary Arterial Roads, and
(viii) providing access to abutting properties via service roads or common driveways.

2. SECONDARY ARTERIAL ROADS

2.1 Land Use Management Measures

Measures aimed at a balanced resolution of conflicts between abutting land uses and traffic movements consist of:

(i) locating and/or concentrating high traffic generating land uses to sites on Secondary Arterial Roads which can accommodate increased vehicular and pedestrian traffic;

(ii) encouraging complementary land uses to establish on the same side of arterial roads to avoid cross pedestrian movement, and

(iii) limiting the flow of any household sullage water onto the road drainage system.

2.2 Traffic Management Measures

Measures aimed at reducing traffic effects on abutting land uses and maintaining adequate traffic movement consist of:

(i) selecting appropriate speed limits depending on the physical and environmental characteristics along the road;

(ii) stabilising traffic by measures which encourage use of Primary Arterial Roads for longer trips and,

(iii) banning heavy traffic vehicles on roads where suitable alternative routes are available between certain hours to preserve and/or restore local amenity.

3. DISTRIBUTOR AND LOCAL ROADS

3.1 Land Use Management Measures

Measures aimed at the enhancement of local traffic areas consist of:

(i) giving higher priority to local activities and safety consideration than to traffic movement; and

(ii) restricting land uses, except schools, on Distributor Roads which generate large amounts of traffic.
3.2 Traffic Management Measures

Measures aimed at control of traffic movement consist of:

(i) selecting appropriate speed limits;
(ii) discouraging through traffic in local areas by:
    (a) turning movement bans or controls;
    (b) full or partial street closures;
    (c) roundabouts, and
    (d) low speed zones.
(iii) giving priority to pedestrians, cyclists and horse-riders in local areas, and
(iv) directing tourist buses and other very large vehicles away from roads where their
     use would cause undue adverse effects on local amenity and environments.