

## **SCHEDULE FOUR**

### **LAND USE AND TRAFFIC MANAGEMENT GUIDELINES FOR ROADS**

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#### **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,
- (ii) 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.