## (iv) Access and Land Use Control

Land use, development and access control linked to functional classification enables the Department to plan major roadways **(see Figure 2 - Highway Classifications - Land Use Controls on page 10 and Figure 3 - Highway Classifications - Land Use on page 11)** by minimizing interference from adjacent properties and communities. When applied on a consistent province-wide basis, land use and development control with appropriate access spacing preserves the safety of the highway user, the traffic carrying capacity of a highway, and the public's investment into the infrastructure. It also minimizes the impact of a highway on adjoining lands and communities.

The controls are affected by:

- regulating right of access from adjacent private landowners by legislation;
- selectively limiting the number of approaches on a highway;
- requiring specific design criteria to be met for access points;
- specifying the permitted use of an approach to a particular type of vehicle;
- limiting the use of driveways to a specific type of land use; or
- any combination of the foregoing.

Access should be limited on those routes identified in **Exhibit A "Provincial Highway Functional Classification Map - June 1997" (Note: refer to Transportation Planning Policy: TP 1 / 98 "Rural Highways Functional Classification" for a copy of the Map)** as being under the Expressway or Arterial functional classifications. These Limited Access Highways should be protected under The Highway Protection Act.

The 1986 Highway Classification Study has shown that accident rates **(see Figure 4 on page 12 and Figure 5 on page 13)** are substantially less where access controls are enforced. To achieve the maximum service life of the road facility and the servicability of adjacent land, the access spacings given in **Table 1 - Characteristics of Rural Highways (see page 14 )** must be strictly adhered to. Only under exceptional geometric constraints, most unusual development situations or very difficult geographical conditions should consideration be given to reducing the spacing of accesses.

The desirable and minimum spacing for farm accesses shown in **Table 1** was based on