Transport

Introduction

The provisions in this chapter primarily relate to the transport network. The transport network includes all transport corridors and infrastructure, including state highways, roads, pedestrian, and cycle pathways. The transport network is an essential physical resource that contributes to the social and economic wellbeing of the district. It enables the movement of goods, the provision of services and for people to travel both within and beyond the district. The provisions in this chapter place emphasis on ensuring ease of movement for our communities via a safe, efficient, and well-connected transport network, promoting good quality urban design and managing adverse effects associated with the construction, maintenance, and development of the transport network.

In terms of the road transport network, the District Plan promotes connectivity and the integration of land use and subdivision activities with the transport network and specifies key standards for the design and construction of infrastructure. This means that when considering land use and subdivision proposals, a primary aim of the District Plan is to link neighbourhoods and communities and avoid disconnection through, for example, cul-de-sacs and isolated pockets of development. To support safety and connectivity, the District Plan also requires minimum design standards in respect of driveways, vehicle access points, visibility, road widths and other transport related infrastructure while also requiring on-site parking in appropriate places.

It contains all the objectives, policies, rules, requirements, and design standards for managing the District's land transport corridors and the land transport infrastructure works and activities that occur within them. Where activities meet the specific standards and thresholds set out in this chapter, the transportation component of the activity will be permitted. Activities that do not meet the standards or which generate higher amounts of traffic than permitted by the provisions in this chapter will require resource consent and any adverse traffic effects associated with the activity will need to be assessed, focusing on any adverse effects on the effective, efficient, and safe operation of the transport network.

Objectives and Policies

Objective	
TRAN-O1	**Safe and Efficient Transport Network**
The transport network is a safe, well-connected, integrated, resilient, and accessible system that: 1. meets and is responsive to current and future needs; 2. promotes the use of alternative modes of transport; 3. is efficient and effective in moving people and goods within and beyond the district; and 4. is protected from reverse sensitivity effects.	
Policies	

TRAN-P1	Integrated Land Use and Transport Planning
Maintain the safety, effectiveness[1] and efficiency of the District's transport network by: 1. ensuring integration with land use; 2. managing the levels of service, formation standards, and types of land transport infrastructure by compliance with design and operational standards and road hierarchy classifications; 3. providing land transport infrastructure that is consistent with the zone in which it is located; 4. providing for safe entry and exit for vehicles to and from a site to a road without compromising the safety or efficiency of the road corridor; and 5. ensuring appropriate sightline visibility is provided to road users.	
TRAN-P2	**High ~~Trip~~ Traffic[2] Generating Activities**
Require activities that ~~high trip~~ generate~~ing~~ ~~activities~~ higher vehicle movements to prepare an Integrated Transport Assessment including provision for pedestrians, cyclists, public transport users, freight, and motorists in order to manage adverse effects of such activities.[3]	
TRAN-P3	**Safe Active Transport**
Promote a range of transport options and enable safe multi modal connections that support walking and cycling.	
TRAN-P4	**Managing Land Transport Infrastructure**
Enable works to be carried out by infrastructure operators to construct, renew, upgrade ~~improve~~,[4] and operate infrastructure within land transport corridors.	

Rules

TRAN–R1	Development, Operation, Maintenance, Repair, Upgrade[5] or Replacement of Land Transport Infrastructure Within a Land Transport Corridor	
All Zones	**Activity Status: PER** **Where:** 1. They are undertaken by, or on behalf of, a road controlling authority; or 2. They are undertaken in accordance with an approved subdivision or land use consent.[6]	**Activity status when compliance not achieved with R1.1 or R1.2: DIS** **Activity status when compliance with standard(s) is not achieved:** Refer to relevant standard(s).

[1] NZTA (14.14)
[2] Clause 10(2)(b), NZTA (14.12)
[3] Clause 10(2)(b), NZTA (14.12)
[4] NZTA (14.17)
[5] NZTA (14.18)
[6] Helios (8.01)

	And this activity complies with the following standards: TRAN-S12 Road Design Requirements	
TRAN– R2	**Land Transport Infrastructure Not Within a Land Transport Corridor**	
All Zones	**Activity Status: PER** Where: 1. It is established in accordance with an approved subdivision or land use consent.[7] **Where this activity complies with the following standards:** TRAN – S11 Road Design Requirements TRAN – S12 Intersection Separation Distances	**Activity status when compliance not achieved with R2.1**: **DIS** **Activity status when compliance with standard(s) is not achieved:** Refer to relevant standard(s).
TRAN– R3	**Vehicle Crossing**	
All Zones	**Activity Status: PER** **Where this activity complies with the following standards:** TRAN – S9 Vehicle Crossing Design TRAN – S10 Siting of Vehicle Crossings	**Activity status when compliance with standard(s) is not achieved:** Refer to relevant standard(s).
TRAN- R4	**Vehicle Accessway**	
All Zones	**Activity Status**: **PER** **Where this activity complies with the following standards:** TRAN - S11 Vehicle Accessways	**Activity status when compliance with standard(s) is not achieved:** Refer to relevant standard(s).
TRAN– R5	**Parking, Manoeuvring, and Loading Areas Associated with a Residential Activity**	
All Zones	**Activity Status: PER** **Where this activity complies with the follow standards:** TRAN-S1 Minimum Parking Space Requirements TRAN-S2 Size of Parking Spaces TRAN- S4 Reverse Manoeuvring TRAN – S7 Surface and Drainage of Parking and Loading Areas TRAN– S8 Landscaping	**Activity status when compliance with standard(s) is not achieved:** Refer to relevant standard(s).

[7] Clause 10(2)(b), Helios (8.01)

TRAN– R6	**Parking, Manoeuvring, and Loading Areas Associated with a Non-Residential Activity**	
All Zones	**Activity Status: PER** **Where this activity complies with the follow standards:** TRAN-S1 Minimum Parking Space Requirements TRAN-S2 Size of Parking Spaces TRAN- S3 Mobility Parking Requirement TRAN- S4 Reverse Manoeuvring TRAN– S5 Queuing TRAN– S6 Loading Areas TRAN– S7 Surface and Drainage of Parking and Loading Areas TRAN– S8 Landscaping TRAN– S14 Cycle Parking	**Activity status when compliance with standard(s) is not achieved:** Refer to relevant standard(s).
TRAN– R7	**The Development of a New, or Expansion of an Existing Activity that Generates ~~Vehicle Trips~~ Equivalent Car Movements[8] that Meet or Exceed the Thresholds Outlined in TRAN-Table 1**	
All Zones	**Activity Status: RDIS** **Where:** 1. An Integrated Transport Assessment has been prepared in accordance with TRAN-Table 2. **Matters of discretion are restricted to:** a. Whether the provision of access and on-site manoeuvring areas associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility (including for people whose mobility is restricted) of the site, and the transport network (including considering the network classification of the road). b. Whether the design and layout of the proposed activity maximises opportunities for travel other than private cars, including by providing safe and convenient access for travel using more active modes.	**Activity status when compliance not achieved with R7.1: DIS**

[8] Clause 10(2)(b), NZTA (14.25)

	c. Having particular regard to the level of additional traffic generated by the activity and whether measures are proposed to adequately mitigate the actual or potential effects from the anticipated ~~trip~~ traffic [9] generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure and construction work associated with the activity. d. Any works required to the road to upgrade it to the formation standards listed in TRAN-Table 10. e. Whether the Integrated Transport Assessment has been prepared by a suitably qualified and experienced transport specialist.	

TRAN-Table 1 – High ~~Trip~~ Traffic[10] Generating Activity Thresholds and Integrated Transport Assessment Requirements

Equivalent car movements per day	Access to a road classified as:			
	Local	Collector	Arterial	Strategic
0-100	n/a	n/a	n/a	n/a
101-200	n/a	Basic	Full	Full
201-400	Basic	Basic	Full	Full
>400	Full	Full	Full	Full[11]

~~Activity~~	~~Basic Integrated Transport Assessment~~	~~Full Integrated Transport Assessment~~
~~Education - Preschool~~	~~40 children~~	~~90 children~~
~~Education - Schools~~	~~70 students~~	~~170 students~~
~~Education - Tertiary~~	~~250 FTE students~~	~~750 FTE students~~
~~Industrial, warehousing and distribution~~	~~5,000m² GFA~~	~~12,000m² GFA~~
~~Healthcare Facility~~	~~300m² GFA~~	~~1,200m² GFA~~

[9] Clause 10(2)(b), NZTA (14.12)
[10] Clause 10(2)(b), NZTA (14.12)
[11] NZTA (14.25)

~~Office~~	~~2,000m² GFA~~	~~4,800m² GFA~~
~~Residential~~	~~50 residential sites/units~~	~~120 residential sites/units~~
~~Retail - Shops and supermarket~~	~~250m² GFA~~	~~900m² GFA~~
~~Retail~~	~~500m² GFA~~	~~2,200m² GFA~~
~~Service stations~~	~~2 filling points~~	~~6 filling points~~
~~Mixed use or other activities not otherwise listed in this Table~~	~~50 vehicles per peak hour or 250 heavy vehicle trips per day, whichever is the greater~~	~~120 vehicles per peak hour or 1,000 heavy vehicle trips per day, whichever is the greater~~ [12]

TRAN-Table 2

Basic Integrated Transport Assessment	**Full Integrated Transport Assessment**

A Basic Integrated Transport Assessment, must, as a minimum, address the following matters:
• The estimated number of ~~trips~~ movements generated by each transport mode to and from the development (walking, cycling and private vehicles, including heavy vehicles).
• The extent to which any additional vehicle ~~trips~~ movements will affect the capacity of the road network.
• The extent of effects on any vehicle and pedestrian/cyclist conflicts likely to arise from vehicle ~~trips~~ movements to and from the development.
• Access and manoeuvring (safety and efficiency):
  ○ The extent to which the provision of access and on site manoeuvring area associated with the activity, including vehicle loading and servicing deliveries, affects the safety, efficiency, accessibility of the site (including for people whose mobility is restricted and for emergency service vehicles) and the transport network (including
	A Full Integrated Transport Assessment, must, in addition to the matters listed for a Basic Integrated Transport Assessment, address the matters following matters:
	• Network effects:
	  ○ Having particular regard to the level of additional traffic generated by the activity and the extent to which the activity is permitted by the zone in which it is located, the extent to which measures are proposed to adequately mitigate the actual or potential effects on the transport network arising from the anticipated ~~trip~~ traffic generation (for all transport modes) from the proposed activity, including consideration of cumulative effects with other activities in the vicinity, proposed infrastructure, and construction work associated with the activity.
	  ○ The extent to which the design and layout of the proposed development maximises opportunities, to the extent considered reasonably practicable, for travel other than by private car.

[12] NZTA (14.25)

considering the classification of the frontage road). • Design and layout: ○ The extent to which the design and layout of the proposed activity maximises opportunities, to the extent practicable, for travel other than by private vehicle, including providing safe and convenient access for travel by such modes. ○ The extent to which the design of the proposed development will encourage walking and cycling. • Heavy vehicles: ○ For activities that will generate 50 or more heavy vehicle ~~trips~~ movements[13] per day, the extent to which there are any effects from these trips on the roading infrastructure. • Accessibility of the location: ○ The extent to which the proposed activity has demonstrated the accessibility of the site by a range of transport modes, and the extent to which the activity's location will minimise or reduce travel to and from the activity by private vehicles and encourage active transport use.	○ The extent of effects of construction traffic on the transport network. ○ The extent of any new or modified infrastructure required for pedestrian, cycling, private vehicles and freight. ○ The extent of any mitigation required to improve safety issues for pedestrians, cyclists or mobility impaired users and the nature of those measures. ○ The extent to which management tools such as travel plans are proposed to reduce vehicle ~~trips~~ movements[14] and associated effects, influence travel mode share and offer travel choice. ○ The extent to which there are road, walking or cycling measures to be funded by the proposed development.

TRAN-R8	**Electric Vehicle[15] Charging Stations**	
All Zones	**Activity Status: PER** Where: 1. The charging station is installed immediately adjacent to an existing, permitted, or consented vehicle parking space located in a road corridor, vehicle depot, garage, parking lot or parking area.	**Activity status when compliance is not achieved with R8.1: RDIS** **Matters of discretion are restricted to:** a. The potential for adverse effects on the safety and efficiency of the transport network or infrastructure.

TRAN- Standards

[13] Clause 10(2)(b), NZTA (14.12)
[14] Clause 10(2)(b), NZTA (14.12)
[15] Fuel Companies (2.03)

TRAN-S1	Minimum Parking Space Requirements	Activity status when compliance not achieved:
All Zones	1. On-site car parking spaces are to be provided with the minimum number of parking spaces as outlined in TRAN-Table 3.	**RDIS** **Matters of discretion are restricted to:** TRAN–MD3 Parking
TRAN–Table 3- Minimum Parking Spaces		

Activity	Parking Spaces Required
Residential unit including any residential unit used for residential visitor accommodation activity[16]	2 spaces per residential unit including any minor residential unit
Residential unit (less than 150m² and no more than 2 bedrooms) including any residential unit used for residential visitor accommodation activity[17]	1 space per residential unit and 1 space per minor residential unit
Commercial visitor accommodation	1 space per unit plus 1 space per 2 staff
Commercial activities	3 spaces per 100m^2 GFA plus 2 spaces per 100m^2 outdoor display area
Industrial activity	2 spaces per 100m^2 workshop area plus 1 space per 100m^2 storage space
Meeting places and entertainment facilities	1 space per 10m^2 public area/10 seats, whichever is greater
Drive-through facility	5 queuing spaces per booth or facility
Sports fields	15 spaces per hectare
Hospitals	1 space per 5 beds plus 1 space per 2 staff
Healthcare facility	2 spaces per professional plus 1 space per 2 staff
Offices	2 spaces per 100m^2 GFA
Restaurants and taverns	10 spaces per 100m^2 public area
Educational facilities	1 space per 1 staff plus 1 space per 10 students over 15 years of age
Retirement village	1 space per residential unit

[16] MFL (35.06)
[17] MFL (35.06)

Recreational facilities	1 space per 4 persons designed to be accommodated

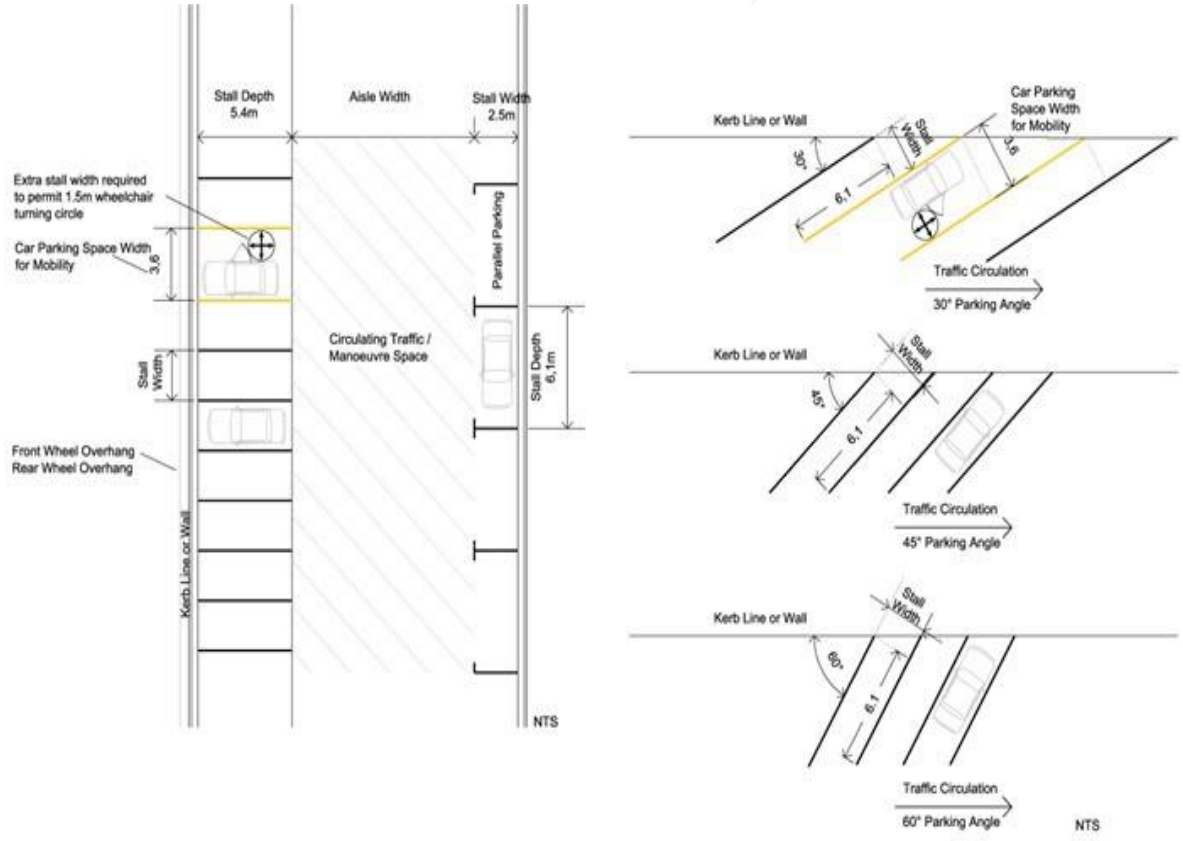
TRAN-S2	Size of Parking Spaces	Activity status when compliance not achieved:
RESZ **CMUZ** **GIZ**	1. Where parking spaces are provided, they must comply with the dimensions set out in TRAN-Table 4 – Car parking dimensions and illustrated in TRAN – Figure 1.	**RDIS** **Matters of discretion are restricted to:** TRAN– MD3 Parking

TRAN-Table 4 – Car Parking Dimensions

Type of User	**Parking Angle (°)**	**Stall Width (m)** To be increased by 300mm where they abut a permanent obstruction (e.g., wall)	**Aisle** Specified for one-way, forward entry. Two-way aisles shall be 5.5m minimum	**Stall Depth (m)** 5.0m if low kerb allows overhang, but this overhang shall not encroach on required landscape areas
Long Term Tenant, employee and commuter parking, universities – generally all-day parking	90 (Perpendicular) 60 45 30	2.4 2.4 2.4 2.1	6.2 4.9 3.9 3.1	5.4 5.4 5.4 5.4
Medium Term Town centre parking, sports facilities, entertainment centres, hotels, motels, - generally medium-term parking	90 60 45 30	2.5 2.5 2.5 2.3	5.8 4.6 3.7 3.0	5.4 5.4 5.4 5.4

Short Term Short-term town centre parking, shopping centres, supermarkets, hospitals and medical centres (generally, where children and goods can be expected to be loaded into vehicles) - generally short term parking	90 60 45 30	2.6 2.6 2.6 2.5	5.8 4.3 3.5 2.9	5.4 5.4 5.4 5.4
Mobility Parking	As above	3.6	As per above	6.1
All Users	Parallel	2.5	3.3 (one way) 5.5 (two way)	6.1

TRAN – Figure 1 Parking Space Dimensions



TRAN-S3	Mobility Parking Requirement	Activity status when compliance not achieved:
RESZ **CMUZ** **GIZ**	1. All activities shall provide the number of mobility parking spaces in TRAN-Table 5 on-site[18]; and 2. All mobility parks shall comply with the design requirements in TRAN-Table 4 – Car parking dimensions and illustrated in TRAN – Figure 1.	**RDIS** **Matters of discretion are restricted to:** TRAN– MD3 Parking

TRAN-Table 5 – Mobility Parking

Total Number of Car Parks	Number of Mobility Parking Spaces
1-20	Not less than 1
21-50	Not less than 2
For every additional 50 parks	Not less than 1

TRAN-S4	Reverse Manoeuvring	Activity status when compliance not achieved:
All Zones	1. All activities shall provide for sufficient on-site manoeuvring to ensure that no reversing is needed: a. Onto or off a State Highway/Arterial Road; b. To a Collector Road where three or more vehicle parking spaces are required; or c. To a vehicle accessway that provides for six or more parking spaces.	**When compliance with S4.1a. is not achieved: NC** **When compliance with S4.1b or TRAN-S4.1c is not achieved: DIS**
TRAN–S5	**Queuing**	**Activity status when compliance not achieved:**

[18] NZTA (14.27)

All Zones	1. On-site queuing spaces shall be provided for all vehicles entering a parking area or loading area in accordance with TRAN-Table 6 – Queuing Space Requirements.	**RDIS** **Matters of discretion are restricted to:** TRAN– MD3 Parking

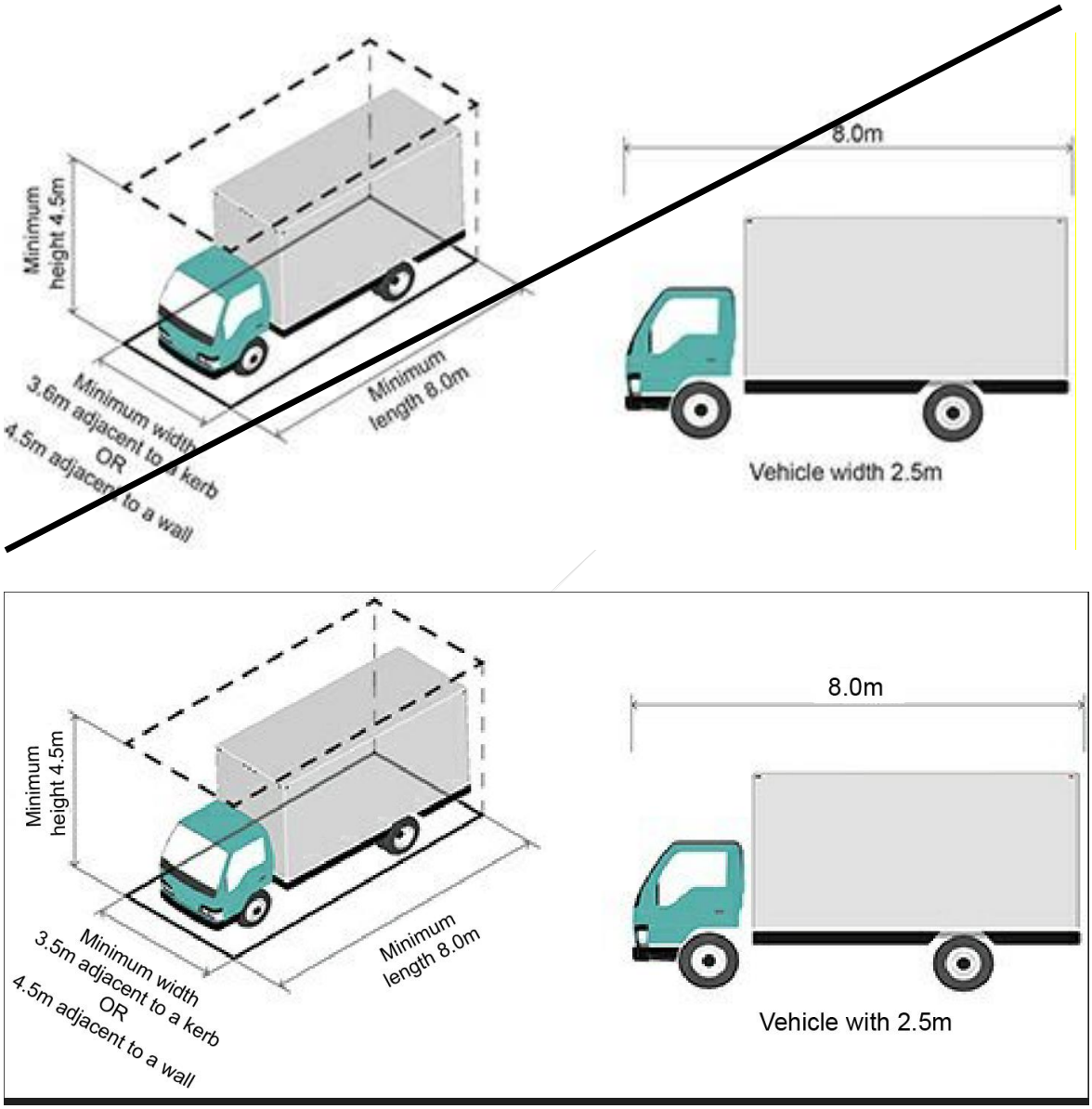
TRAN–Table 6 Queuing Space Requirements

Number of On-site Parking Spaces	Minimum Queuing Space Length (m)
5-20	5.5
21-50	10.5
51-100	15.5
101-150	20.5
151 or over	25.5

TRAN–S6	**Loading Areas**	**Activity status when compliance not achieved:**
CMUZ **GIZ**	1. One loading space must be provided per site for the largest type of service vehicle or bus that will be on-site at any one time. 2. Vehicle loading spaces must be designed to accommodate a 90th percentile two-axle truck in accordance with TRAN-Figure 2 and where articulated trucks and trailers are to be used, the loading space(s) must be designed to accommodate these vehicles. Every vehicle loading space must be of a useable shape and comply with the following dimensions: a. Minimum width of 3.5m if adjacent to a kerb or 4.5m when adjacent to a wall. b. Minimum depth of 8m. c. Minimum height of 4.5m above ground or floor level.	**RDIS** **Matters of discretion are restricted to:** TRAN– MD3 Parking

	3. The required loading space must not include any space used for on-site queuing, parking or manoeuvring space, or a vehicle access point.	

TRAN – Figure 2 Dimensions of the Vehicle Loading Space to Accommodate a 90th Percentile Two Axle Truck[19]



TRAN-S7	**Surface and Drainage of Parking and Loading Areas**	**Activity status when compliance not achieved:**

[19] NZTA

RESZ	1. For sites with less than four on-site vehicle parking spaces~~,~~: a. ~~t~~The surface must be formed to an all weather standard; and b. The area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5.5m into the site.[20] 2. For sites with four or more on-site vehicle parking spaces, the surface must be formed, sealed and drained.	**RDIS** **Matters of discretion are restricted to:** a. The potential for adverse effects on the safety and efficiency of the site and the road transport network. b. The ability to contain stormwater within the site and any consequential adverse off-site effects.
GRUZ **RLZ**	3. For sites with less than four on-site vehicle parking spaces~~,~~: a. ~~t~~The surface must be formed to an all weather standard; and b. The area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5.5m into the site.[21] 4. For sites with four or more on-site vehicle parking spaces, the surface must be metaled or sealed and drained.	
~~**CMUZ**~~[22] **GIZ** **All Other Zones**	5. For sites with less than four on-site vehicle parking spaces: a. The surface must be formed to an all weather standard~~.~~; and b. The area over which vehicles obtain access to the parking area ~~is~~ must be sealed from the vehicle access point for 5.5m into the site.	

[20] NZTA (14.31)
[21] Clause 10(2)(b), NZTA (14.31)
[22] NZTA (14.31)

	6. For sites with four or more on-site vehicle parking spaces, where the site is adjacent to a residential zone, the area must be formed, sealed, marked, and drained. 7. For sites with four or more on-site vehicle parking spaces, where the site is not adjacent to a residential zone: a. The area must be formed, to an all weather standard~~.~~; and[23] b. The area over which vehicles obtain access to the parking area must be sealed from the vehicle access point for 5.5m into the site.	
CMUZ	x. All parking spaces must be formed, sealed, marked, and drained.[24]	
TRAN–S8	**Landscaping**	**Activity status when compliance not achieved:**
All Zones	1. For sites containing five or more car parking spaces for non-residential activity a landscaping strip must be provided within or immediately adjacent to the parking area with a minimum width or diameter of 1.5m; and 2. The landscaping strip must contain a combination of trees, shrubs, and groundcover; and ~~3. Trees must:~~ ~~a. Be spaced one tree every 10m of road frontage (excluding accessways and any other means of~~	**RDIS** **Matters of discretion are restricted to:** a. The degree to which low level landscaping has been provided in order to break up the appearance of hard surfacing, particularly between the vehicle and cycle parks and pedestrian areas. b. Whether any reduction in landscaping which adjoins a road boundary is appropriate to address a

[23] Clause 10(2)(b), NZTA (14.31)
[24] NZTA (14.31)

	~~access to the building) on the side of a road boundary or within a parking area.~~ ~~b. Have a minimum stem diameter of 40mm at the time of planting and be capable of reaching a height of at least 3m at maturity.~~ ~~c. Be planted no closer than 2m from an underground service or 1m from a footpath or kerb; and~~[25] 4. Landscaping must be maintained so as to not obscure visibility or impede the movement of vehicles, cycles, or pedestrians.	traffic safety matter ~~an adequate number of trees, within suitably sized planting beds, have been provided in suitable locations within the parking area in order to mitigate any adverse visual effects~~.[26] c. Whether the parking and access arrangements enable pedestrians and cyclists to move safely within the site and past vehicle crossings.
TRAN–S9	**Vehicle Crossing Design**	**Activity status when compliance not achieved:**
All Zones	1. Any vehicle crossing shall comply with the following: a. for any site fronting a State Highway/Arterial Road that also has frontage to a Local Road, all vehicle access to the site (providing for either ingress or egress) must be provided to the Local Road; and b. TRAN-Table 7; and c. TRAN- Figure 3 where the vehicle crossing provides access to a residential unit on a: i. Local Road; or ii. Any road where the	**RDIS** **Matters of discretion are restricted to:** TRAN-MD1 Transport Network Effects TRAN–MD2 Vehicle Crossings and Accessways

[25] NZTA (14.32)
[26] NZTA (14.32)

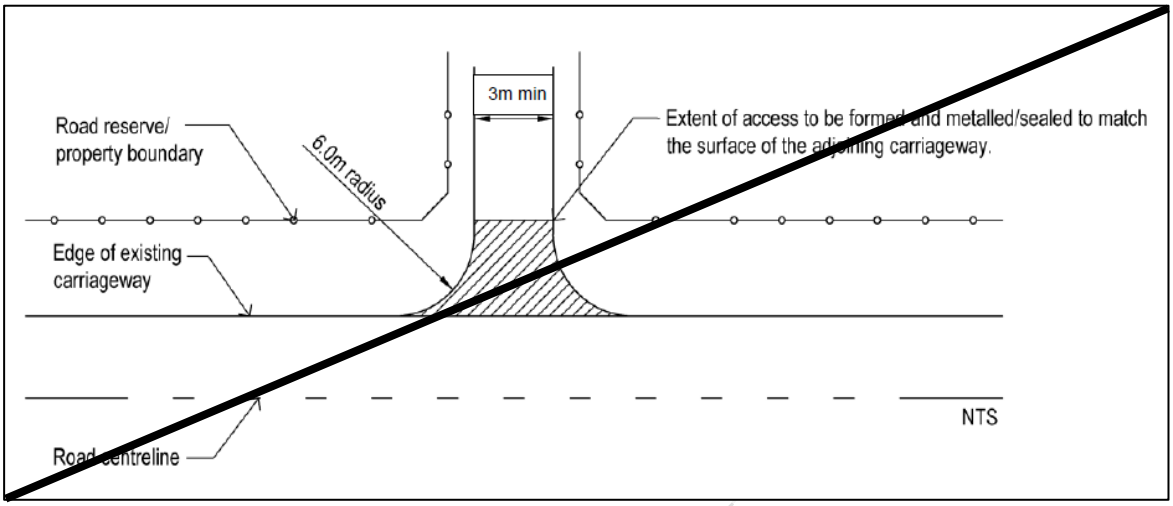
	speed limit is less than 70km/hr; or iii. Where kerb and channel is not provided for; or d. TRAN-Figure 4 where the vehicle crossing is located on a State Highway/Arterial Road and where the posted speed limit is greater than 70km/hr and: i. there is an average of one or fewer heavy vehicle ~~trips~~ movements[27] per week; and ii. there is an average of 50~~30~~[28] or fewer vehicle ~~trips~~ movements[29] per day; or e. TRAN-Figure 5 where the vehicle crossing is located on a State Highway/Arterial Road and where the posted speed limit is greater than 70km/hr and: i. there is an average of more than one heavy vehicle ~~trips~~ movement[30] per week; or ii. there is an average of no more than 100 vehicle ~~trips~~ movements[31] per day.	

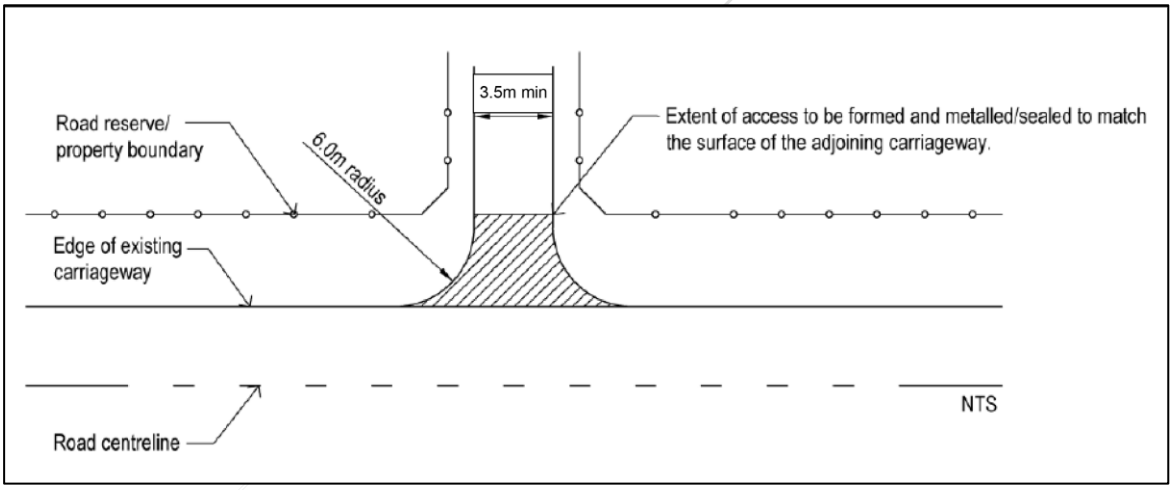
[27] Clause 10(2)(b), NZTA (14.12)
[28] NZTA (14.33)
[29] Clause 10(2)(b), NZTA (14.12)
[30] Clause 10(2)(b), NZTA (14.12)
[31] Clause 10(2)(b), NZTA (14.12)

TRAN-Table 7 Vehicle Crossing Width Requirements

Land Use	Width of Crossing (m)	
	Minimum	Maximum
Residential	3.5~~0~~[32]	6.0
Other	4.0	9.0

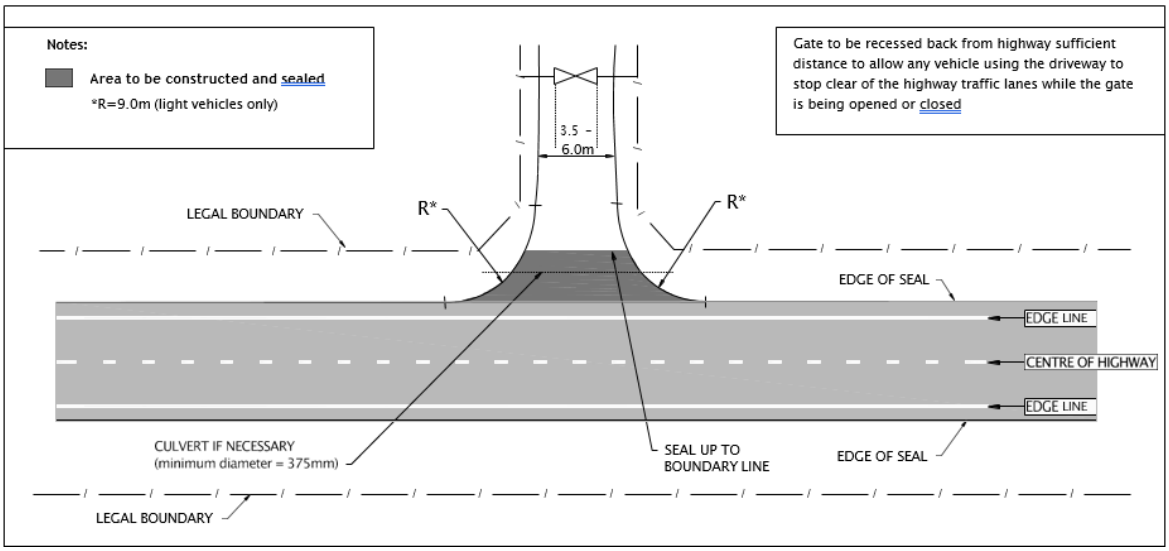
TRAN – Figure 3 Local Road or Any Road Where Speed Limit is less than 70km/hr[33]



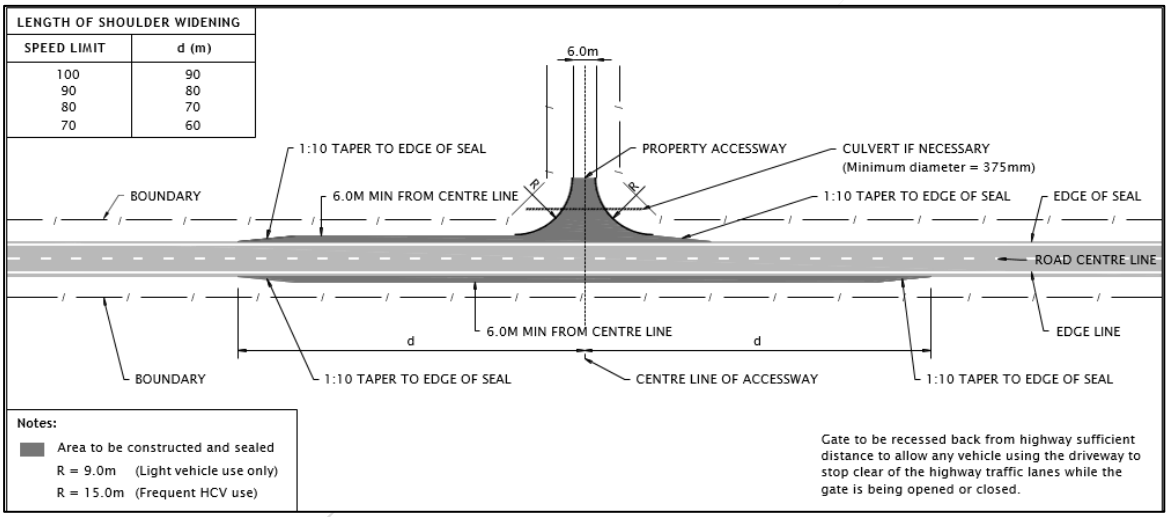


TRAN – Figure 4 State Highway/Arterial Road Over 70km/hr and Lower Volume

[32] FENZ (5.14)
[33] FENZ (5.14)



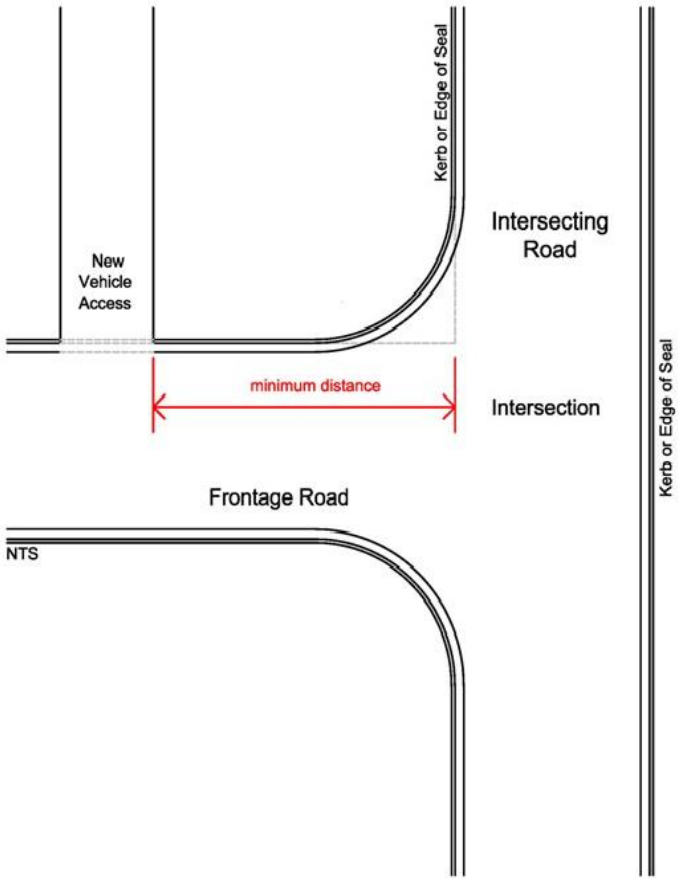
TRAN – Figure 5 State Highway/Arterial Road Over 70km/hr and Higher Volume



TRAN– S10	**Siting of Vehicle Crossings**	**Activity status when compliance not achieved:**
All Zones	1. Vehicle crossing(s) shall: a. Comply with TRAN-Table 8 as illustrated in TRAN-Figure 6. b. Comply with TRAN-Table 9 as illustrated in TRAN-Figure 7.	**RDIS** **Matters of discretion are restricted to:** TRAN-MD1 Transport Network Effects TRAN– MD2 Vehicle Crossings and Accessways
TRAN–Table 8 Vehicle Crossing Distances from Intersections		

Intersection Road Types - Minimum Distances (m)			
Frontage road Posted speed Km/hr		**Intersecting Road**	
		State Highway/Arterial	**Local**
State Highway	90-100	200	200
	70-80	100	100
	50-60	30	30
Arterial	> 50	100	100
	< 50	30	30
Local	> 50	75	60
	< 50	25	10

TRAN – Figure 6 Accessway Separation From Intersections

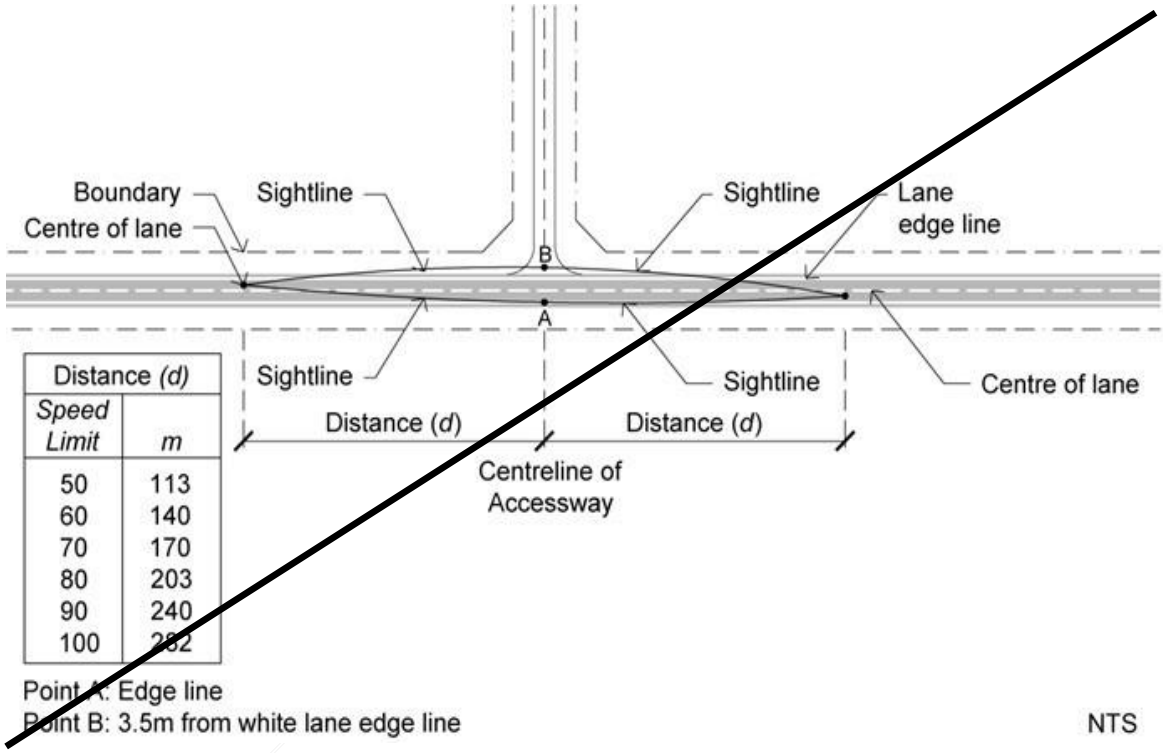


TRAN–Table 9 Vehicle Crossing Sight Distances

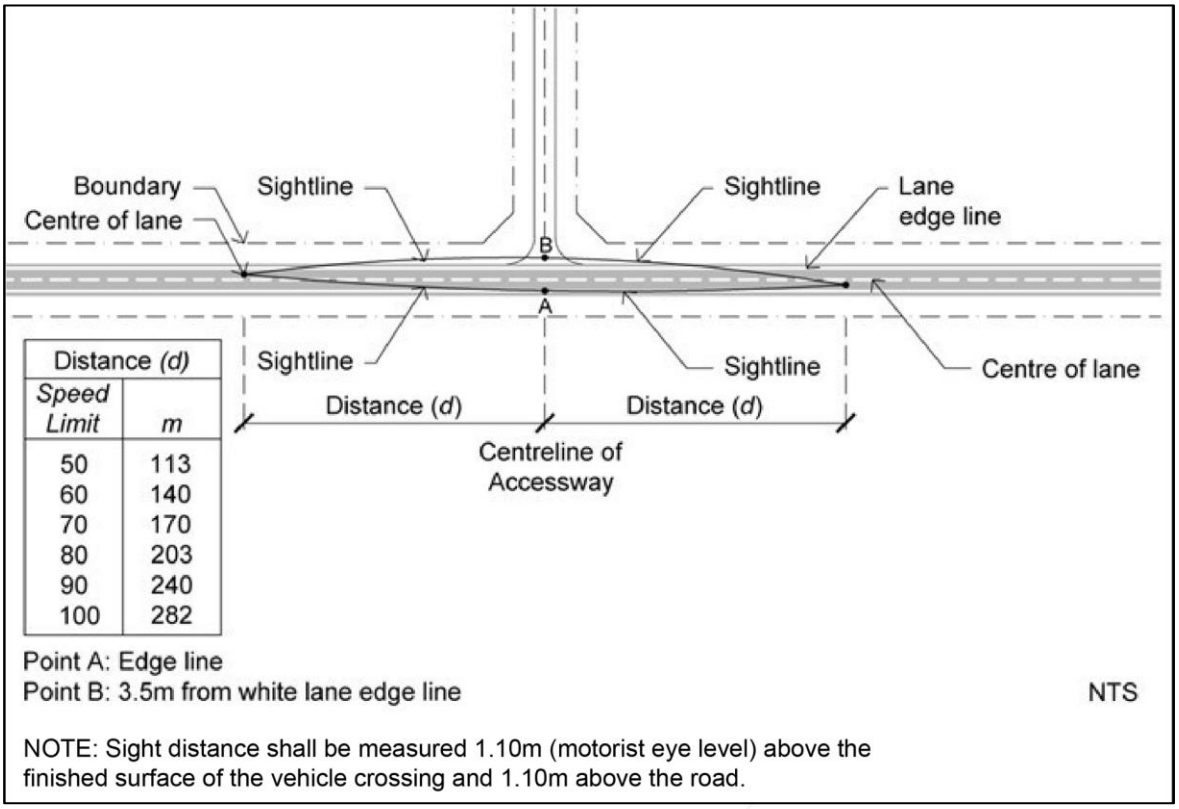
Legal Posted	Minimum Sight Distances (m)

Speed Limit (km/h)	State Highway/Arterials	Collector and Local Roads	
		RESZ	All Other Zones
50 or less	113	45	113
60	140	65	140
70	170	85	170
80	203	115	203
90	240	140	240
100	282	250	282

TRAN – Figure 7 Sight Distance Measurements[34]



[34] NZTA (14.34)



Distance (d)	
Speed Limit	*m*
50	113
60	140
70	170
80	203
90	240
100	282

Point A: Edge line
Point B: 3.5m from white lane edge line

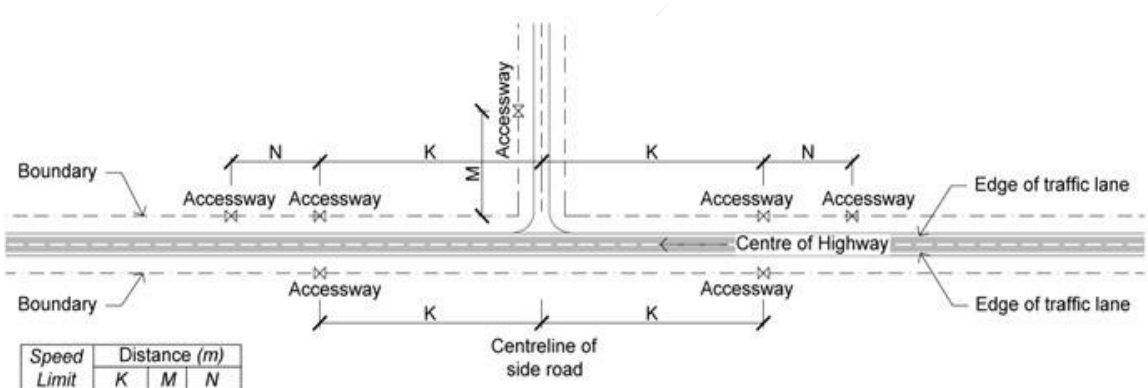
NTS

NOTE: Sight distance shall be measured 1.10m (motorist eye level) above the finished surface of the vehicle crossing and 1.10m above the road.

TRAN-S11	**Vehicle Accessways**	**Activity status where compliance is not achieved:**
All Zones	1. Accessway(s) shall: a. be formed to comply with the design requirements listed in TRAN-Table 10 and illustrated in TRAN-Figure 8; and b. have a minimum height clearance of 4.5m. 2. Formed accessway widths are no greater than the maximum carriageway width listed in TRAN-Table 10. 3. Every accessway serving more than two sites are formed and sealed. 4. Where access is shared to more than six sites this shall be via a road.	**RDIS** **Matters of discretion are restricted to:** TRAN-MD2 Vehicle Crossings and Accessways
TRAN-Table 10 Minimum Requirements for Accessways		

Zone	Potential Number of Sites	Length (m)	Legal Width (m)	Carriageway Width (m)	Turning Area	Passing Bay
RESZ RLZ	1	0-50~~Any length~~	3.5	3.0	Optional	Optional
	2-3	0-50~~Any length~~	4.5	3.0	Optional	Optional
	1-3	Over 50m	5.0	4.0	Optional	Optional
	4-6	0-50	5.0	3.5	Optional	Optional
	4-6	Over 50	6.5	4.5	Required	Required
CMUZ GIZ	1-6	Any length	7.0	5.5	Required	7.0
GRUZ	1-3	0-50~~Any length~~	4.5	3.0	Required	Optional
	1-3	Over 50m	5.0m	4.0	Required	Optional[35]
	4-6	0-50	5.0	3.5	Required	Optional
	4-6	Over 50	6.5	5.0	Required	Required

TRAN – Figure 8 Accessway Separation from Other Accessways – Arterial Roads



Speed Limit	Distance (m) K	M	N
50	30	20	-
60	30	20	-
70	100	45	40
80	100	45	100
90	200	60	200
100	200	60	200

TRAN–S12	Road Design Requirements	Activity status where compliance is not achieved:
All Zones	1. Roads must meet the requirements specified in TRAN-Table 11.	**DIS**

[35] FENZ (5.16)

	2. Cul de sacs must meet the Local Road requirements in TRAN-Table 7 and the following additional requirements: a. A maximum length of 150m. b. A walking and cycling connection to a through road that is not to another cul de sac and is a minimum average width of 6m and is a minimum width of 4m. c. No cul-de-sac located off a cul-de-sac. d. The minimum turning head diameter requirements that must be met are as follows: i. 25m diameter with on-street parking (Residential Zone). ii. 30m diameter with no on-street parking (other zones).	

TRAN–Table 11 Road Design

Road Type	Legal Width (m)		Carriageway Width (m)		Traffic Lanes	Parking Lanes	Specific Provision for Cycles (on road or off road)	Pedestrian Provision
	Min.	Max.	Min.	Max.	Min. No.	Min. No.		Minimum
Arterial (except in the GRUZ)	20	25	13	14	2	2	Yes	Both sides
Arterial and Collector (GRUZ)	20	20	8.5	9	NA	NA	NA	NA
Collector (except in the CMUZ, GRUZ)	20	25	11	12	2	1	Yes	Both sides
Collector (in the CMUZ)	20	25	13	14	2	2	Yes	Both sides

Local (in CMUZ, GIZ)	20	25	12	13	2	2 Both sides	Optional	Both sides
Local (in LLRZ, RLZ)	18	20	6	6.5	2	NA	NA	One side
Local (in all other RESZ)	13	15	7	8	2	1	NA	One side
Local (GRUZ)	15	20	6.7	7	NA	NA	NA	NA
Cycle/Pedestrian Accessways	6	10	2.5	3	NA	NA	Yes	Yes

TRAN–S13	**Intersection Separation Distances**	**Activity status when compliance not achieved:**
All Zones	1. The spacing between road intersections complies with the separation distances listed in TRAN-Table 12.	**RDIS** **Matters of discretion are restricted to:** TRAN-MD1 Transport Network Effects

TRAN-Table 12 Minimum Distances Between Intersections

Posted Speed Limit (km/hr)	Road Type	Distance (m)
100	All	800
90	All	248
80	All	214
70	All	181
60	All	151
50 or less	State Highways/Arterial and Collector Roads	123

TRAN–S14	**Cycle Parking**	**Activity status when compliance not achieved:**
RESZ **CMUZ** **GIZ**	1. All activities shall comply with: a. The cycle space rates listed in TRAN-Table 13. b. Each space shall have a cycle stand or parking rack system which complies with TRAN-Figure 9.	**RDIS** **Matters of discretion are restricted to:** a. Whether the cycle parking facilities are designed and located to adequately

	c. All spaces, stands, and racks shall be: i. Established on the same site as the activity; ii. Located as close as practicable to the buildings main entrance; iii. Clearly visible to cyclists entering the site. d. All spaces, stands, and racks shall be Well-lit and secure.	respond to the needs of the intended users. b. Whether adequate alternative, safe and secure cycle parking is available in a nearby location that is readily accessible and meets the needs of cyclists. c. Whether the provision, design and location of cycle parking facilities adversely affect pedestrian traffic or disrupt active frontages or detract from an efficient site layout or street scene amenity values. d. Whether the number of cycle parking spaces are sufficient to adequately support the activity on the site and the anticipated demand for cycling.

TRAN–Table 13 Cycle Parking Requirements

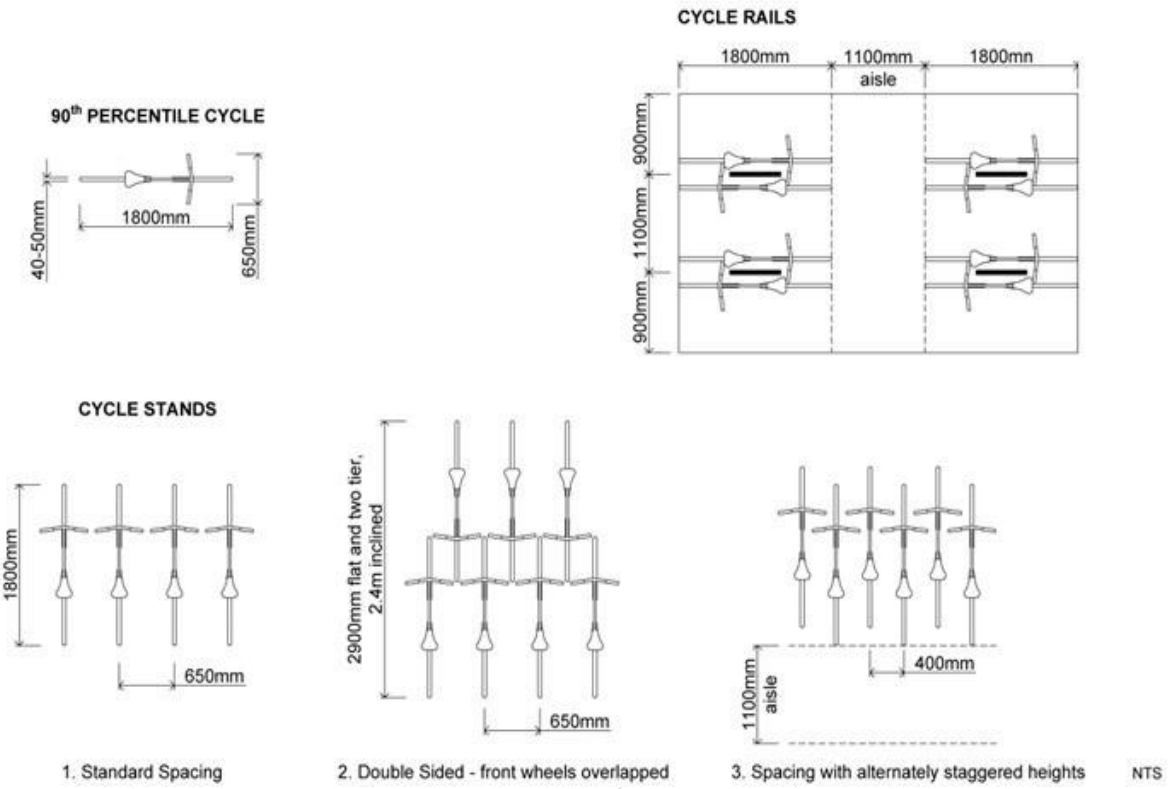
Activity	Cycle Spaces to be Provided	
	Short Term (Visitors)	Long Term (Students/Staff/Residents)
Emergency service facility	Nil	1 space per 5 FTES
Food and beverage	1 space per 100m^2 GFA (2 spaces minimum)	1 space per 100m^2 GFA
Healthcare facility	1 space per 200m^2 GFA	1 space per 300m^2 GFA
Home business	Nil	Nil
Hospital	1 space per 1,000m^2 GFA	1 space per 300m^2 GFA
Industrial (excluding warehousing and distribution)	NA	1 space per 1,000m^2 GFA (2 spaces minimum)
Office	1 space per 500m^2 GFA (2 space minimum)	1 space per 100m^2 GFA
Place of assembly	1 space per 30 people the facility is designed to accommodate	10% of visitor requirements
Pre-school	1 space per 10 children	1 space per 3 FTE employees

Public transport facility	NA	NA
Recreation facility	1 space per 15 participants the facility is designed to accommodate for sport courts. One space per 100m^2 GFA for a gymnasium	Sport courts: NA 1 space per 300m^2 GFA for a gymnasium
Research facility	1 space per 500m2 GFA	1 staff space per 4 FTES
Residential unit	NA	1 residents space per unit where no garage is provided
Retail – where any individual retail tenancy has a GFA of 450m^2 or less	1 space per 150m^2 GFA (2 spaces minimum)	1 space per 500m^2 GFA
Retail – where any individual retail tenancy has a GFA greater than 450m^2	2 spaces	1 space per 750m^2 GFA
Retirement village	1 space per 10 units for developments with 10 or more units	NA
School	1 space per 30 students for a Primary School 1 space per 100 students for a Secondary School	1 space per 7 students for a Primary School 1 space per 5 students for a Secondary School
Service station, garage, and workshops	2 spaces	NA
Temporary	NA	NA
Tertiary education	1 space per 100 FTE students	1 staff space per 4 FTES and 1 student space per 4 FTE students
Trade retail and trade suppliers	2 spaces	1 space per 750m^2 GFA
Visitor A]accommodation	NA	1 space per 10 visitor accommodation units where there is no garage provided
Warehousing and distribution	NA	1 space per 1,500m^2 GFA (2 spaces minimum)

1. Where an activity is not listed in TRAN-Table 13 the activity that relates most closely in TRAN-Table13 is to be used to calculate the estimated cycle parking demand that is likely to be generated from the new activity.
2. Where there are two or more similar activities in TRAN-Table 13 and there is uncertainty over which rate is most applicable, the activity with the higher cycle parking rate is to be used.
3. Where there are two or more different activities listed in TRAN-Table 13 occurring on the site, the total cycle parking rate for the site is to be the sum of the cycle parking requirements for each activity.
4. Where a cycle parking requirement results in a fractional space, any fraction of one

half or over shall be rounded up to the nearest whole number. Any fraction under one half is to be disregarded where there is a minimum of one space for each activity.

TRAN – Figure 9 Cycle Parking Systems



Matters of Discretion

TRAN-MD1 Transport Network Effects

a. Any effects on the visibility and safety of pedestrians, cyclists, or motorists.
b. Any effects, including cumulative effects, on traffic safety or the efficiency of land transport infrastructure.
c. The outcome of any consultation with Waka Kotahi New Zealand Transport Authority where the activity or works directly affect a State Highway.
d. Whether the physical form of the road will minimise any effect on access.
e. Any relevant crash history of the road in the vicinity of the site.
f. Any characteristics of a proposed activity or site that make compliance unnecessary, including expected traffic generation volumes and the types of vehicles.

TRAN–MD2 Vehicle Crossings and Accessways

a. Any effects on the ease and safety of vehicle manoeuvring.
b. Whether the boundaries of a site support the formation of the vehicle crossing or accessway.
c. Whether the site can gain access from another road that is not a State Highway/ Arterial Road.
d. The design and location of the vehicle crossing or accessway.
e. The anticipated number and type of vehicles, cycles, pedestrians, or stock movements.

f. Any visual effects on road design and amenity values from not forming the vehicle crossing or accessway to the specified standards.

TRAN–MD3 Parking

a. The availability of public parking facilities on nearby roads.
b. Options to encourage mode-shift towards walking, cycling, and other modes to reduce the need for on-site parking, including by providing safe pedestrian and cycle connections through the parking area.
c. Whether there is likely to be a lower demand for mobility parking than is required by the Plan based on anticipated demand and the nature of the activities being undertaken on the site.
d. Whether mobility parking on the site is needed based on the size and nature of the vehicle parking area and the location of the activity relative to the vehicle parking area.
e. Whether appropriate provision has been made to ensure the parking area provides levels of amenity that are consistent with the environment in which it is being established.
f. Whether provision is made for safe and efficient vehicle circulation and access arrangements, including for pedestrians and cyclists.