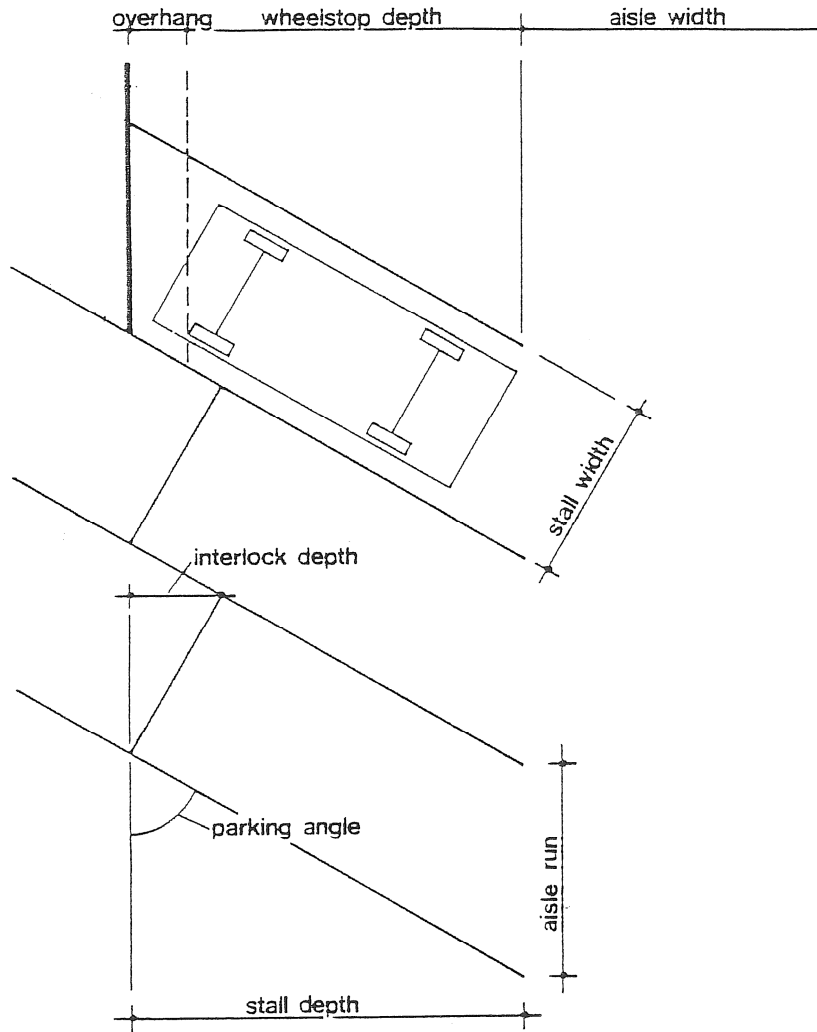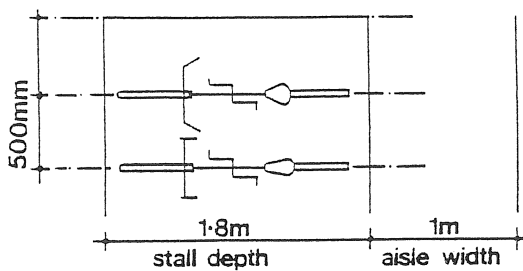# APPENDIX D - PARKING LAYOUT, SIGHT DISTANCES AND ACCESS DESIGNS

Diagram A – Car and Bicycle Parking Space Layouts

Scale 1:100

Bicycle parking

Scale 1:50

Parking Angle	Stall Width m	Aisle Width m	Aisle Run m	Barrier/Wheelstop Parking			Interlock Parking	
				Stall Depth m	Overhang m	Wheelstop Depth m	Interlock Depth m	Stall Depth m
90° Class 1 of User 2	2.500	7.000	-	5.000	0.800	4.200		
	2.600	6.600	-	5.000	0.800	4.200		
	2.500	8.000	-	5.000	0.800	4.200		
	2.600	7.000	-	5.000	0.800	4.200		
	2.700	6.600	-	5.000	0.800	4.200		
60°	2.500	4.500	2.900				1.250	5.550
	2.700	4.000	3.100				1.350	5.650
	2.900	3.500	3.400	5.400	0.800	4.600	1.450	5.750
	3.000	3.500	3.500				1.500	5.800
45°	2.500	3.800	3.500				1.800	5.300
	2.700	3.500	3.800				1.900	5.400
	2.900	3.500	4.200	5.000	0.700	4.300	2.050	5.550
	3.000	3.500	4.200				2.100	5.600
30°	2.500	3.500	5.000				2.150	4.650
	2.700	3.500	5.400				2.300	4.800
	2.900	3.500	5.800	4.400	0.600	3.800	2.500	5.000
	3.000	3.500	6.000				2.600	5.100

Parallel Parking	Stall length = 6.100	Stall width = 2.500	Aisle width = 3.700

Notes:

1 Two way flow is permitted with 90° parking.
2 Aisle run distances are approximate only.
3 Stall width shall be increased 300 where they abut obstructions such as columns or walls.
4 Minimum Oneway Aisle width - 3.700m
  Minimum Twoway Aisle width - 5.500m
5 Class of User 1 - medium to long term parking, for example at offices, places of assembly and entertainment, hotels.

  Class of user 2 - short term parking and where children and goods can be expected to be loaded into vehicles, for examples at shops, hospitals and medical centres.

Diagram B - Method to Determine Sight Distances at Property Accesses on State Highways

Diagram not to scale

Centreline of Access

Point 3.5m from Edge of Traffic Lanes.

Edge of Traffic Lane

Sight Line

Sight Line

STATE HIGHWAY

Sight Line

Sight Line

Lane ℄
Road ℄

Sight Distance **S** (from Table 1)

Point on Edge of Traffic Lane

Edge of Traffic Lane

S
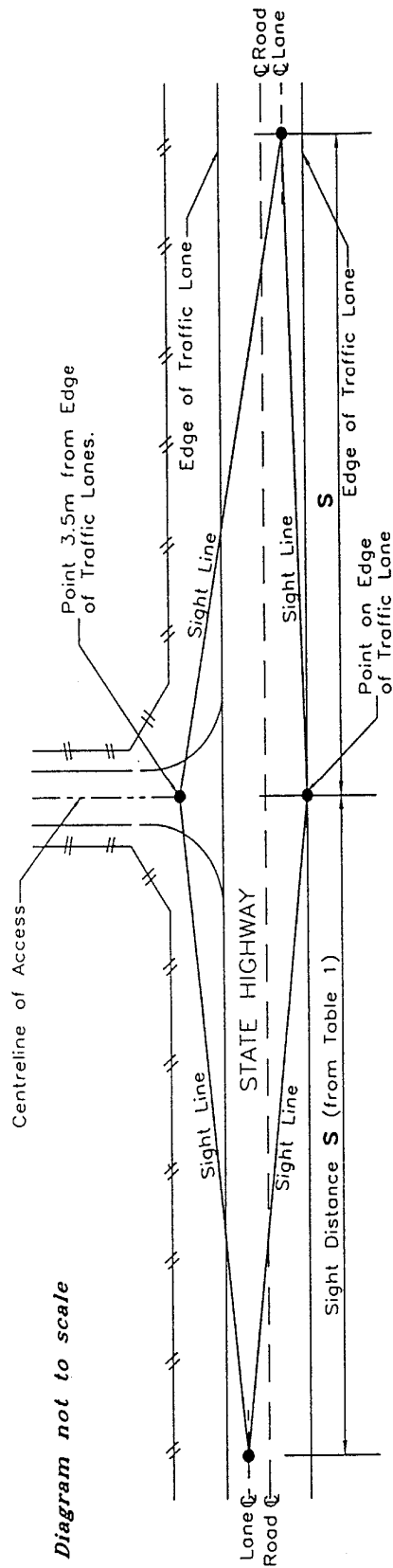
℄ Road
℄ Lane

NOTE: Sight Distances shall be measured to and from a height of 1.15 metres above the existing road surface and the proposed surface level of the side road or access. There are to be no obstructions to visibility inside the area bounded by the sight lines.

Diagram C - Crossing Treatment for Accesses on Rural State Highways with Traffic Generation less than 30 Vehicle Movement Equivalents per Day

NOTE: 1) Recess gateway and splay entrance fencing as necessary to ensure that largest vehicle likely to use access can stop at gate and be clear of the highway.

2) All work on state highway road reserve is to be carried out to Transit New Zealand's standards and requirements. Note that prior notification to undertake any such work must be given to Transit New Zealand's network managers.

3) R=6.0m Light vehicles.
R=9.0m Buses and heavy commercial vehicles.

Area to be Sealed

Gate

Property Access

R (see note 3))

6m Max.

R

STATE HIGHWAY

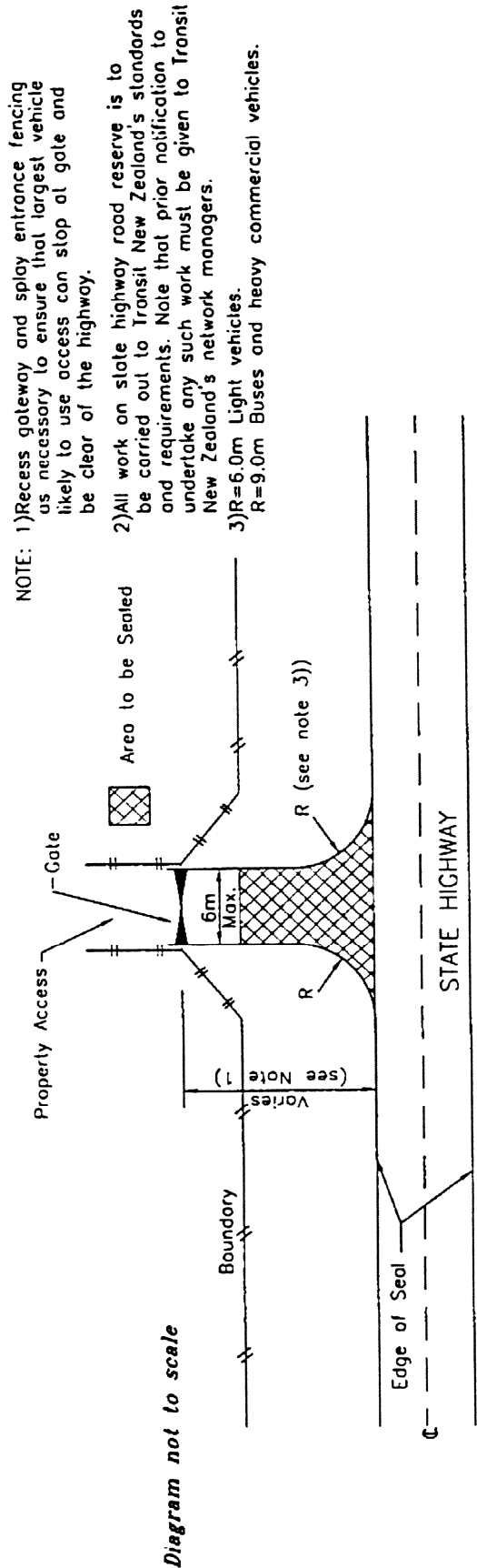Boundary

Varies (see Note 1)

Edge of Seal

Diagram not to scale

Diagram D - Localised Road Widening and Crossing Treatment for Accesses
On Rural State Highways with Traffic Generation Between 30 and 100 Vehicle Movements Equivalents per Day.

NOTE: 1) Recess gateway and splay entrance fencing as necessary to ensure that largest vehicle likely to use access can stop at gate and be clear of the highway.

2) All work on state highway road reserve is to be carried out to Transit New Zealand's standards and requirements. Note that prior notification to undertake any such work must be given to Transit New Zealand's network managers.

3) R = 9.0m Light Vehicles
R = 15.0m Heavy Vehicles

Diagram not to scale

Gate

Property Access

R (see Note 3)

Taper at 1 in 10

Edgeline of Existing Road

6m

R

Varies
(see Note 1)

2.5m

STATE HIGHWAY

2.5m

88m

88m

Edge of Seal

Legal Boundary

1 in 10 Tapers

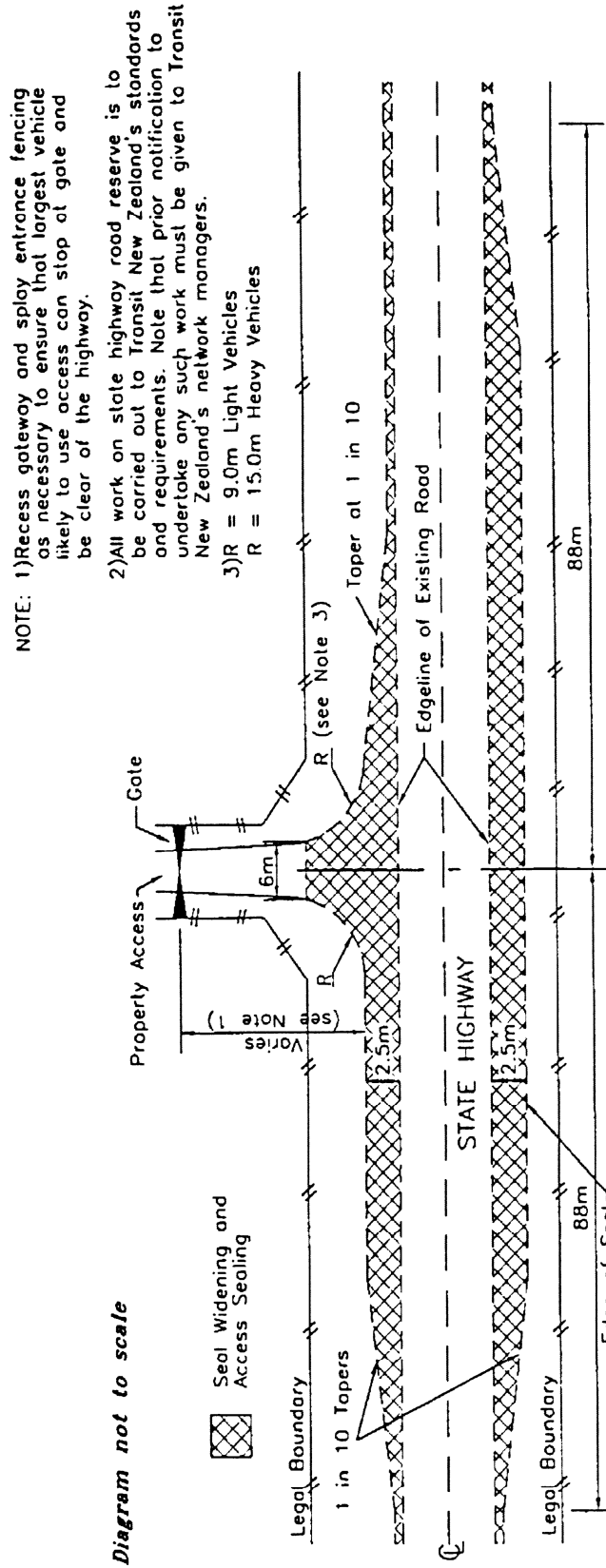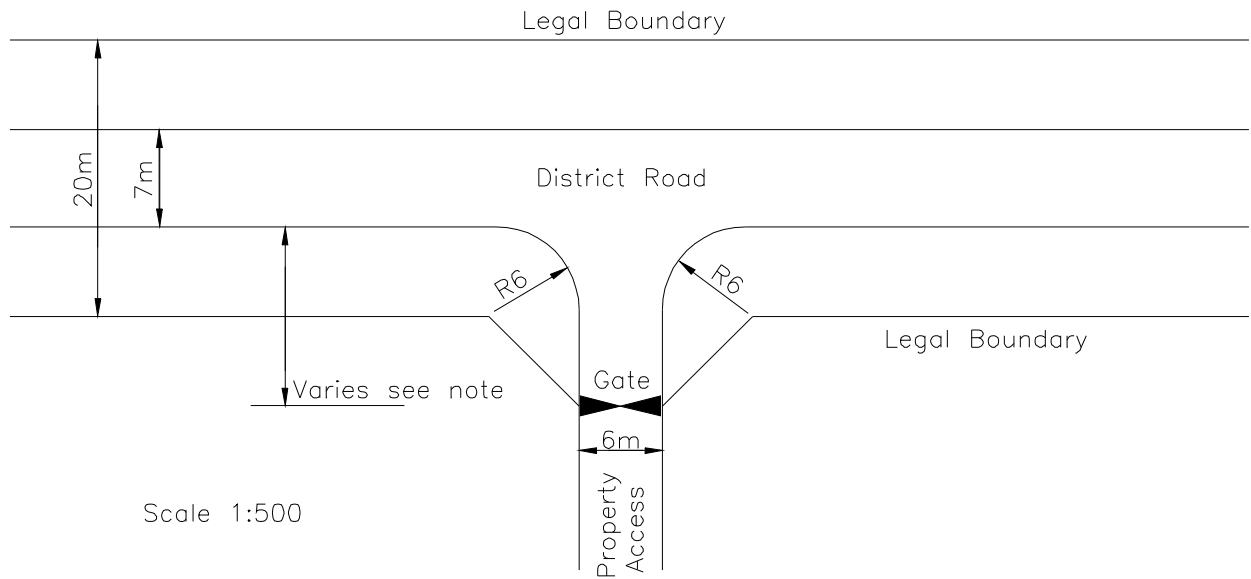Seal Widening and Access Sealing

Legal Boundary

Diagram E - Access Design Example For An Articulated Truck
(see note)

Note: The gateway and splay-fencing require recessing to allow the largest vehicle likely to sue the access to clear the carriageway whilst stopped at the gate.

Access design is dependent on the size of the vehicle, distance from the carriageway to the road boundary and width of carriageway available, this design should only be treated as an example and every case individually designed for.