

Appendix L: Table 3.1 - Road Design Standards – Urban (speed limit \leq 70 km/h)

Table 3.1 – Road design standards – Urban (speed limit ≤ 70 km/h) : Supplement Document changes in bold

Class	Type	Area Served	Traffic Volumes Vpd (1)	Design Speed, (km/h)		Road Reserve Width, m	Minimum carriageway width (m)			Footpath (m)	Berm (m)	Maximin gradient	Normal camber	Max super-elevation	Notes
				Flat or rolling	Hilly		Parking (2)	Traffic	Cycles(3)						
Local roads	Private way	1-3 du(1)	NA	NA	NA	3.8	-	1 x 3.0	-	3.0(4)	0.5 + 0.3	3%	NA	Not public Street(4)	
	Private way	4-6 du	NA	NA	NA	6.5	-	1 x 5.5	-	5.5(4)	2 x 0.5	3%	NA		
	Cul de sac	Up to 20 du	NA	NA	NA	11.0	1 x 2.5	1 x 3.5	1.4	6.0	0.5 + 3.1	3%	6%	No stopping on one side	
	Cul de sac	21-50 du	NA	NA	NA	15.5	1 x 2.5	2 x 3	2 x 1.4	8.5	2 x 2.1	3%	6%	No stopping on one side	
Local distributor roads	Residential	21-150 du	Up to 750	30	30	18	2 x 2.5	2 x 3.0	2 x 1.4	11.0	2 x 2.1	3%	6%	(5)	
	Industrial	Up to 20 units	>300	30	30	15.5	1 x 2.5	2 x 3.5	2 x 3.0	9.5	-	3%	6%	No stopping on one side	
	Industrial/ Commercial Service lane	-	NA	NA	NA	8	-	2 x 3.5	-	7.0	2 x 0.5	3%	NA	(6)	
	Commercial (Park precinct)	-	<2000	30	30	(7)	(7)	2 x 3.5	2 x 3.0	7.0	-	3%	NA	(7)	
Collector roads	Residential	<150 du	200 – 1000	40	40	21.0	2 x 2.5	2 x 3.5	2 x 1.4	12.0	2 x 3.1	3%	8%		
	Industrial/ Commercial	20 – 40 units	300 – 1000	40	40	18.0	2 x 2.5	2 x 3.5	2 x 3.0	12.0	-	3%	6%	(7)	
	Residential	150 – 450 du	1000 - 3000	50	40	23.0	2 x 2.5	2 x 3.5	2 x 1.4	14.0	2 x 3.1	3%	8%		
	Industrial/ Commercial	>40 units	>1000	50	40	20.0	2 x 2.5	2 x 3.5	2 x 3.0	14.0	-	3%	6%	(7)	
Secondary (District) arterial Primary (Regional) arterial		>450 du	3000 – 7000	50	50	24	2 x 2.5	2 x 3.5	2 x 1.4	15.0	2 x 3.1	3%	8%		
		-	>7000	70	60	27	2 x 3.0	2 x 3.5 1 x 2.0	2 x 1.4	18.0	2 x 3.1	3%	8%	Painted median occupies 2 m Traffic lane	

NOTE –

- (1) du = dwelling units, vpd = vehicles per day
- (2) Parking land width allows for limited cycle space.
- (3) Where the TA gives approval to remove cycle lanes each traffic lane shall be increased to 4.0m.
- (4) Where a private way adjoins a local distributor road or higher, it shall have a 5.5 m traffic width and 6.5 m road reserve width for a minimum of 6.0 m from road boundary.
- (5) Parking bays set into berm footpath sides.
- (6) No parking both sides.
- (7) Width dictated by parking provision. Parking (including angle parking) shall be provided on both sides of street and maximized taking into account traffic considerations.
- (8) Companion Document changes shown in bold
- (9) Urban: All cut and fill batters including retaining structures shall be located outside of the road reserve.
- (10) Rural: All cut and fill batters and side drains shall be incorporated within the legal road reserve.
- (11) Industrial Footpath width may be reduced at Council's discretion.
- (12) Minimum road widths are derived from AS/NZS 2890.1:2004 and apply to straight roads. Refer Table 2.2 AS/NZS 2890.1:2004 for minimum road widths for curved roads.