

APPENDIX G

TRANSPORT/CAR PARKING DIAGRAMS

Schedule of Limited Access Roads

State Highway	Declared Section	Length (km)
1	Waitaki River – Oamaru	17.22
1	Oamaru – Kakanui River	9.05
1	Kakanui River – Irvine Road	4.44
1	Happy Valley Road – Burgh Street	3.93
1	Waianakarua Overbridge – McKerrow Road	13.60
1	McKerrow Road – Hampden	5.20
1	Hampden – Hillgrove-Moeraki Road	3.09
1	Shag Point – Bushey Park Road	4.00
1	Bushey Park Road – Palmerston	3.65
1	Palmerston – Flag Swamp	6.65
1	Flag Swamp – Waitaki District Boundary	1.5
83	Prohibition Road – Omarama	3.05
8	Prohibition Road - - Omarama	2.29
8	Omarama – Benmore/Ahuriri SD	0.48

ROADING HIERARCHY

Primary (Regional) Arterials are roads which:

- Serve as links of strategic importance between regions or within regions and between districts;
- Are a significant element in the regional economy; and
- Have access standards for permitted activities determined principally on the basis of strategic functions and traffic volumes.

These Primary Arterials are the Strategic State Highways within the District. Standards are promulgated from time to time by Transit New Zealand.

Secondary (District Arterials) are roads which:

- Serve as links of strategic district importance within or between districts;
- Are a significant element in the local economy; and
- Often serve as local roads.

Access standards are determined following careful consideration of;

- Form (the physical alignment of the road);
- Function (the present and future role of the road); and
- Traffic volume criteria.

The standards for Secondary Arterials are:

- Pavement design life of 25 years;
- Seal width 7.0m;
- Minimum design speed 70 km/h;
- Structures to HN-HO and two lane;
- Pavement marking to Transit New Zealand Standards;
- Delineation pegs every 200m on straights with at least 3 pegs visible on all curves; and
- Side drains to be at least 150mm below active pavement.

The roads proposed to be designated as Secondary Arterials area as follows:

- From State Highway 85 to the Hyde Macraes Road boundary with Dunedin City Council;
- Maheno to Duntroon (via Kakanui Valley Road, Kakanui River Road, Crown Hill road and Tokarahi Duntroon Road);
- Danseys Pass Road;
- Whiterocks Road, Airedale Road, Horse Gully Road, Gibson Road from State Highway 1 at Alma to Seven Mile Road via the above route;
- Seven Mile Road from State Highway 83 to State Highway 1;
- Prohibition Road from State Highway 83 to State Highway 8; and
- Woolshed Road, Roundhill Road, Gemmells Crossing Road from State Highway 1 at Woolshed Road to Kakanui Valley Road at Gemmells Crossing Road via the above route.

Collector Routes are roads which:

- Are locally preferred routes between or within areas of population or activity;
- Complement district arterials but have property access as a higher priority; and
- Have standards suitable to the safety requirements of the traffic volume on each section.

The Standards for Collector Routes are:

- Pavement design life of 25 years;
- Seal width 6.5m;
- Minimum design speed 60 km/hr;
- Structures to HN-HO;
- Pavement marking as appropriate to Transit New Zealand Standards;
- Delineation pegs every 200m on straights with at least 3 pegs visible on all curves; and
- Side drains to at least 150mm below active pavement.

The roads proposed to be designated Collector Routes are as follows:

In Oamaru (Urban)

- Chelmer Street from Weston Road to State Highway 1 (Cross Street – Wansbeck Street);
- Eden Street and Eden Street Extension from Humber Street to Homestead Road – Ardgowan Road;
- Perth Street from Beach Road to Stuart Street;
- Wharfe Street from Tamar to Itchen Street;

- Itchen Street from State Highway 1 to Tyne Street;
- Tyne Street from Tamar Street to Itchen Street;
- Ouse Street from Reed Street to Humber Street;
- Derwent Street from Ouse Street to Reservoir Road;
- Reservoir Road from Derwent Street to Redcastle Road;
- Redcastle Road from Eastern end to Reservoir Road; and
- Awamoa Road from Stonewall Road to State Highway 1.

Rural Areas

- Moonlight Road from Hyde Macraes Road to the District boundary;
- Goodwood Road;
- Waianakarua to Kakanui Road;
- Kakanui to Tamar Street (Beach Road);
- Beach Road to State Highway 1 at Alma (thousand Acre Road);
- Happy Valley Road;
- Stonewall Road;
- Weston Road;
- Kia Ora Road;
- Whitstone Five Forks Road;
- Weston to Enfield to Ngapara to Duntroon route;
- Ngapara to Georgetown; and
- State Highway 8 to Ohau Lodge.

Local Roads are all other roads servicing land use activities with standards appropriate for the traffic use.

The Standards for Local Roads are:

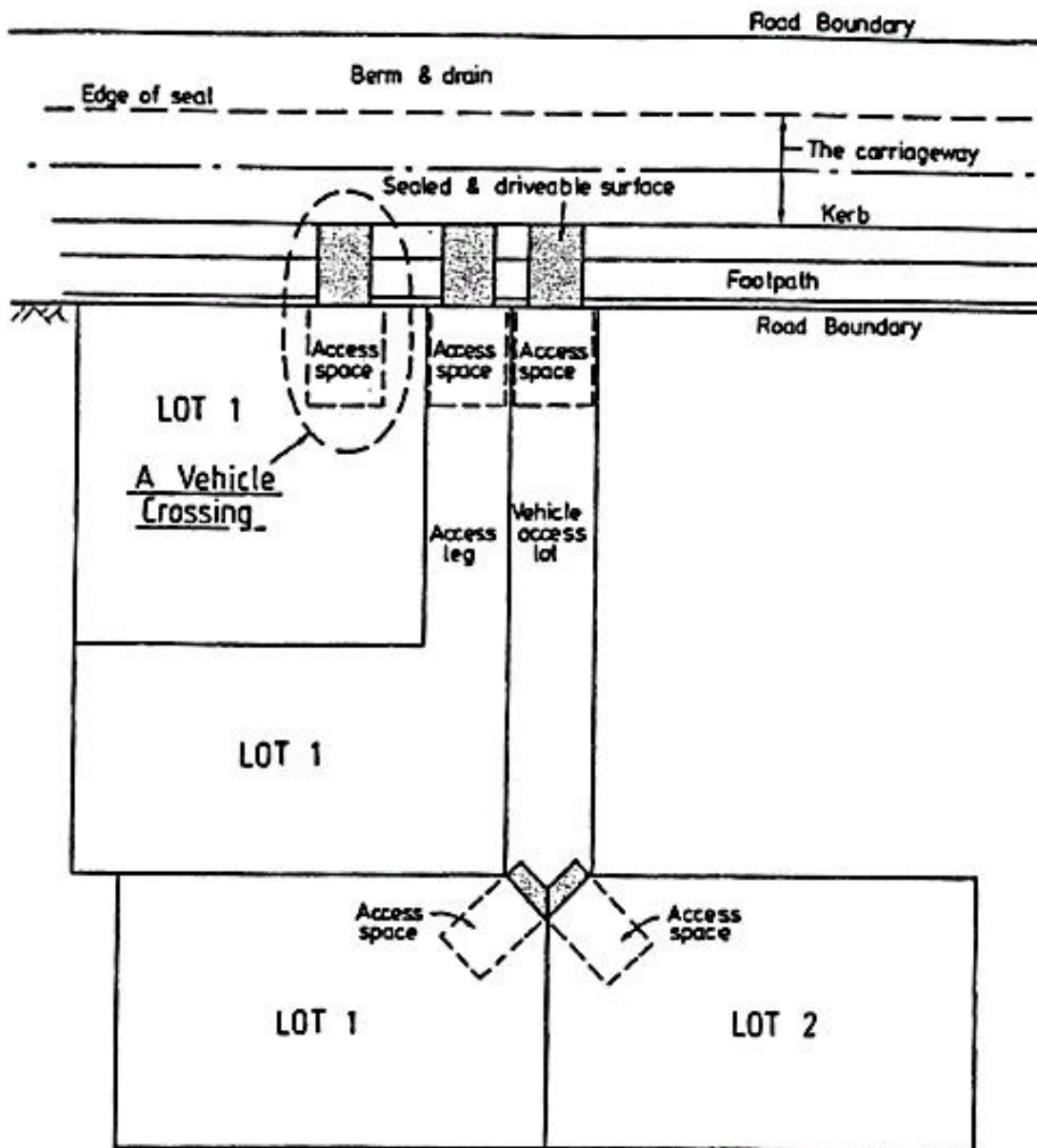
- Seal widths (where sealed) 6.0m on straights;
- Low traffic rural standard for structures;
- Pavement marking only where there is poor visibility; and
- 3 delineation pegs visible at all times.

Note: Where the route is through an urban street, urban subdivision standards will apply.

All roads not otherwise named would fall within this category.

VEHICLE ACCESS DETAILS

Refer to Rule 12.2.2

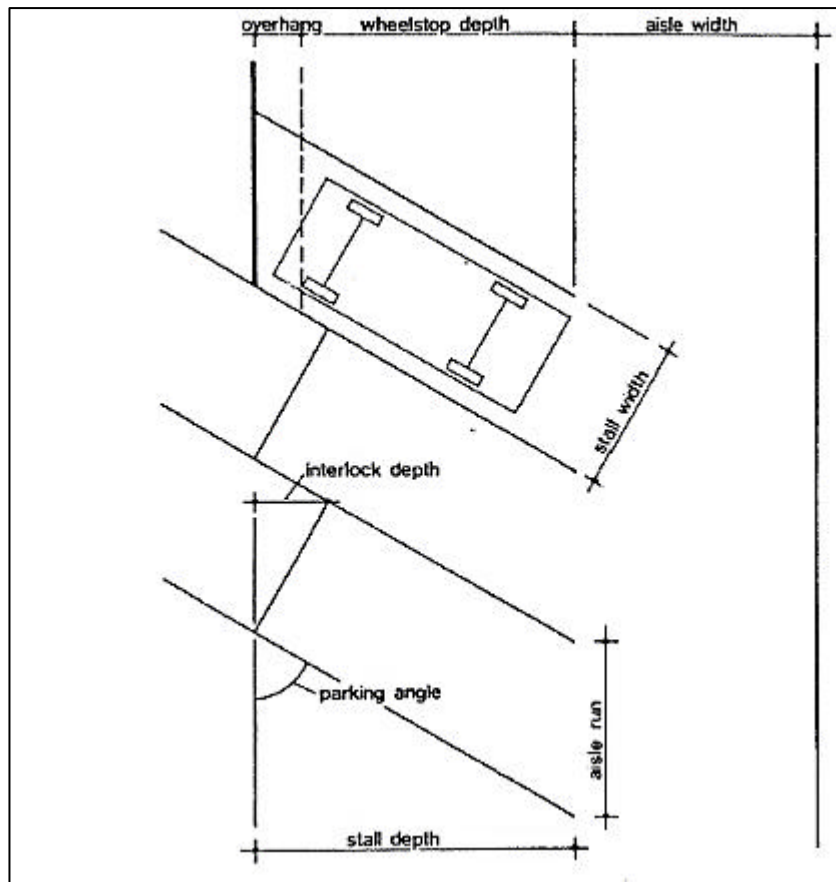


Note: All access spaces are 3.5 metres wide x 5.5 metres long

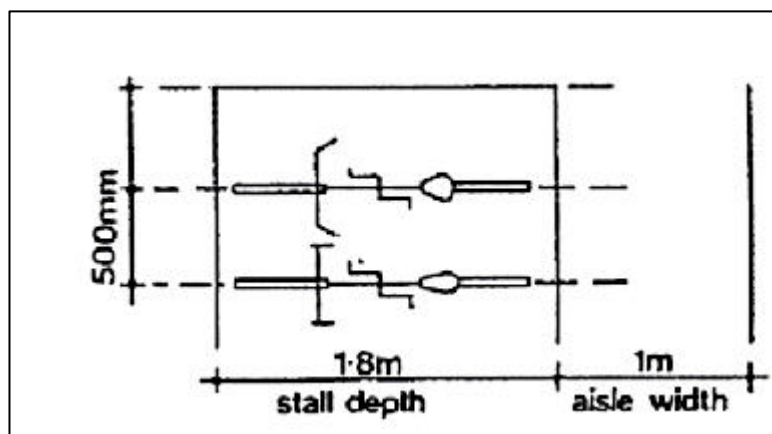
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CAR AND BICYCLE PARKING SPACE LAYOUTS

Refer to Rule 12.2.1



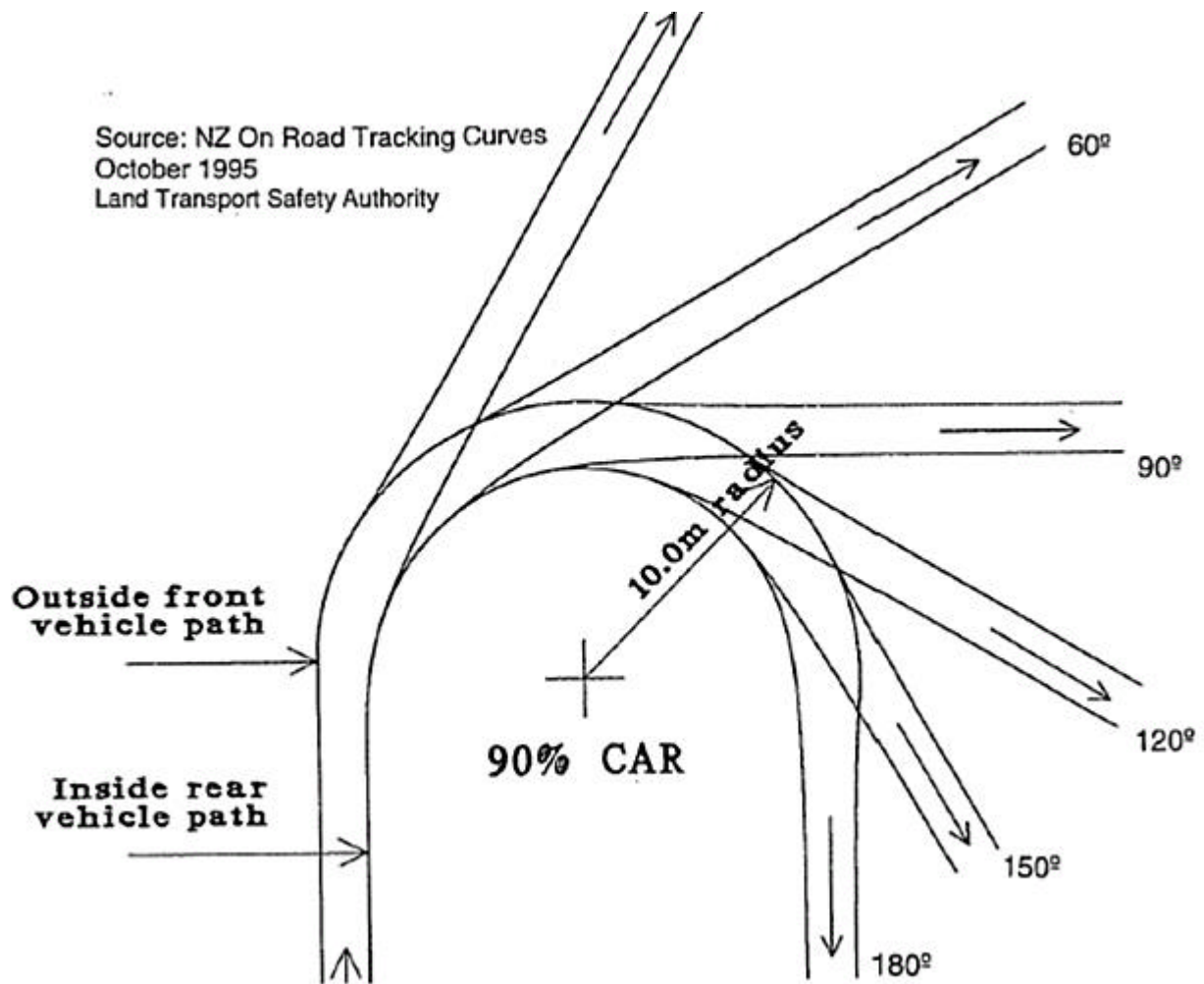
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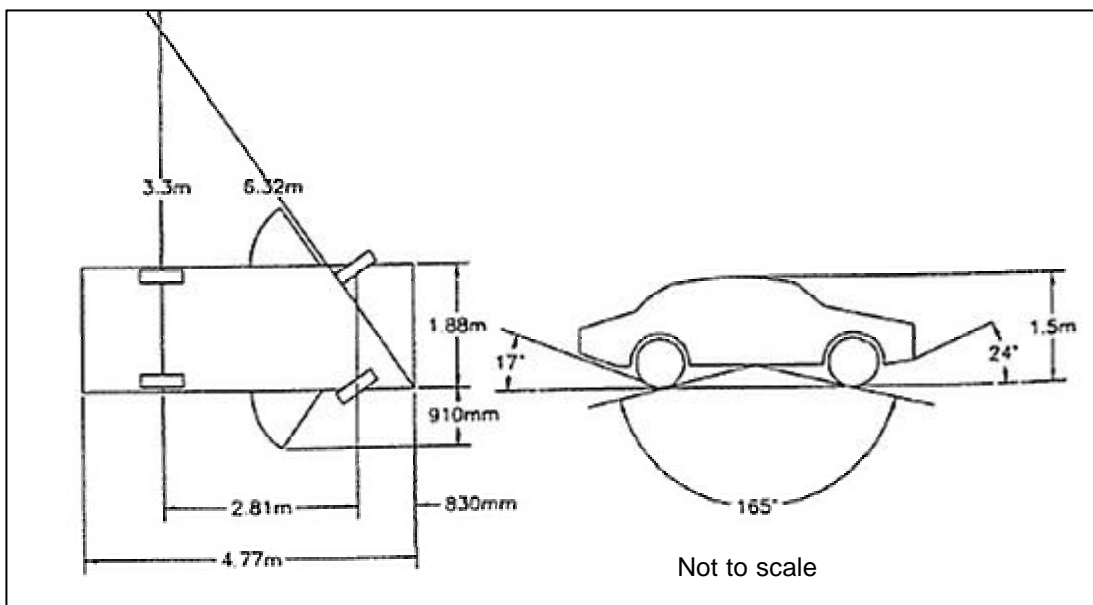
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VEHICLE SWEEP PATH DESIGN

Refer to Rule 12.2.1(g)

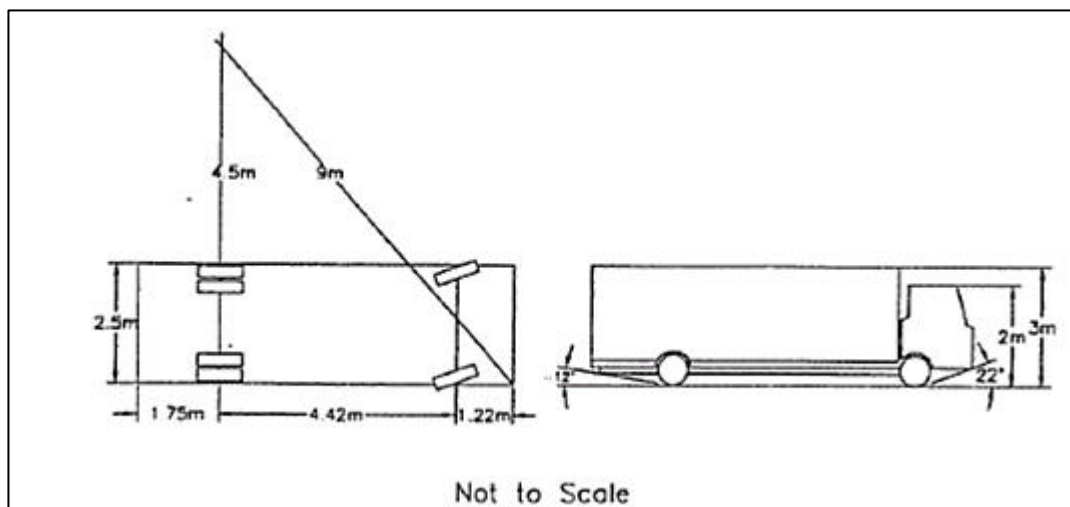
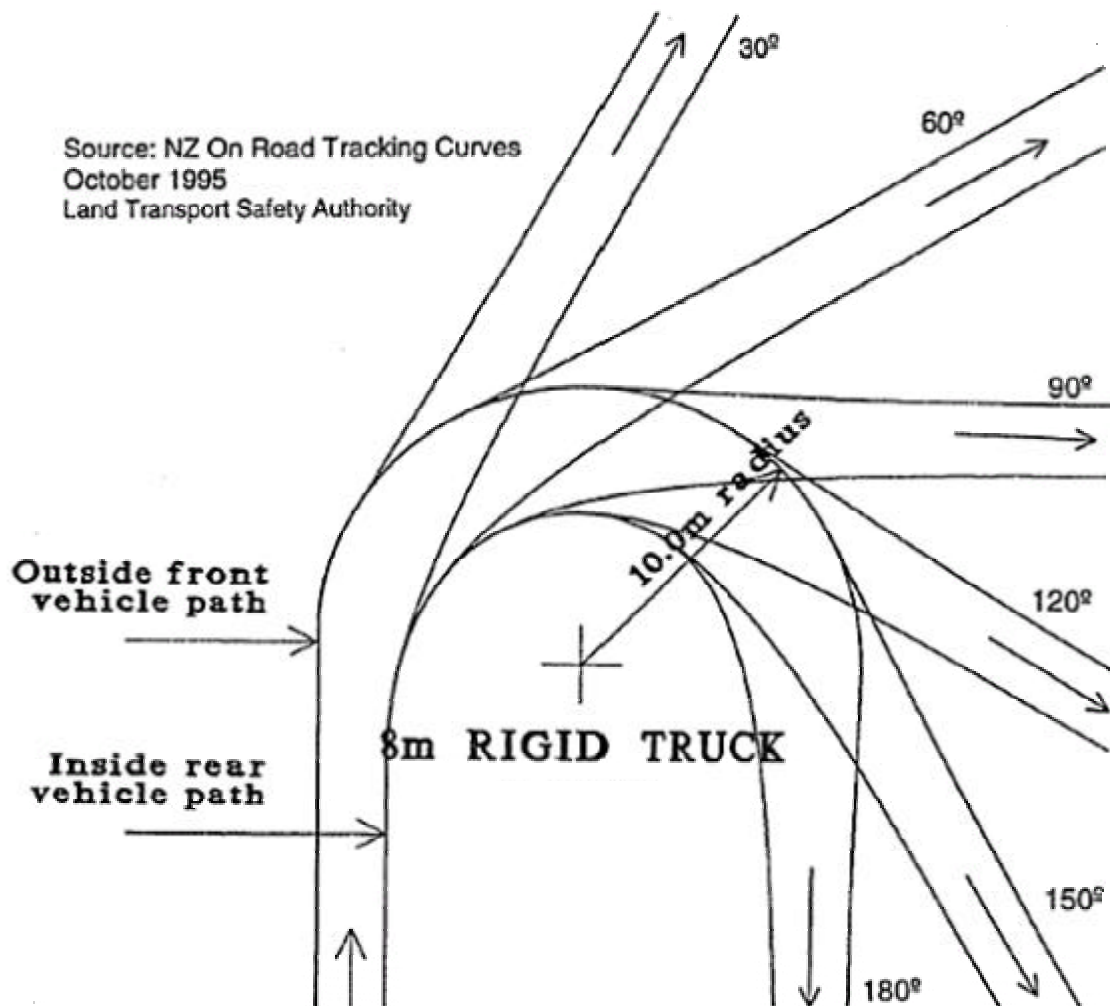


Note: Minimum recommended clearance for both sides of the vehicle 600mm.



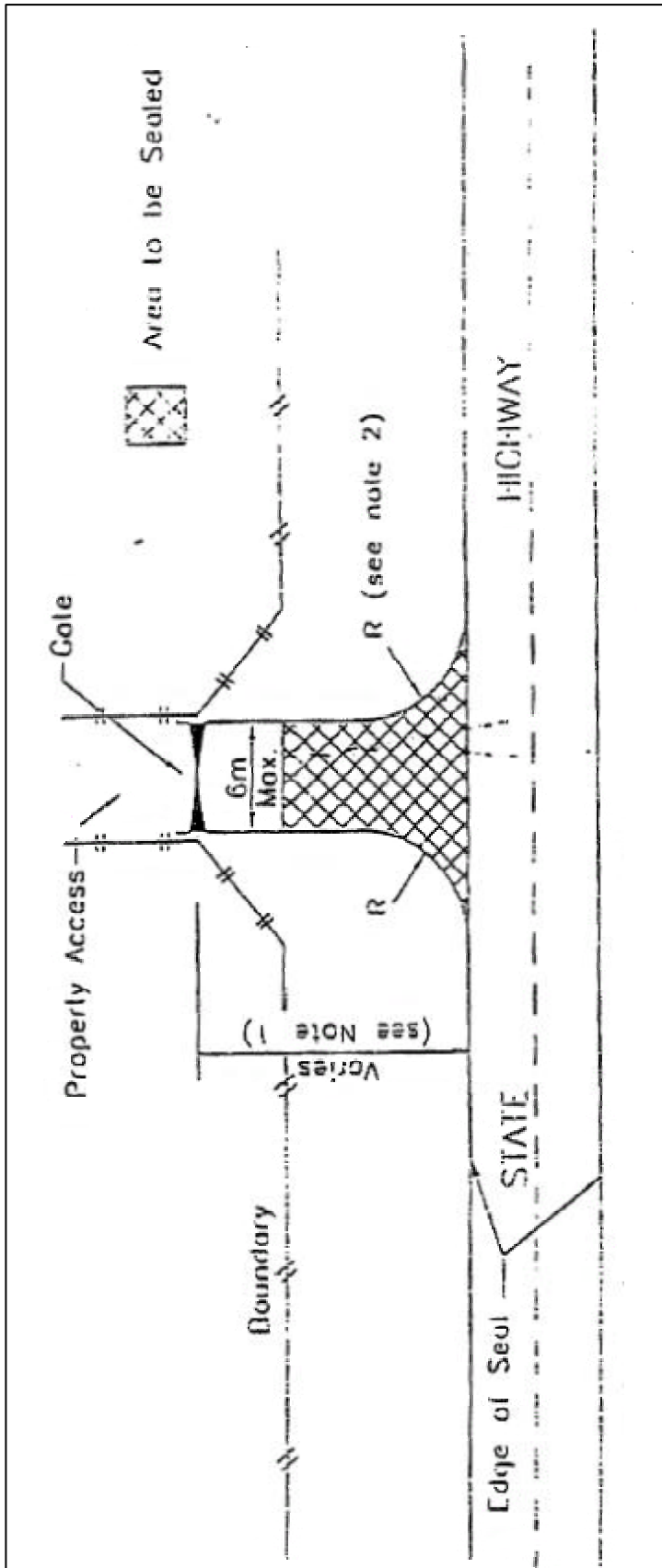
VEHICLE SWEEP PATH DESIGN

Design Two Axled Truck



TRANSIT NEW ZEALAND – DIAGRAM C

CROSSING TREATMENT FOR ACCESSES ON RURAL STATE HIGHWAYS WITH TRAFFIC GENERATION LESS THAN 30 VEHICLE MOVEMENT EQUIVALENTS PER DAY



Notes

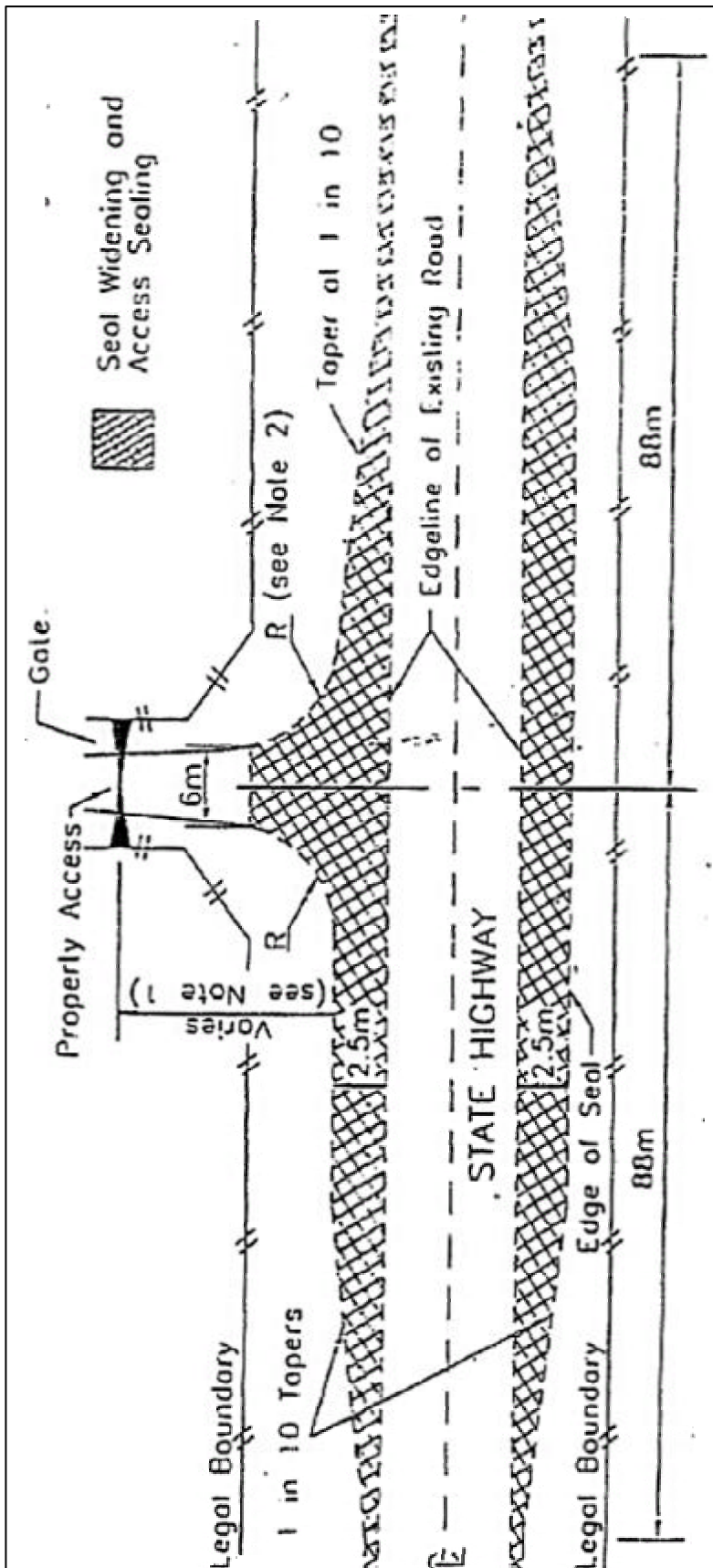
1. Recess gateway and splay entrance fencing as necessary to ensure that largest vehicle likely to use access can stop at gate and be clear of the highway.
2. $R = 6.0$ m Light vehicles
 $R = 9$ m Buses and heavy commercial vehicles
3. All work on state highway road reserve is to be carried out to Transit New Zealand's standards and requirements. Not that prior notification to undertake such work must be given to Transit New Zealand's network managers.

NOT TO SCALE

Source of Diagram: Addendum to Part III – "Planning For a Safe and Efficient State Highway Network Under the Resource Management Act 1991"

TRANSIT NEW ZEALAND – DIAGRAM D

LOCALISED ROAD WIDENING AND CROSSING TREATMENT FOR ACCESSSES ON RURAL STATE HIGHWAYS WITH TRAFFIC GENERATION BETWEEN 30 AND 80 VEHICLE MOVEMENT EQUIVALENTS PER DAY



Notes:

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. R = 6.0 m Light vehicles
R = 9 m Buses and heavy commercial vehicles
3. All work on state highway road reserve is to be carried out to Transit New Zealand's standards and requirements. Not that prior notification to undertake such work must be given to Transit New Zealand's network managers.

NOT TO SCALE

Source of Diagram: Addendum to Part III – “Planning For a Safe and Efficient State Highway Network Under the Resource Management Act 1991”

