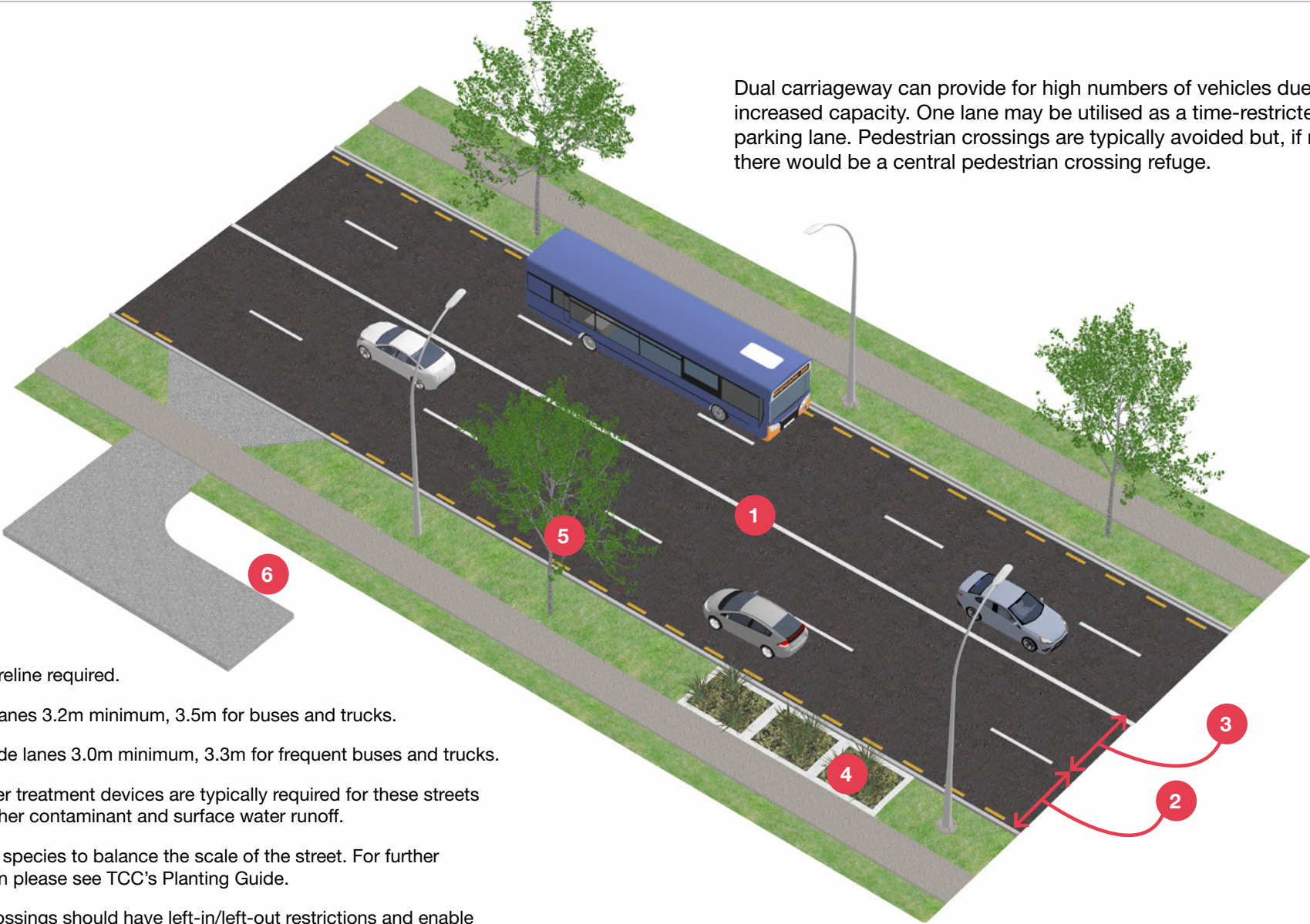


Dual carriageway can provide for high numbers of vehicles due to increased capacity. One lane may be utilised as a time-restricted car parking lane. Pedestrian crossings are typically avoided but, if required, there would be a central pedestrian crossing refuge.



- 1 Solid centreline required.
- 2 Kerbside lanes 3.2m minimum, 3.5m for buses and trucks.
- 3 Median-side lanes 3.0m minimum, 3.3m for frequent buses and trucks.
- 4 Stormwater treatment devices are typically required for these streets due to higher contaminant and surface water runoff.
- 5 Large tree species to balance the scale of the street. For further information please see TCC's Planting Guide.
- 6 Vehicle crossings should have left-in/left-out restrictions and enable reverse manoeuvre to be undertaken within private property. Note that private vehicle crossings are unlikely to be accepted on arterial routes.

**Movement lane elements**  
**Dual carriageway (two lanes in each direction)**

Infrastructure Development Code  
 Street Design Diagrams

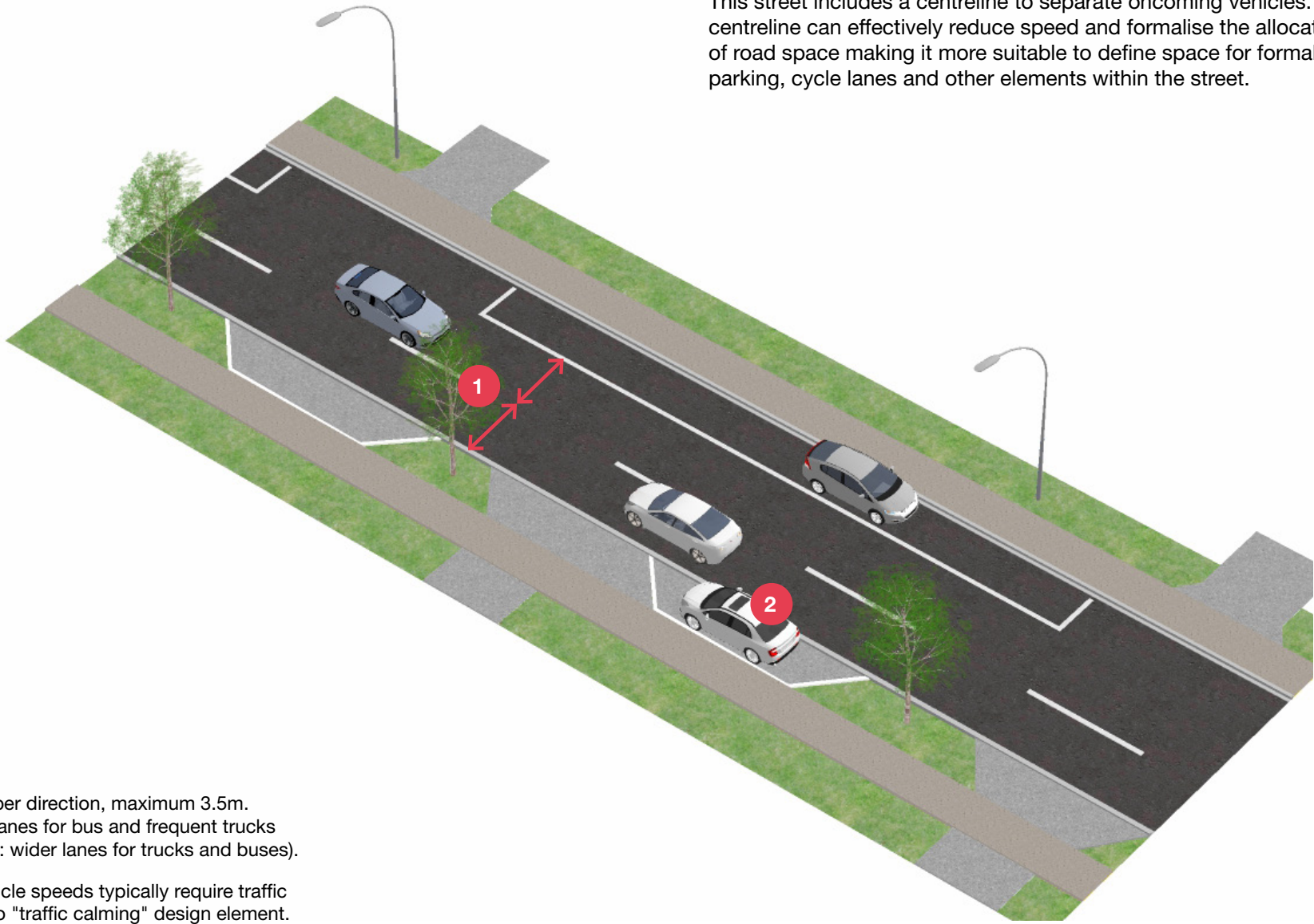
**D101**

June 2021

Version 1



This street includes a centreline to separate oncoming vehicles. The centreline can effectively reduce speed and formalise the allocation of road space making it more suitable to define space for formal car parking, cycle lanes and other elements within the street.



- 1** Minimum 3.0m per direction, maximum 3.5m. Minimum 3.3m lanes for bus and frequent trucks (refer to element: wider lanes for trucks and buses).
- 2** Appropriate vehicle speeds typically require traffic calming. Refer to "traffic calming" design element.

**Movement lane elements**  
**One lane in each direction with centreline**

Infrastructure Development Code  
Street Design Diagrams

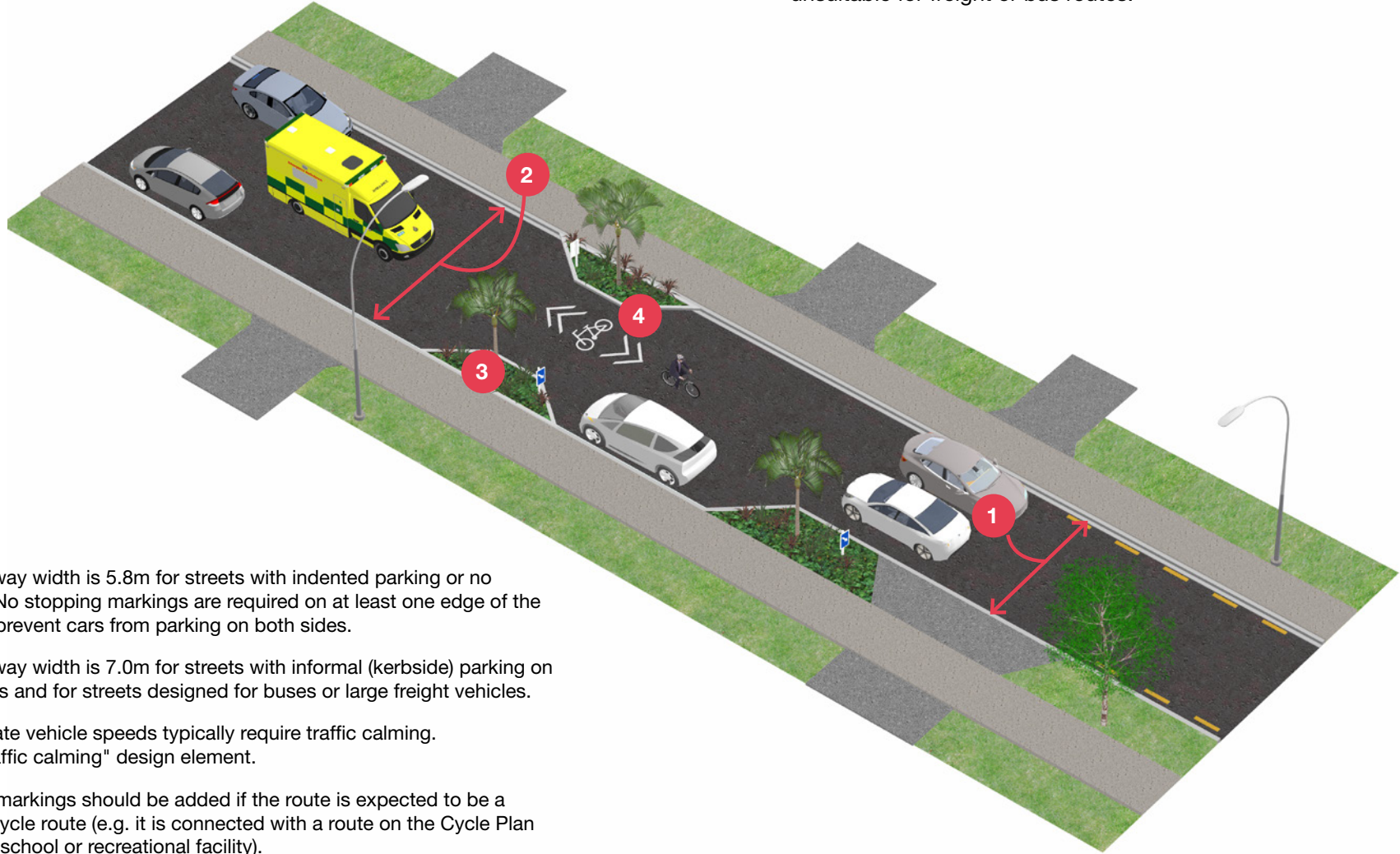
**D102**

June 2021

Version 1



This is a traditional type of informal lane design, suitable for low vehicle speeds and volumes. Vehicles may need to yield to oncoming vehicles. Cyclists commonly share this carriageway with vehicles. It is generally unsuitable for freight or bus routes.



- 1 Carriageway width is 5.8m for streets with indented parking or no parking. No stopping markings are required on at least one edge of the street to prevent cars from parking on both sides.
- 2 Carriageway width is 7.0m for streets with informal (kerbside) parking on both sides and for streets designed for buses or large freight vehicles.
- 3 Appropriate vehicle speeds typically require traffic calming. Refer "traffic calming" design element.
- 4 Sharrow markings should be added if the route is expected to be a popular cycle route (e.g. it is connected with a route on the Cycle Plan or near a school or recreational facility).

**Movement lane elements**  
**Two-way street with no centreline marking**

Infrastructure Development Code  
Street Design Diagrams

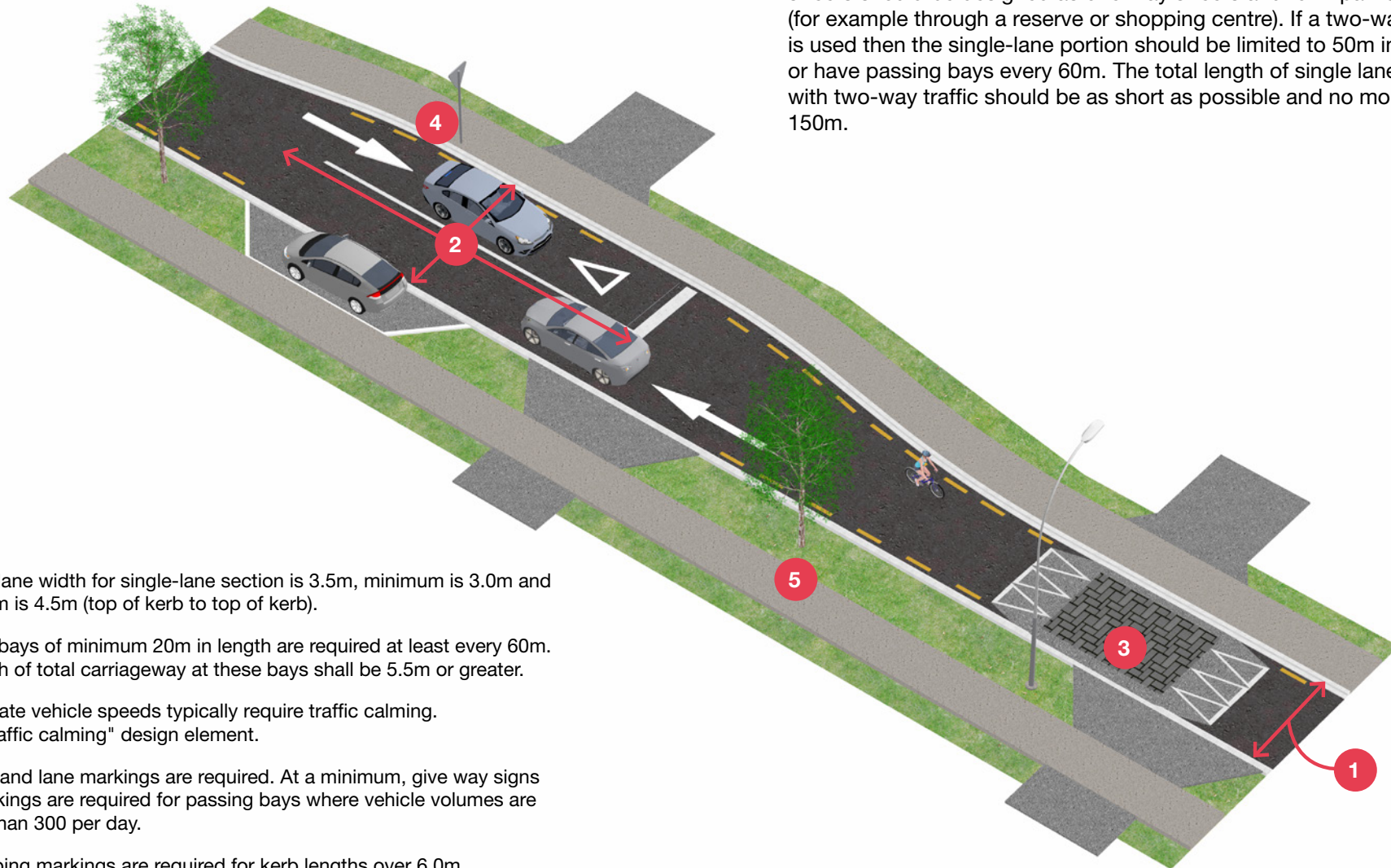
**D103**

June 2021

Version 1



A single lane configuration is not a first preference for the design of a public street but is sometimes necessary due to constraints. Single lane streets should be designed as one-way streets and form part of a 'loop' (for example through a reserve or shopping centre). If a two-way design is used then the single-lane portion should be limited to 50m in length or have passing bays every 60m. The total length of single lane streets with two-way traffic should be as short as possible and no more than 150m.



- 1 Optimal lane width for single-lane section is 3.5m, minimum is 3.0m and maximum is 4.5m (top of kerb to top of kerb).
- 2 Passing bays of minimum 20m in length are required at least every 60m. The width of total carriageway at these bays shall be 5.5m or greater.
- 3 Appropriate vehicle speeds typically require traffic calming. Refer "traffic calming" design element.
- 4 Signage and lane markings are required. At a minimum, give way signs and markings are required for passing bays where vehicle volumes are greater than 300 per day.
- 5 No stopping markings are required for kerb lengths over 6.0m.

**Movement lane elements**  
**Single lane street, two-way with passing bay**

Infrastructure Development Code  
 Street Design Diagrams

**D104**

June 2021

Version 1



A single lane configuration is not a first preference for the design of a public street but is sometimes necessary due to constraints in the wider road network (in proximity to an expressway). Single lane streets should be designed as one-way streets and form part of a 'loop' (for example through a reserve or shopping centre). The length of single lane streets should be as short as possible and no more than 150m.



- 1 Optimal carriageway width is 3.5m, minimum is 3.0m and maximum is 4.5m (top of kerb to top of kerb).
- 2 Safe vehicle speeds require traffic calming (refer to design element "traffic calming").
- 3 One way signage and lane markings are required.
- 4 Parking cars are expected to block the street when manoeuvring. Parking bays require clear sightlines.
- 5 No stopping markings are required for all kerb lengths over 6.0m.

**Movement lane elements**  
**Single lane street, one way traffic**

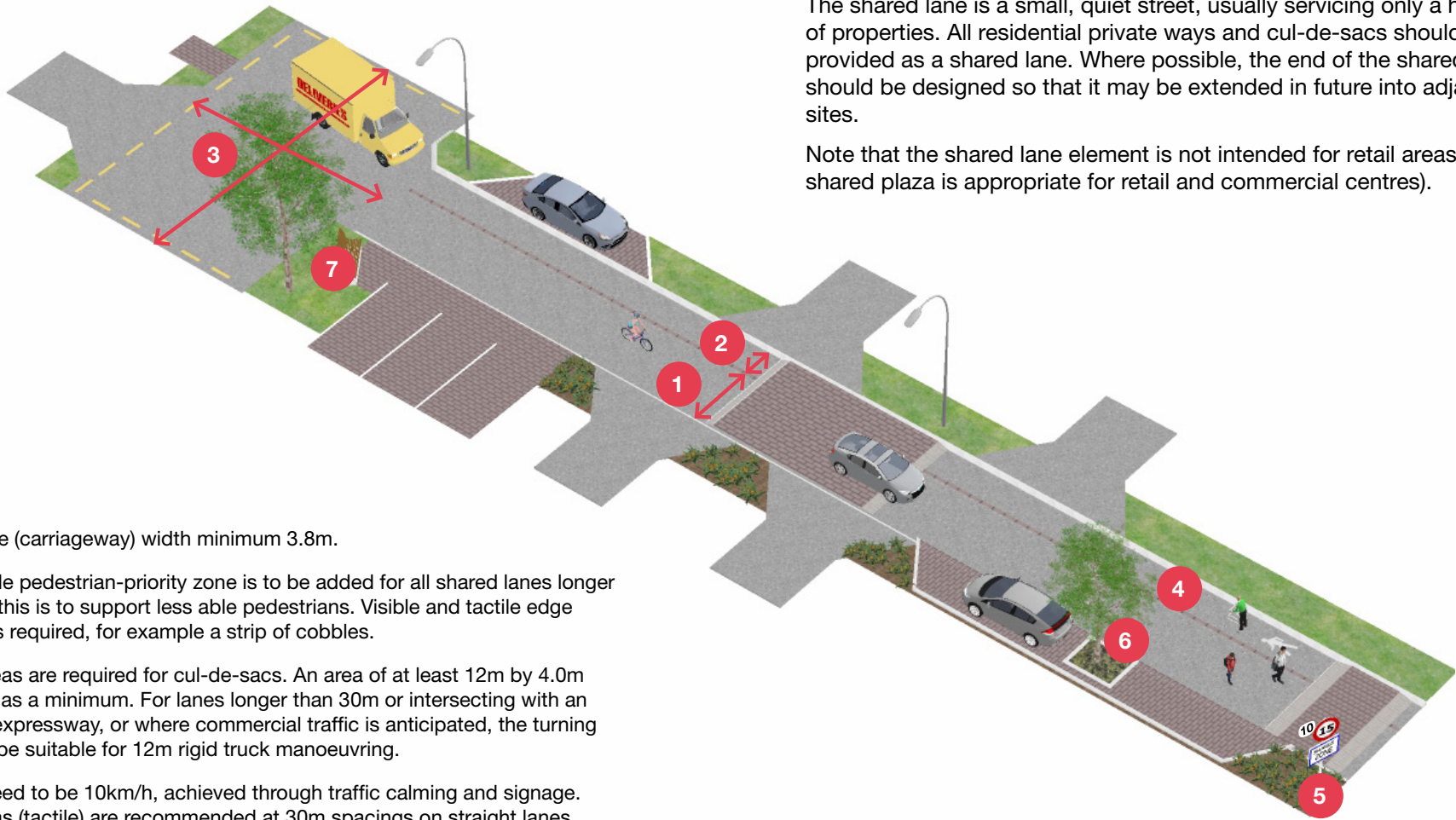
Infrastructure Development Code  
 Street Design Diagrams

**D105**

June 2021

Version 1





The shared lane is a small, quiet street, usually servicing only a handful of properties. All residential private ways and cul-de-sacs should be provided as a shared lane. Where possible, the end of the shared lane should be designed so that it may be extended in future into adjacent sites.

Note that the shared lane element is not intended for retail areas (a shared plaza is appropriate for retail and commercial centres).

- 1 Shared lane (carriageway) width minimum 3.8m.
- 2 A 1.2m wide pedestrian-priority zone is to be added for all shared lanes longer than 30m; this is to support less able pedestrians. Visible and tactile edge definition is required, for example a strip of cobbles.
- 3 Turning areas are required for cul-de-sacs. An area of at least 12m by 4.0m is required as a minimum. For lanes longer than 30m or intersecting with an arterial or expressway, or where commercial traffic is anticipated, the turning area must be suitable for 12m rigid truck manoeuvring.
- 4 Design speed to be 10km/h, achieved through traffic calming and signage. Paved areas (tactile) are recommended at 30m spacings on straight lanes.
- 5 Signage showing shared zone and speed limit information.
- 6 Refer to "Soft landscape elements" and "Utilities location selection" in the Street design tool for preferred options and limitations for trees and planted berms.
- 7 Seating and other amenities should also be considered.

**Movement lane elements**  
**Shared lane**

Infrastructure Development Code  
 Street Design Diagrams

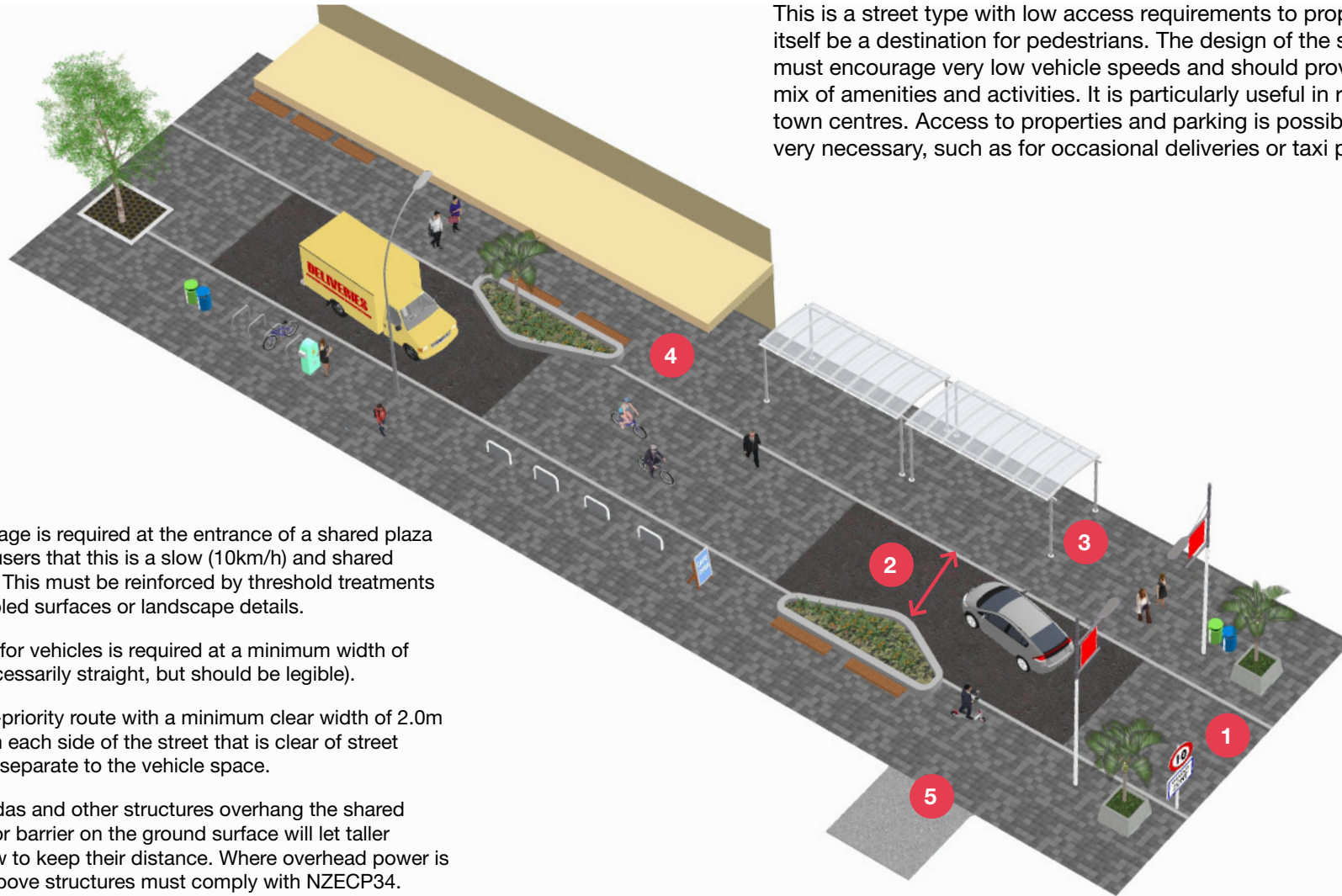
**D106**

June 2021

Version 1



This is a street type with low access requirements to properties and can itself be a destination for pedestrians. The design of the shared plaza must encourage very low vehicle speeds and should provide a good mix of amenities and activities. It is particularly useful in retail areas and town centres. Access to properties and parking is possible but only if very necessary, such as for occasional deliveries or taxi pickups.



- 1 Obvious signage is required at the entrance of a shared plaza to inform all users that this is a slow (10km/h) and shared environment. This must be reinforced by threshold treatments such as cobbled surfaces or landscape details.
- 2 A clear route for vehicles is required at a minimum width of 3.5m (not necessarily straight, but should be legible).
- 3 A pedestrian-priority route with a minimum clear width of 2.0m is required on each side of the street that is clear of street furniture and separate to the vehicle space.
- 4 Where verandas and other structures overhang the shared plaza, a line or barrier on the ground surface will let taller vehicles know to keep their distance. Where overhead power is present, all above structures must comply with NZECP34.
- 5 Vehicle crossings are not desirable. If necessary, they should be used for very low frequency of vehicles, typically service vehicles operating outside of popular times.

**Movement lane elements**  
**Shared plaza**

Infrastructure Development Code  
 Street Design Diagrams

**D107**

June 2021

Version 1

