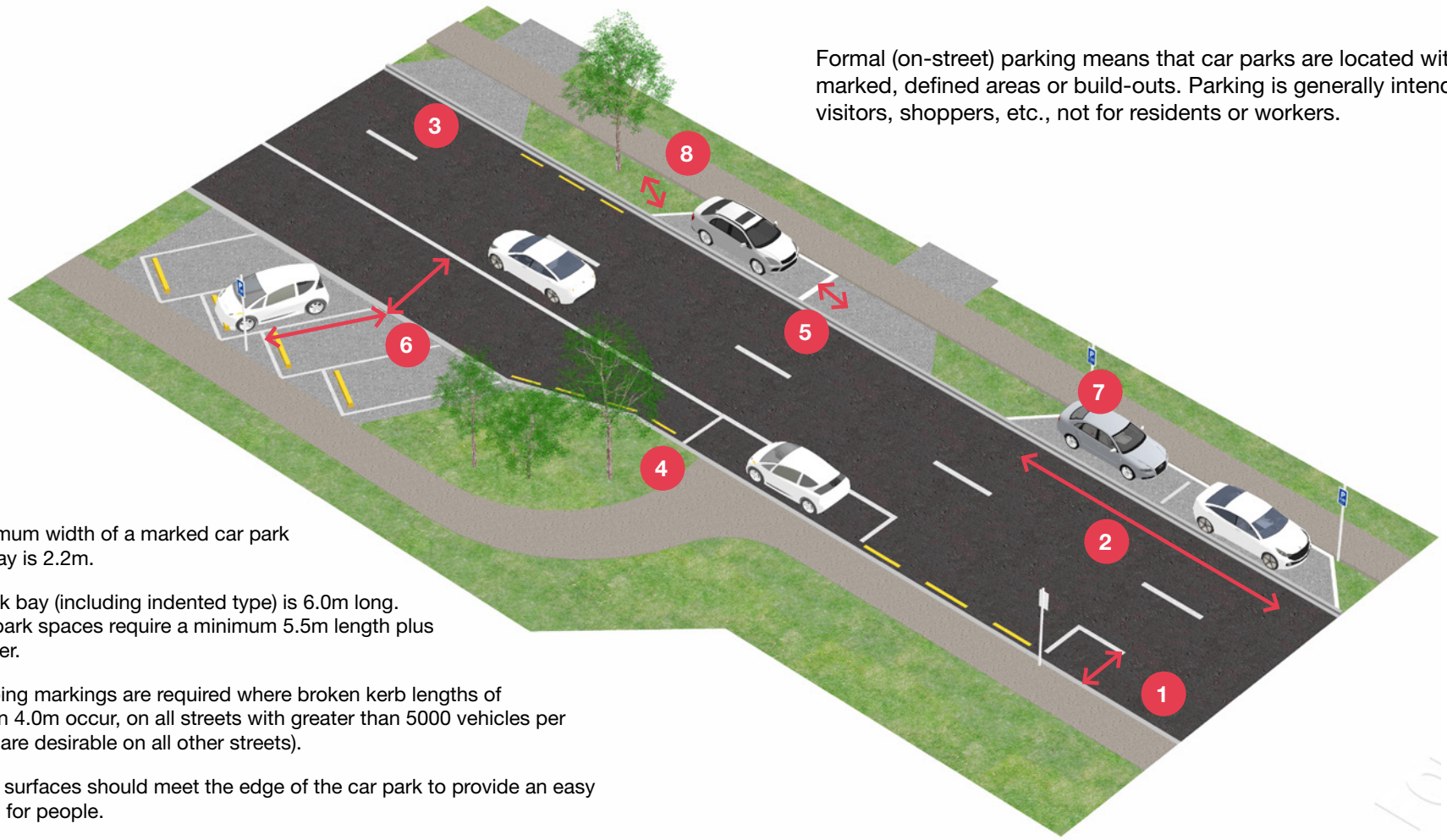


Formal (on-street) parking means that car parks are located within marked, defined areas or build-outs. Parking is generally intended for visitors, shoppers, etc., not for residents or workers.

1. The minimum width of a marked car park lane or bay is 2.2m.
2. A car park bay (including indented type) is 6.0m long. End car park spaces require a minimum 5.5m length plus a 45° taper.
3. No stopping markings are required where broken kerb lengths of more than 4.0m occur, on all streets with greater than 5000 vehicles per day (and are desirable on all other streets).
4. Footpath surfaces should meet the edge of the car park to provide an easy transition for people.
5. Surfaces of car park with vehicle crossings can be merged (avoid small triangles of lawn). A 1.0m space between vehicle crossing and car park bay is required.
6. Angle parking bays should be 60-deg and a minimum of 2.5m wide and 5.7m long, with a clear aisle of 4.0m (in addition to any cycle lanes). These are only for use on streets with retail, recreation and civic activities and vehicle speeds less than 40km/h.
7. Parking information signs located at the beginning and end of parking zones or, if car parks are paired, then located between the two spaces.
8. Trees and other above-ground structures must be at least 0.75m distance from the edge of a car park (1.0m is preferred).

Parking and loading elements

Formal car parks

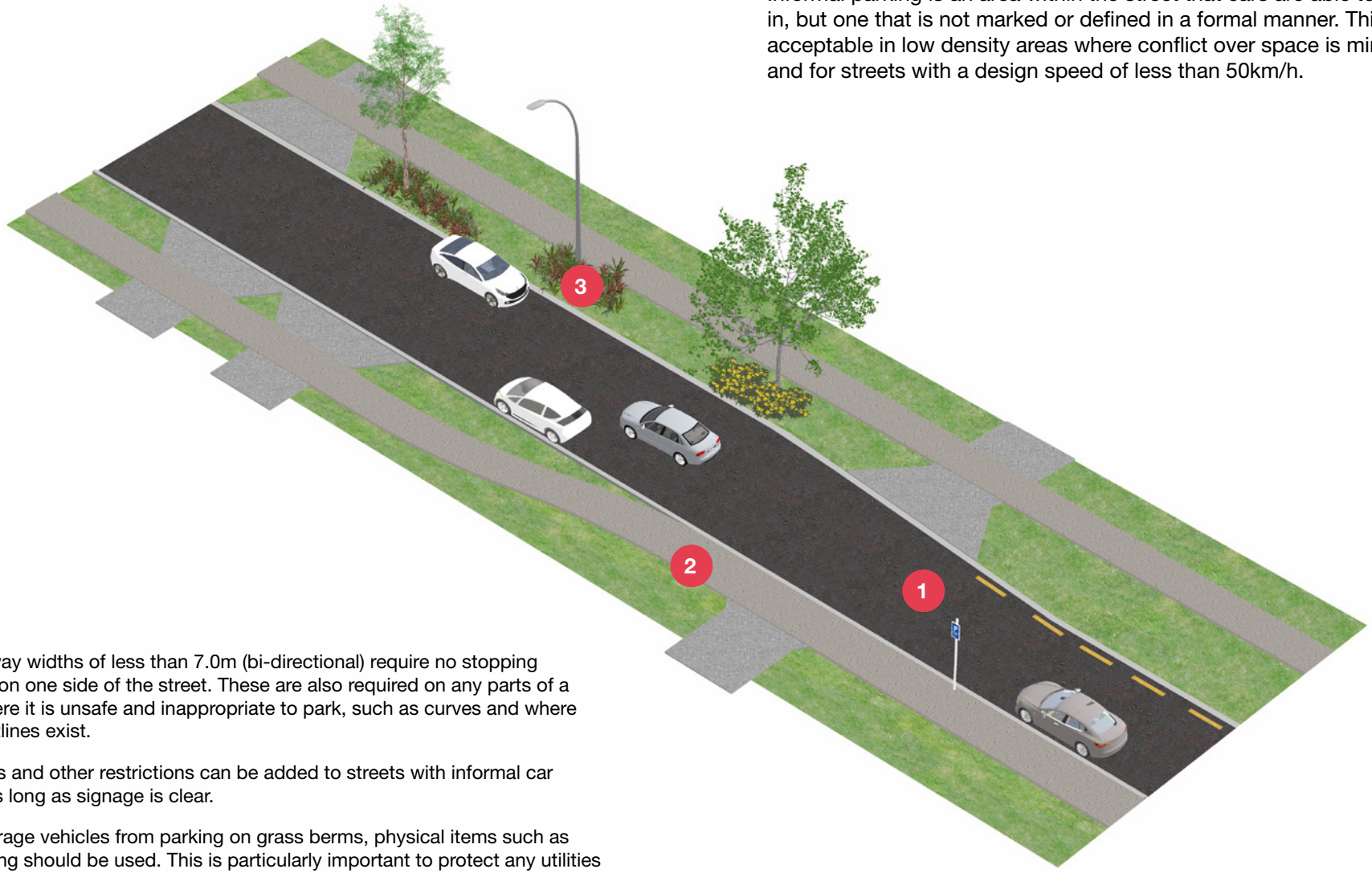
Infrastructure Development Code
Street Design Diagrams

D125

June 2021 | **Version 1**

Tauranga City

Informal parking is an area within the street that cars are able to park in, but one that is not marked or defined in a formal manner. This is acceptable in low density areas where conflict over space is minimal and for streets with a design speed of less than 50km/h.



1. Carriageway widths of less than 7.0m (bi-directional) require no stopping markings on one side of the street. These are also required on any parts of a street where it is unsafe and inappropriate to park, such as curves and where poor sightlines exist.

2. Time limits and other restrictions can be added to streets with informal car parking as long as signage is clear.

3. To discourage vehicles from parking on grass berms, physical items such as landscaping should be used. This is particularly important to protect any utilities that may be located within this space. Gaps between vegetation will allow people to alight from vehicles.

Parking and loading elements

Informal car parks

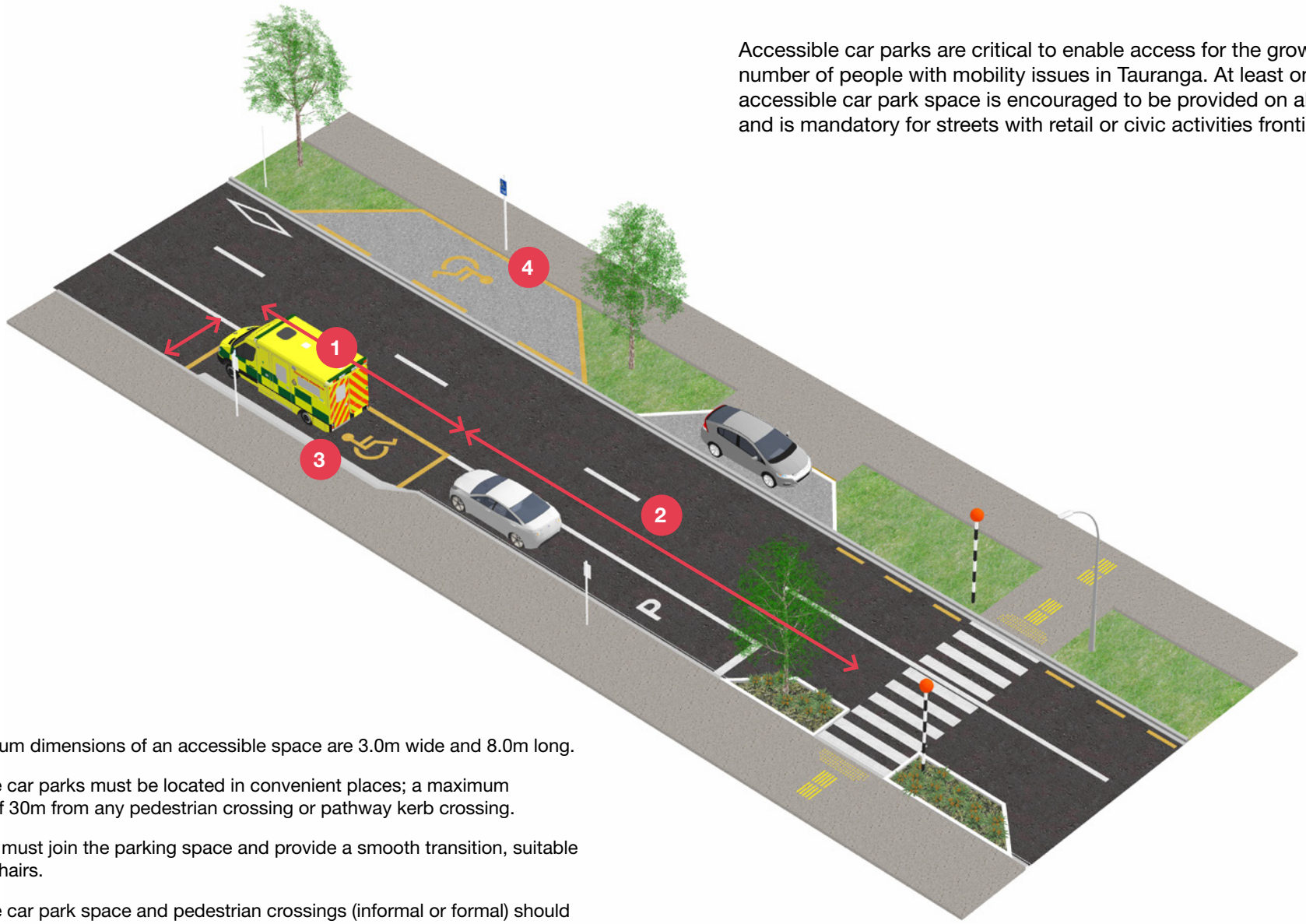
Infrastructure Development Code
Street Design Diagrams

D126

June 2021 | **Version 1**

Tauranga City

Accessible car parks are critical to enable access for the growing number of people with mobility issues in Tauranga. At least one accessible car park space is encouraged to be provided on all streets, and is mandatory for streets with retail or civic activities fronting them.



1. The minimum dimensions of an accessible space are 3.0m wide and 8.0m long.
2. Accessible car parks must be located in convenient places; a maximum distance of 30m from any pedestrian crossing or pathway kerb crossing.
3. Footpaths must join the parking space and provide a smooth transition, suitable for wheelchairs.
4. Accessible car park space and pedestrian crossings (informal or formal) should be located near to each other.

Parking and loading elements

Accessible parking

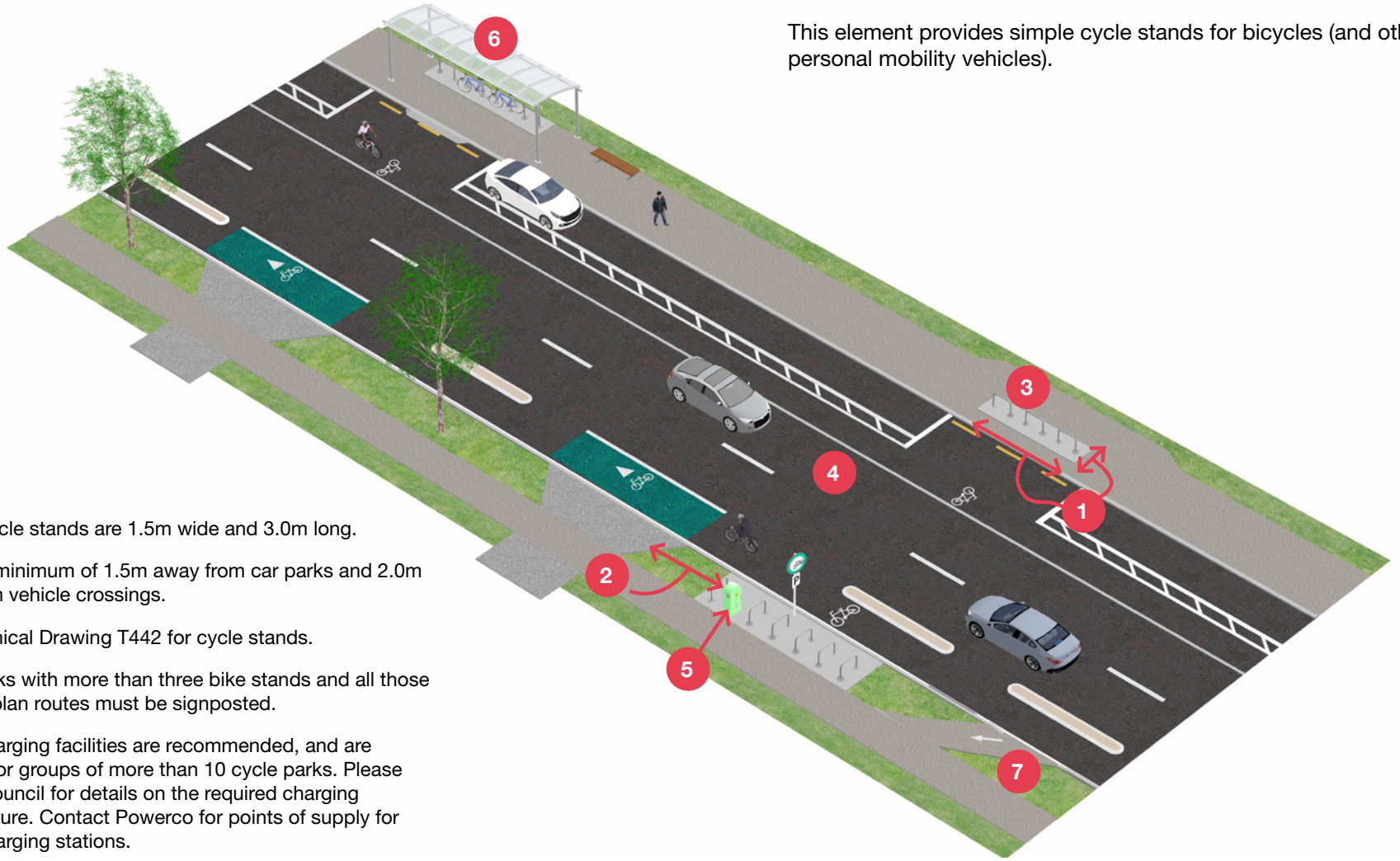
Infrastructure Development Code
Street Design Diagrams

D127

June 2021 | **Version 1**

Tauranga City

This element provides simple cycle stands for bicycles (and other personal mobility vehicles).



1. Typical cycle stands are 1.5m wide and 3.0m long.
2. Locate a minimum of 1.5m away from car parks and 2.0m away from vehicle crossings.
3. See Technical Drawing T442 for cycle stands.
4. Cycle parks with more than three bike stands and all those on cycle plan routes must be signposted.
5. E-bike charging facilities are recommended, and are required for groups of more than 10 cycle parks. Please consult council for details on the required charging infrastructure. Contact Powerco for points of supply for E-bike charging stations.
6. Shelters for cycle parks should be utilised for *Places for people* street types, where footpath space is adequate.
7. Ensure cycle parks are well-connected and safely-accessible (via kerb let-downs) from any cycle lanes or routes.

Parking and loading elements

Bicycle parking facility

Infrastructure Development Code
Street Design Diagrams

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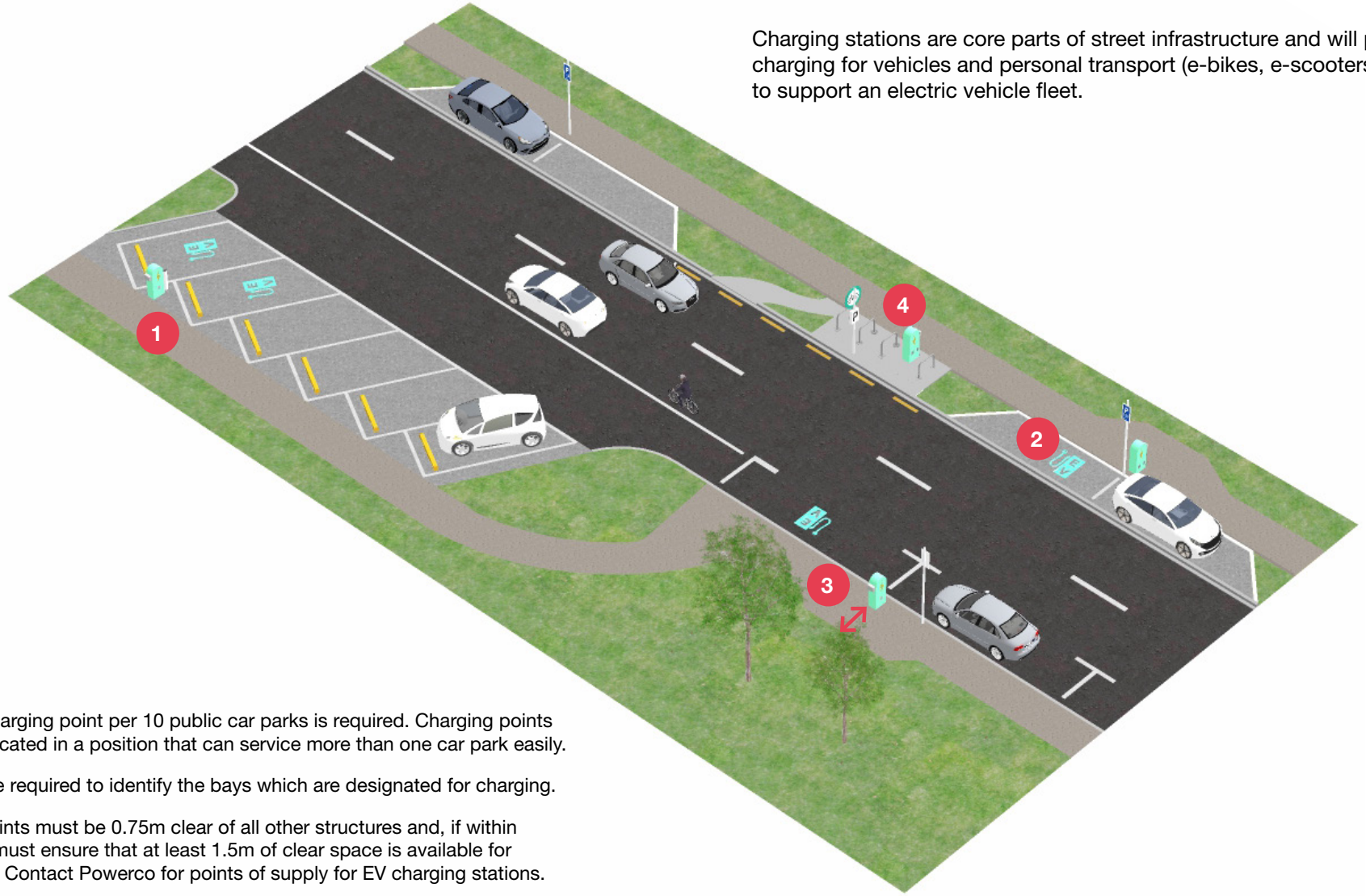
Tauranga City

Charging stations are core parts of street infrastructure and will provide charging for vehicles and personal transport (e-bikes, e-scooters, etc.) to support an electric vehicle fleet.



1. At least 1 charging point per 10 public car parks is required. Charging points should be located in a position that can service more than one car park easily.
2. Markings are required to identify the bays which are designated for charging.
3. Charging points must be 0.75m clear of all other structures and, if within a footpath, must ensure that at least 1.5m of clear space is available for pedestrians. Contact Powerco for points of supply for EV charging stations.
4. Cycle parking requires its own charging points; provided for all bays of more than 10 cycle parks. Please consult council for details on the required charging infrastructure.

Parking and loading elements

Charging for electric vehicles

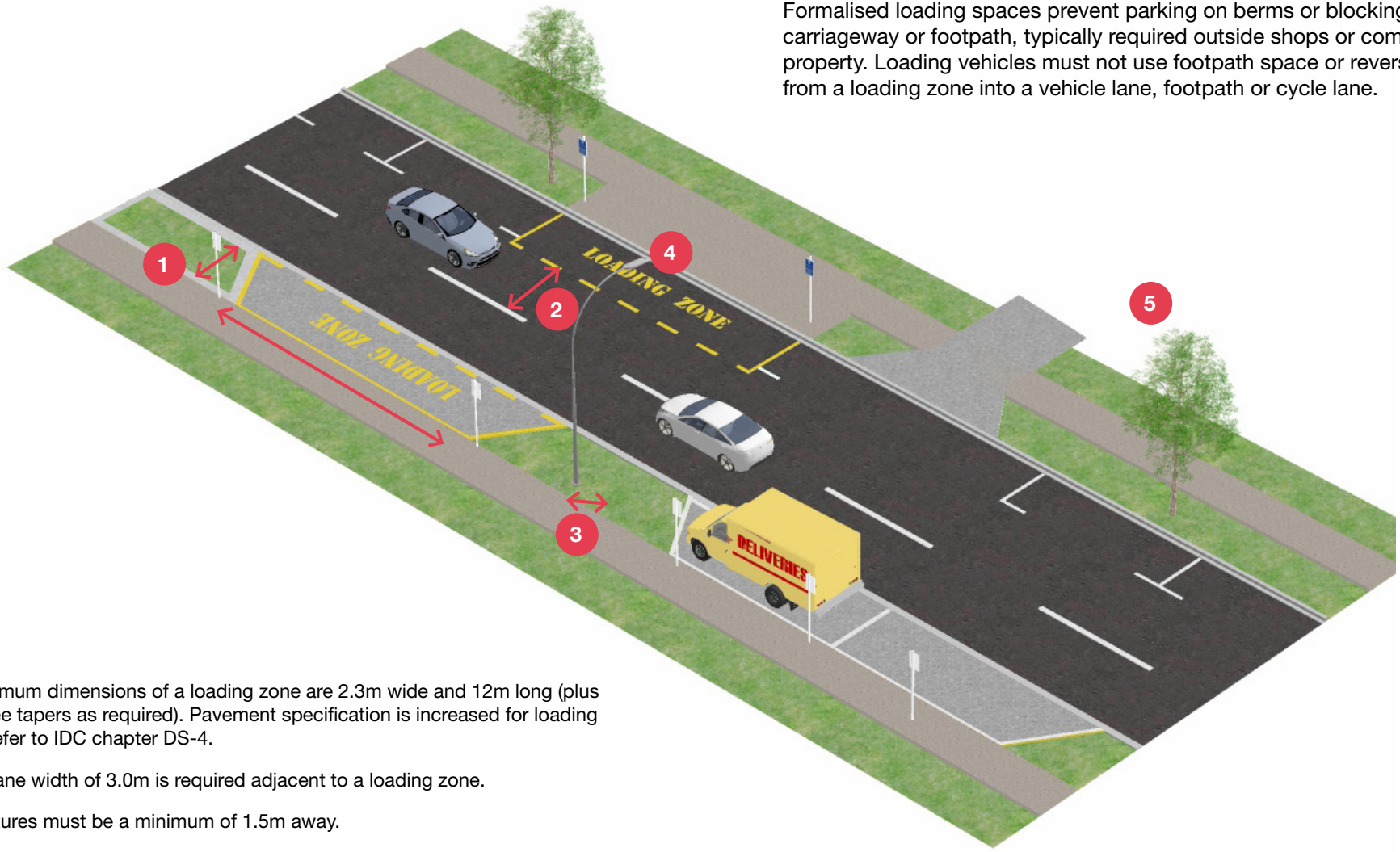
Infrastructure Development Code
Street Design Diagrams

D129

June 2021 | **Version 1**

Tauranga City

Formalised loading spaces prevent parking on berms or blocking a carriageway or footpath, typically required outside shops or commercial property. Loading vehicles must not use footpath space or reverse out from a loading zone into a vehicle lane, footpath or cycle lane.



1. The minimum dimensions of a loading zone are 2.3m wide and 12m long (plus 45 degree tapers as required). Pavement specification is increased for loading zones: refer to IDC chapter DS-4.
2. A clear lane width of 3.0m is required adjacent to a loading zone.
3. All structures must be a minimum of 1.5m away.
4. A loading zone within car parking area needs to be clearly marked and signposted (it can be temporary/time-restricted loading zone).
5. Loading zones may be provided within private property if suitably designed.

Parking and loading elements

Formal loading space

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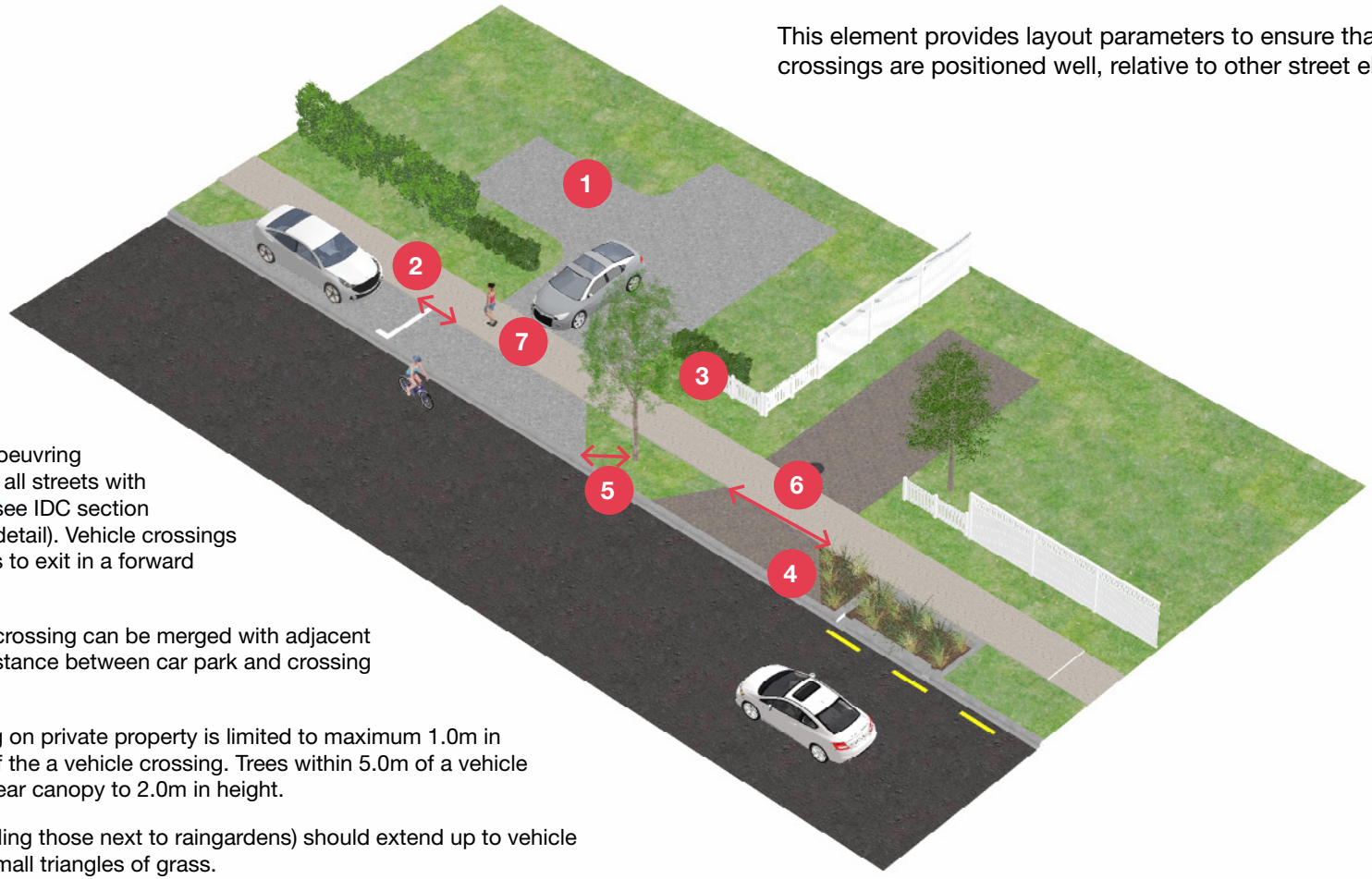
Tauranga City

This element provides layout parameters to ensure that vehicle crossings are positioned well, relative to other street elements.



1. On-site reverse manoeuvring space is required for all streets with access restrictions (see IDC section DS-4.8.1 for further detail). Vehicle crossings must enable vehicles to exit in a forward direction.
2. Concrete of vehicle crossing can be merged with adjacent car parking (1.0m distance between car park and crossing applies).
3. Fencing and planting on private property is limited to maximum 1.0m in height within 5.0m of the a vehicle crossing. Trees within 5.0m of a vehicle crossing require a clear canopy to 2.0m in height.
4. Planted areas (including those next to raingardens) should extend up to vehicle crossings to avoid small triangles of grass.
5. Raingardens must be at least 0.5m away from a vehicle crossing. Tree trunks must be 1.0m away from the crossing.
6. Maximum width of residential vehicle crossings is 3.5m for single and 6.0m for double (residential) and 8.0m for commercial/industrial.
7. Footpath surface type must continue across vehicle crossing (unless footpath is asphalt). Refer to footpath design elements.

Parking and loading elements

Layout of vehicle crossings

Infrastructure Development Code
Street Design Diagrams

D131

June 2021 | **Version 1**

Tauranga City