

21 RULES: Vehicle Access, Parking, Loading & Rooding Hierarchy

21.0 CONDITIONS ON PERMITTED ACTIVITIES

The following conditions shall apply to **all permitted activities** (in addition to the rules and permitted activity conditions for each of the zones):

21.1 VEHICULAR AND PEDESTRIAN ACCESS

21.1.1 Design Standards

(i) Rooding Hierarchy

All proposed new roads shall connect with and be compatible with Council's rooding hierarchy set out in Clause 21.2

All public road carriageways shall provide for two lanes of moving traffic.

(ii) Alignment of Roads

The vertical alignment of all roads should be such that gradients can be negotiated during all weather conditions and sight distances are adequate for road safety.

(iii) Turning Circles for Culs-de-Sac

All culs-de-sac shall be provided with an area where light vehicles may turn without reversing manoeuvres. Each cul-de-sac shall be of such design and dimension to enable larger vehicles to reverse from the cul-de-sac without compromising traffic safety on any intersecting road or pedestrian footpath.

(iv) Vehicle Access

All vehicle access points shall be sited in accordance with Table 21.2 and 21.3.

No vehicle access shall have a gradient in excess of 1 in 6.

(v) Design Dimensions and Formation

All access strips shall be formed as prescribed in Table 21.4.

Provision shall be made for the collection and disposal of all surface water run-off. Any vehicle access which crosses a water way shall incorporate culvert crossings appropriate to the volume of water in the water way and the traffic load on the access.

Note: The Regional Council may have additional requirements relating to the quality and quantity of surfacewater discharged to any waterway, and to the type of activities permitted in waterways.

Note: All sites and allotments shall have practicable vehicle access from a public road in terms of the requirements of Section 321 of the Local Government Act 1974.

21.2 ROAD INTERSECTIONS (Other than State Highways)

(i) Minimum distances between intersections shall be as prescribed in Table 21.1.

(ii) New road intersections shall have minimum sight distances for traffic on adjoining roads as prescribed in the Table 21.2. (Note Distances are measured at a height of 1.15 metres above ground level):

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- The kerbline radius at intersections shall not be less than 6 metres. Intersections with arterial routes shall be specifically designed to provide for bus and heavy vehicle use.
- The preferred angle of road intersection is 90 degrees with a minimum permitted angle of 80 degrees. Carriageway alignment may be offset from the road alignment to improve intersection angle. Roads intersecting at T-intersections should be offset by at least 40 metres, where practicable.
- Where practicable corner splays for road purposes shall be vested as road, and shall have minimum horizontal dimension(s) of 6 metres.

Table 21.1 Minimum Distances to Intersections

| Speed Limit of Road (km/hr) | Minimum Distance Required Between Intersections (metres) |
|-----------------------------|--|
| 100 | 800 |
| 70 | 220 |
| 50 | 125 |

Table 21.2 Sight Distances for Intersections and Vehicle Access Intersections

| Design Road Speed (km/hr) | Optimum Sight Distance For Vehicles Entering Intersection (metres) | Minimum Sight Distance for Vehicles Entering Intersection (metres) |
|---------------------------|--|--|
| 50 | 125 | 80 |
| 70 | 220 | 130 |
| 100 | 500 | 250 |

21.3 VEHICLE CROSSINGS AND INTERSECTIONS TO STATE HIGHWAYS

State Highway access shall be permitted provided:

- There is no alternative access
- There is a single crossing to each property up to 6.0m in width
- The location of the access and its use complies with the following performance criteria shown in Table 21.3

Note Under Section 51(2) TNZA 1989, the written permission of Transit NZ must be obtained prior to commencement of any work on any State Highway.

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Table 21.3 State Highway Access

| Posted Speed (km/h) | Minimum Sight Distance To and From Access | Minimum distances between crossings and Intersections (Metres) | | | | | | DISTANCES BETWEEN Intersection (6) | |
|---------------------|---|--|-------|---------------------------------|-------|---------------|------|------------------------------------|--------------|
| | | Approach to Intersection (2) | | Departure from Intersection (3) | | Side Road (4) | | | Crossing (5) |
| 100 | 290 | 200* | 150** | 200* | 200** | 60* | 30** | 200 | 800 |
| 80 | 210 | 120* | 90** | 120* | 120** | 60* | 30** | 100 | 800 |
| 70 | 175 | 100* | 60** | 100* | 100** | 45* | 30** | 40 | 400 |
| 60 | 130 | 50* | 30** | 50* | 40** | 30* | 20** | 20 | 200 |
| 50 | 105 | 20* | 15** | 30* | 20** | 20* | 15** | 15 | 150 |

NOTE: Refer to Diagram 1 (Page 21-11) for a description of how to use the above table.

- * Between 30 and 50 vehicle movements per day and compliance with the road conditions as shown on Diagram 2 (Page 21-12).
- ** Up to 30 vehicle movements per day.

Car equivalent movements are defined as follows:

- 1 car to and from site = 2 car equivalent movements
- 1 truck to and from site = 6 car equivalent movements
- 1 truck and trailer to and from site = 10 car equivalent movements

Non-compliance with the above performance criteria will occur when:

- (a) *The number of car equivalent vehicle movements per day is greater on any three days of a given week; or*
- (b) *The number of car equivalent vehicle movements exceeds 60 on any given day.*

Non-compliance with the above performance criteria will require a resource consent for a discretionary activity.

21.4 VEHICLE CROSSING PLACES WITH PUBLIC ROADS (OTHER THAN STATE HIGHWAYS)

- (i) For sites in urban zones or rural township zones, which have frontage of 30 metres or less to a public road, no more than one vehicle crossing place shall be permitted.
- (ii) For sites in urban zones or rural township zones, which have frontage of more than 30 metres to a public road, no more than two vehicle crossing places shall be permitted, provided there is a minimum distance of 7.5 metres between those crossing places.
- (iii) In the rural zone there shall be a minimum distance of 100 metres between vehicle crossing places which connect to a public road.
- (iv) The minimum distance between any new vehicle crossing point and any road intersection shall be 12m.

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21.5 CONSTRUCTION OF VEHICLE ENTRANCEWAYS

Where a development or subdivision involves the creation of a vehicular entranceway onto a public road the following vehicle access standards shall apply:

(a) Rural Areas

(i) State Highways

Where an entranceway is to provide access onto a State Highway, the entranceway will have to meet the requirements of Table 21.3 and Diagram 2 (Page 21-12).

(ii) Arterial and Collector Routes - Rural Roads

Vehicle entranceways to serve an allotment of less than 1 hectare shall meet the standard specified in Diagram 3 (Page 21-13).

Vehicle entranceways to allotments in excess of 1 hectare shall meet the standard specified in Diagram 4 (Type A or B) (Page 21-14).

(iii) Local Routes - Rural Roads

Vehicle entranceways shall be to the standard specified in Diagram 3 (Page 21-13).

(b) Urban Areas

(i) Vehicle entranceways where kerb and channel and footpath are existing shall be in accordance with Diagrams 5 or 6 (Pages 21-15 or 21-16).

(ii) Vehicle entranceways where there is only kerb and channel, and no footpath, shall be in accordance with Diagram 7 (Page 21-17).

(iii) Vehicle entranceways where there is no kerb and channel or footpath shall be in accordance with Diagram 3 (Page 21-13).

21.6 FORMATION STANDARDS

The subdivider or developer shall form and construct all roads, shared access ways, private ways, and private roads.

All roads in urban zones and rural township zones shall be formed and sealed to an all-weather hard surface standard and shall incorporate provision for surface water drainage.

All rural roads shall be formed and metalled to an all-weather standard and shall incorporate provision for surface water drainage.

21.6.1 Standards for Pedestrian Facilities

Council will require pedestrian footpaths to be provided separate from the road carriageway. Public footpaths shall be constructed of either concrete or asphalt, and designed to minimise any surface water flow across the footpath.

The longitudinal profile of footpaths shall not be depressed by vehicular crossings.

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Pram and wheelchair crossings shall be provided in pedestrian footpaths at road intersections.

Footpath gradients shall not exceed 1 in 6 except where steps, ramps, or other safety measures are provided.

The standards referred to in Table 21.4 below shall apply to accessways.

Table 21.4 Accessway Dimensions

| Plan Zone | Number of Allotments/Site Served | Required Minimum Legal Width | Required Minimum Formation | Maximum Permitted Length |
|-------------------------|----------------------------------|------------------------------|--|--------------------------|
| Rural | Up to 2 | 6 m | 2.5m formed and metalled to an all-weather standard | 3km |
| | 3 - 4 | 8 m | 4m formed and metalled to an all-weather standard | 3 km |
| | more than 4 | 8-10m | 5m formed and metalled to an all-weather standard | 3 km |
| Residential 1,2,3 and 4 | 1 | 3.0m | 2.5m formed and sealed to an all-weather standard | 50m |
| | up to 3 | 3.5m | 3m formed and sealed to an all-weather standard | 50m |
| | 4 or more | 5m | 4m formed and sealed to an all-weather standard | 50m |
| Commercial | 3 or less | 4.5 m | 4.5 metres formed and sealed to an all-weather standard | 50 m |
| Commercial | 4 or more | 7 m | 6m formed and sealed to an all-weather standard | 100m |
| Industrial | 1 or more | 6 m | 5 metres formed and sealed to an all-weather standard <u>where</u> 2 or more allotments are served by the access | 100m |

21.6.2 Safety and Visibility at Road and Rail Intersections

No structure or materials shall be placed, or trees planted that would obscure the sight distances from any road to a road intersection or rail level crossing as shown in Diagram 8 (Page 21-18).

Where any vehicle access crosses a rail level crossing, it shall be formed at the same level as the level crossing for 20 metres either side of the level crossing.

21.6.3 Cycleways

- (i) Bicycle traffic shall be provided for within road carriageways. Road design will be required to ensure adequate and safe lane width and riding surfaces to incorporate both bicycles and vehicles; or alternatively,
- (ii) Separate bicycle tracks, not forming part of a road carriageway, may be required or provided where, for reasons of shorter distance or safety, it is unreasonable to incorporate bicycle traffic on the road carriageway.

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21.7 ROADING HIERARCHY

The following roads comprise the roading hierarchy:

(a) Arterial Routes

Urban: Oxford Street (inc. The Avenue), Levin
Queen Street East, Levin
Queen Street West, Levin
Salisbury Street, Levin
Hokio Beach Road, Levin
Johnston Street, Foxton
Russell Street, Foxton
Robinson Street, Foxton
Ladys Mile, Foxton
Union Street, Foxton
Plimmer Terrace, Shannon
Ballance Street, Shannon
Margaret Street, Shannon

Rural: State Highways 1, 56, and 57
Foxton-Shannon Road

(b) Collector Routes

Urban: MacArthur Street, Levin
Tiri Tiro Road, Levin
Weraroa Road, Levin
Mako Mako Road, Levin
McKenzie Street, Levin
Liverpool Street, Levin
Bartholomew Road, Levin
Bath Street, Levin
Queenwood Road, Levin
Cambridge Street, Levin
Main St, Foxton
Park Street, Foxton
Victoria Street, Foxton

Rural: Waikawa Beach Road
Hokio Beach Road
Waitare Beach Road
Foxton Beach Road
Queen Street East
Kawiu Road
Mangahao Road
Seabury Road
Koputaroa Road
Tane Road
Himatangi Block Road
Wylie Road

(c) Local Routes

Urban: All other roads
Rural: All other roads

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21.8 VEHICLE PARKING STANDARDS

a) Obligation to Provide Vehicle Parking

- (i) Where there are multiple activities on a site, and each activity requires vehicle parking in terms of this Plan, the total vehicle parking required shall be the combined total requirement for all activities.
- (ii) Loading bays and spaces may be counted as parking space(s) according to the number of parking spaces able to be accommodated.

b) Parking For The Disabled

Any activity that is required by other legislation (notably the Disabled Persons Community Welfare Act 1974) to provide specific vehicle parking spaces for the disabled, shall provide the parking spaces required by that legislation in addition to the requirements set out in Clause 21.8 (h)

(c) Alternative Provision for Vehicle Parking

Where it is not reasonable or is physically impracticable to make provision for the required off-street parking within the site of the activity, Council may accept alternative parking provision in either of the following ways:

- (i) The required parking may be provided on a nearby site provided that site is sufficiently close to the site of the activity to effectively accommodate the vehicles expected to be generated by the activity; or
- (ii) Council may require, in lieu of the provision of vehicle parking spaces, a financial contribution towards the cost of constructing or maintaining public vehicle parking spaces. The amount of the contribution shall be the value of the area of land that would be required to accommodate the number of parking spaces and access aisles required by this Plan plus the cost of constructing the carparks and associated aisles. In all cases the area of land for the calculation of the financial contribution required shall not exceed 25 square metres per parking space.

(d) Vehicle Access and Manoeuvring Space to be Provided

Each required vehicle parking space shall be provided with practical vehicular access from a public road. Sufficient manoeuvring space shall be provided to enable vehicles to enter and leave the parking area in a forward direction in the following situations:

- Where the site gains access from a State Highway; or
- The vehicle parking area contains more than 5 parking spaces; or
- Any of the parking spaces are located further than 30 metres from the road; or
- Where the site is a rear site with access by way of an access way or driveway.

(e) Vehicle Parking Spaces and Access Aisles to Remain Clear

The space that is dedicated on any site for vehicle parking and access shall remain unobstructed by other activities and shall not be diminished by the storage of goods or erection of any structure.

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(f) Design of Vehicle Parking Spaces

Each required parking space shall be of usable shape and have a minimum dimension to accommodate a 90 percentile car tracking curve with manoeuvring space in accordance with Diagrams 9 and 10 (Pages 21-19 and 21-20).

(g) Standards of Formation of Vehicle Parking Spaces

- (i) In all urban zones and rural township zones, all vehicle parking spaces and access aisles required by this Plan shall be formed, metalled, and sealed to an all-weather hard surface standard and shall be provided with surfacewater drainage in accordance with the requirements of Section 20.
- (ii) In the rural zone, all vehicle parking spaces and access aisles required by this Plan shall be formed and metalled to an all-weather standard and shall be provided with surfacewater drainage in accordance with the requirements of Section 20.
- (iii) All parking areas that are available to the public shall be provided with night lighting.
- (iv) Any parking area which comprises 5 or more parking spaces and which adjoins a residential zone shall be screened along the boundary adjoining that residential zone by planting or a solid screen fence not less than 1.5 metres in height.
- (v) All parking areas and access thereto shall have, adjacent to their boundary with any road, a permanent barrier or raised kerb to prevent vehicles entering or leaving the site at any point other than the approved vehicle access crossing point.

(h) Number of Vehicle Parking Spaces Required

- (i) Where the calculation of required vehicle parking spaces results in a fraction of a whole space, any fraction less than or equal to one half shall be disregarded; and any fraction over one half shall count as one space.
- (ii) Vehicle parking spaces shall be provided for activities within the site at the following rates:

| Activity | Number of Spaces Required |
|---|---|
| Churches, Church Halls | 1 per 10 persons the church or hall is designed to accommodate; except that where a church and hall exist together, the maximum requirement shall be the number of spaces required for <u>either</u> the church or hall, whichever is the greater |
| Commercial Activities | 1 per 70m ² gross floor area |
| Community Activities | 1 per 5 persons the hall or building is designed to accommodate or the activity is expected to attract |
| Day-care and Child Care Centres | 1 per staff member; plus 1 per 10 persons to be accommodated in the centre |
| Entertainment and Activities, and Places of Assembly | 1 per 2 staff; plus 1 per 5 persons the building is designed to accommodate |
| Garden Centres and Horticultural Nurseries | 1 per 20m ² gross floor area or any retail shop; plus 1 per 100 square metres of display or storage area |
| Home Occupations | 1 space in addition to any other spaces required for the principal activity on the site |

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| Activity | Number of Spaces Required |
|---|--|
| Hospitals | 1 per 3 patient beds |
| Premises Hiring Goods, Materials, Equipment, and Vehicles | 1 per 45m ² gross floor area |
| Licensed Hotels and Taverns | 1 per 4 staff; plus 1 per 5 square metres gross floor area of all bar, dining, or other areas open to the public |
| Industrial Activities | 1 per 60 square metres gross floor area of any building; and 1 per 100 square metres used for outside storage. |
| Marae and Marae-based facilities | 1 per 10 persons the facility is designed to accommodate. |
| Medical Centres | 1 per staff member; plus 2 for each medical practitioner's room within the building |
| Motor Vehicle Repair Services and Commercial Garages | 4 per work bay; where each work bay may count as 1 vehicle parking space |
| Residential Activities | 1 space per residential dwelling unit |
| Rest Homes and Facilities for the Care of the Elderly | 1 per 2 staff; plus 1 per 5 persons the facility is designed to accommodate |
| Restaurants & Cafes | 1 per 4 persons the dining area is designed to accommodate |
| Schools - Primary and Intermediate Level | 1 per staff member |
| Schools - Secondary | 1 space per staff member; plus 1 per 15 students over the age 16 |
| Retail Activities and Retail Shops | 1 per 20m ² gross floor area (only applies in the Commercial 2 Zone) |
| Road-Side Sales Activities | 1 per 20 square metres gross floor area |
| Vehicle Service Stations | In addition to the lanes and standing space provided in association with any fuel dispenser - 1 per 20m ² of any retail shop; plus 4 per work bay or car wash facility where a work bay may be counted as a vehicle parking space |
| Visitor Accommodation | 2 for employees and residents, and 1 per accommodation room for let |
| Visitor Accommodation in a Residential Dwelling Unit | 1 space per accommodation room for let in addition to any spaces required for the principal (residential) activity on site |

NB: Parking standards do not apply to the Commercial 1 Zone.

21.9 VEHICLE LOADING CONDITIONS

(a) Obligation to Provide Loading Facilities

- (i) Every activity shall make provision for the off-street loading and unloading of goods onto or from delivery vehicles associated with that activity.
- (ii) Where any activity is changed or any building erected or altered, provision for loading or unloading facilities shall be sufficient to serve the changed operations or activities undertaken on the site.

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(b) Vehicle Access to be Provided

Each required loading space shall be provided with practical vehicular access from a public road. Sufficient manoeuvring space shall be provided to enable vehicles to enter and leave the parking area in a forward direction in the following situations:

- Where the site gains access from a State Highway; or
- The vehicle parking area contains more than 5 parking spaces; or
- Any of the parking spaces is located further than 30 metres from the road; or
- Where the site is a rear site with access by way of an access way or driveway.

(c) Loading Spaces and Access Aisles to Remain Clear

The space that is dedicated on any site for loading and unloading of vehicles shall remain unobstructed by other activities and shall not be diminished by the storage of goods or erection of any structure.

(d) Design of Loading Spaces

Each required loading space shall be of usable shape and have a minimum length of 7.5 metres, minimum width of 3.5 metres, and minimum clear height of 4.5 metres. Sufficient manoeuvring space shall be provided to accommodate a 90 percentile two-axle truck as shown in Diagram 11 (Page 21-21).

(e) Conditions of Construction of Loading Spaces

All required loading spaces and access aisles required by this Plan shall be formed, metalled, and sealed to an all-weather hard surface standard and shall be provided with surface water drainage in accordance with the requirements of Section 19.

(f) Farm Loading Ramps

Farm loading ramps shall be designed so that vehicles using the ramp do not have to reverse onto or off an Arterial or Collector Route, or park on any part of the carriageway of any road while loading or unloading.

The minimum sight distance from any farm loading ramp which is designed so that vehicles using it have to park on any part of a non-arterial or non-collector route shall be 110m. If this sight distance is not available, the landowner shall provide advance warning to approaching traffic that the loading or unloading is taking place.

DIAGRAM 2

ROAD CONDITIONS REQUIRED FOR
30-50 VEHICLE MOVEMENTS PER
DAY ONTO STATE HIGHWAYS

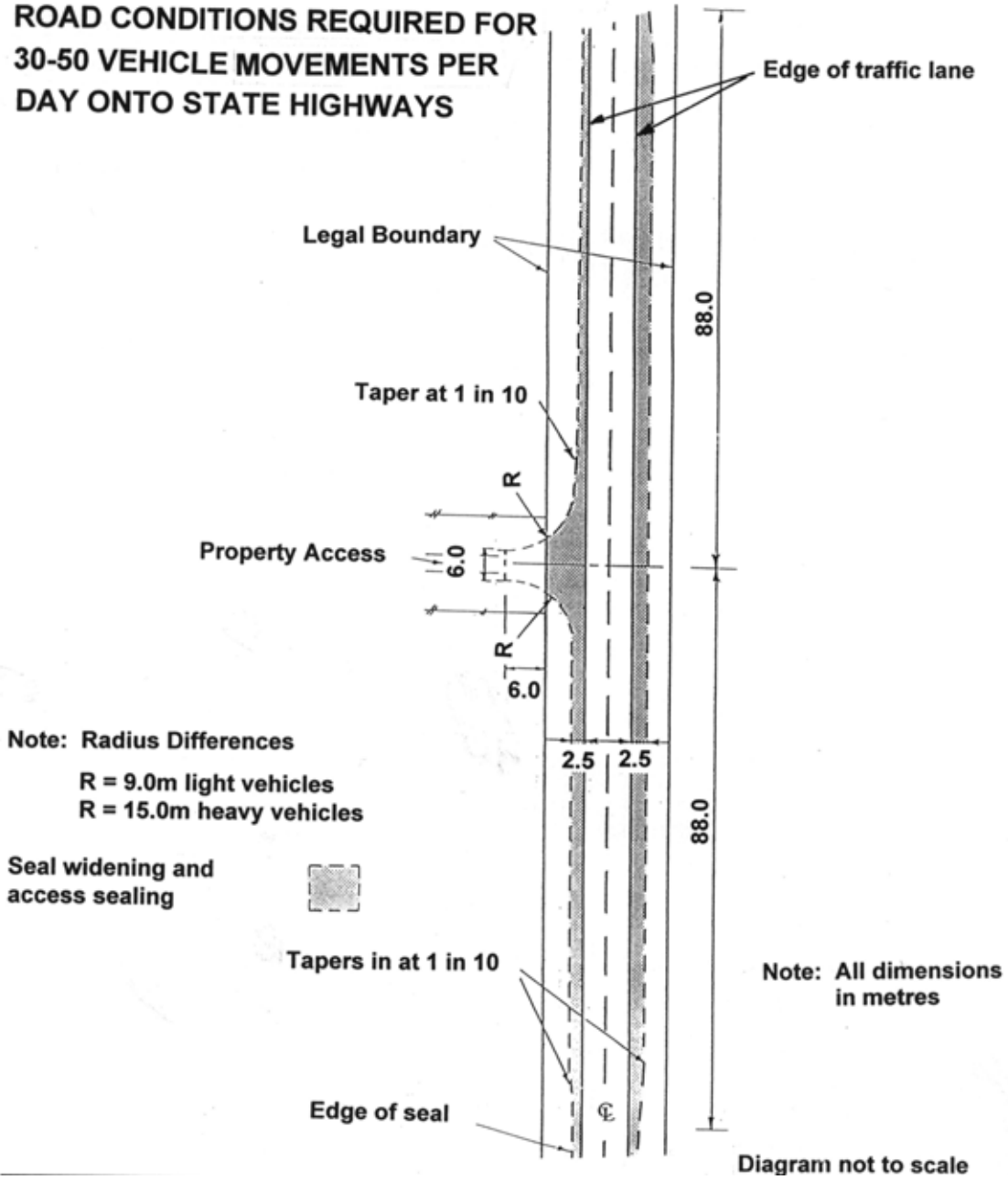
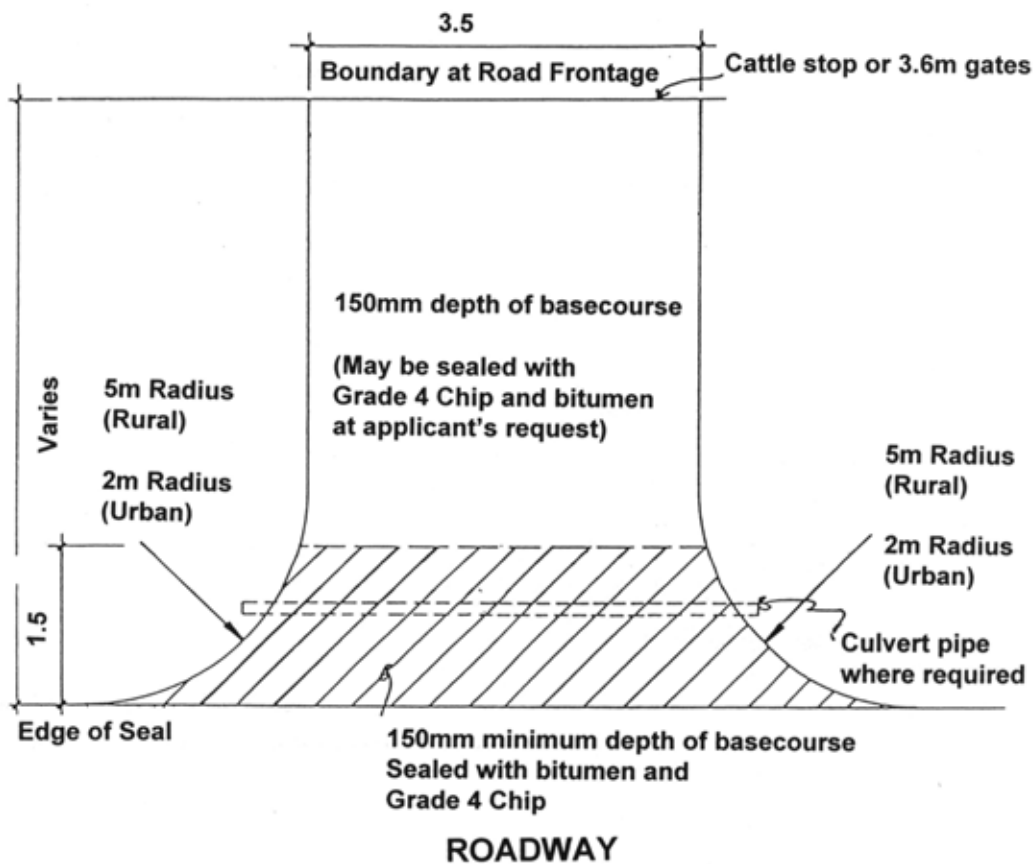


DIAGRAM 3

VEHICLE ENTRANCEWAYS TO SERVE AN ALLOTMENT OF LESS THAN 1 HECTARE FOR ARTERIAL, COLLECTOR, AND LOCAL ROUTES - RURAL ROADS

STANDARD VEHICLE CROSSING 'D'
Reference Clause 21.5(a)



1. A reinforced concrete culvert pipe of 225mm min. diameter to be installed where applicable. The pipe size to be confirmed with Council's Works Manager before installation.
2. Seal not required for metal roads.

DIAGRAM 5

STANDARD VEHICLE CROSSING 'A'

The necessity for ducting under concrete vehicle crossings must be checked with Horowhenua Energy, Natural Gas Corporation, Telecom prior to construction.

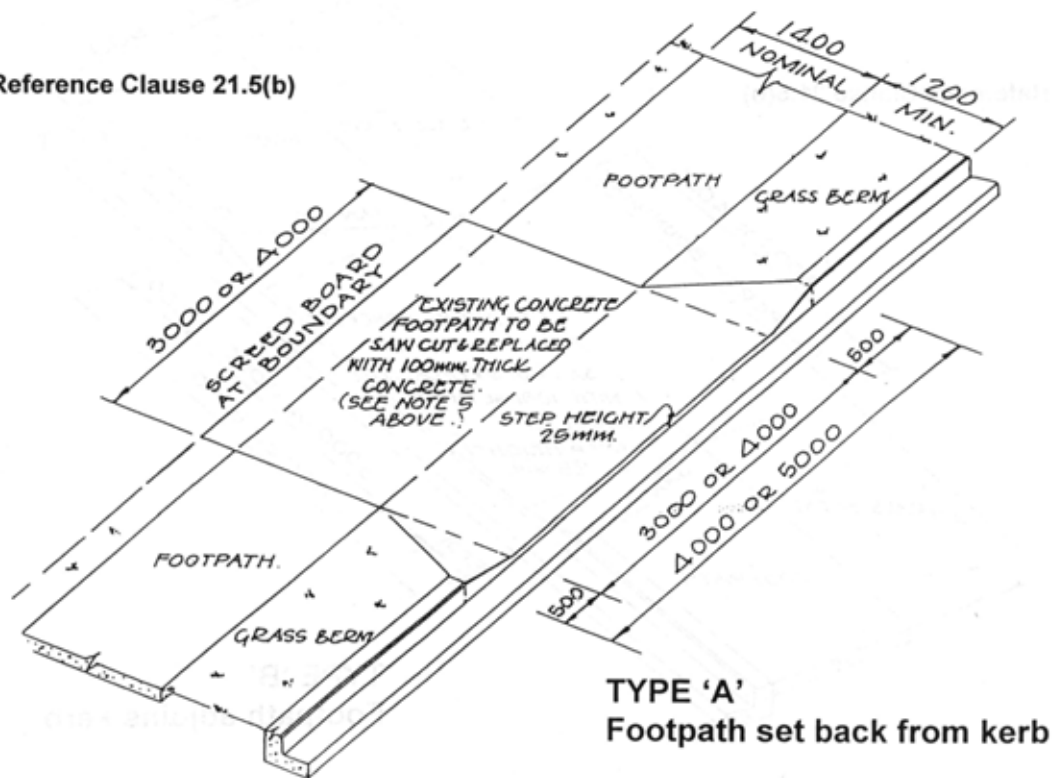
Residential concrete to be 17.5MPa and Commercial/Industrial concrete to be 20MPa

Residential crossings to be 100mm thick minimum

Commercial/Industrial crossings to be 150mm thick and reinforced with HRC 665 mesh or equivalent with four D12 rods in road channel

If no footpath then a minimum of 150mm thick basecourse metal is to be placed beyond 1.2m wide concrete apron

Reference Clause 21.5(b)



Measurements are in Metres

DIAGRAM 6

STANDARD VEHICLE CROSSING 'B'

The necessity for ducting under concrete vehicle crossings must be checked with Horowhenua Energy, Natural Gas Corporation, Telecom prior to construction.

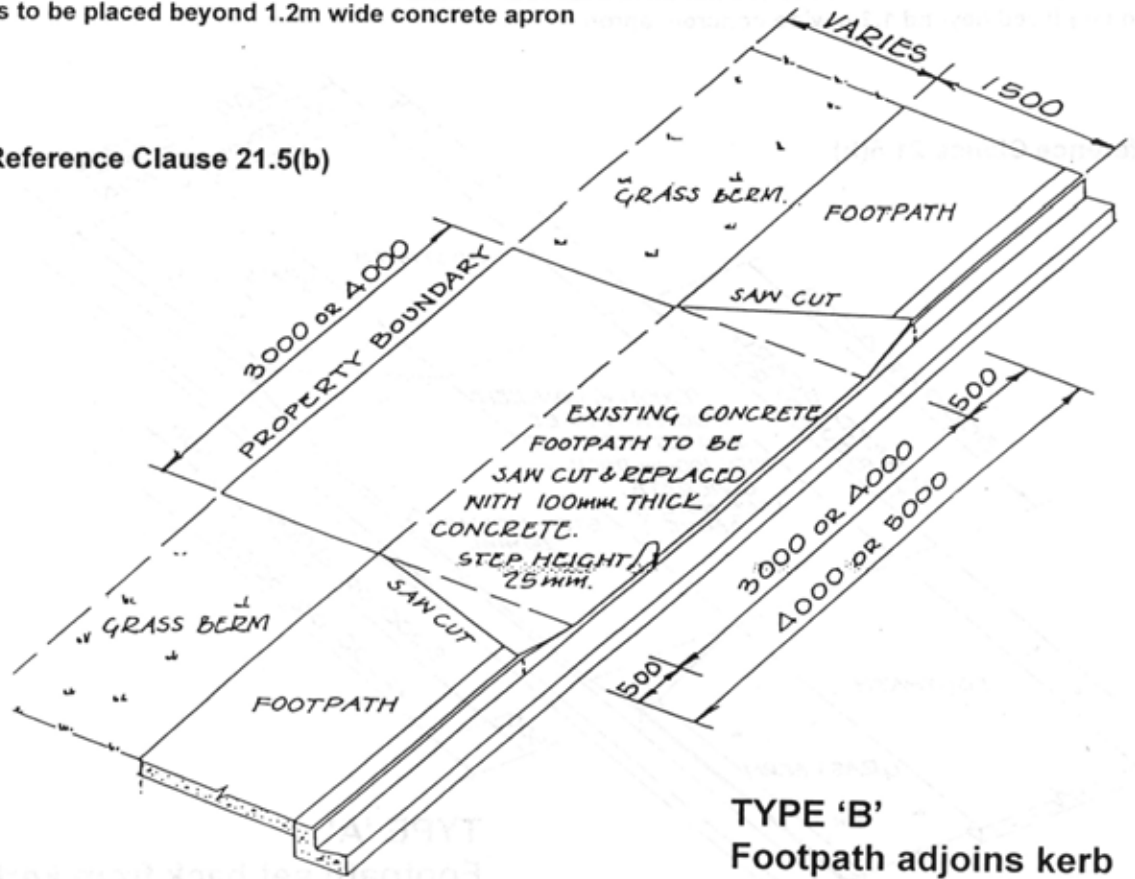
Residential concrete to be 17.5MPa and Commercial/Industrial concrete to be 20MPa

Residential crossings to be 100mm thick minimum

Commercial/Industrial crossings to be 150mm thick and reinforced with HRC 665 mesh or equivalent with four D12 rods in road channel

If no footpath then a minimum of 150mm thick basecourse metal is to be placed beyond 1.2m wide concrete apron

Reference Clause 21.5(b)

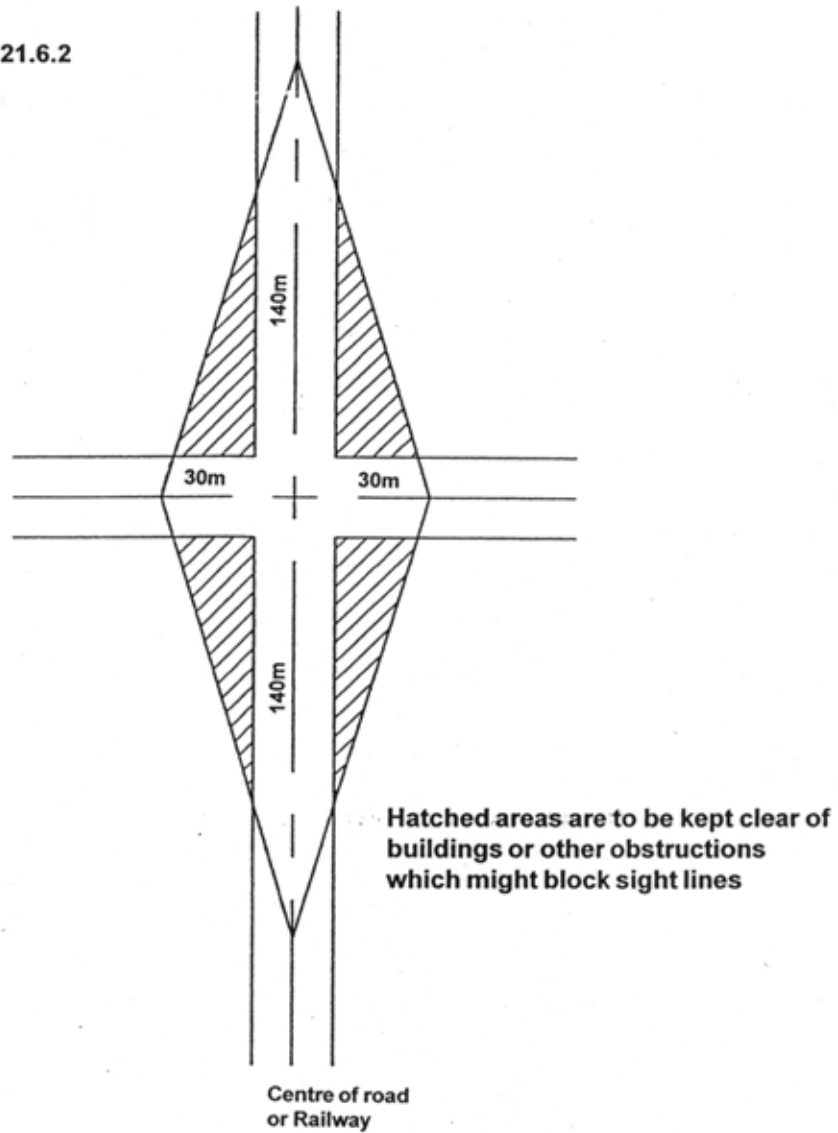


Measurements are in Metres

DIAGRAM 8

TRAFFIC SIGHT LINES AT ROAD AND RAIL INTERSECTIONS

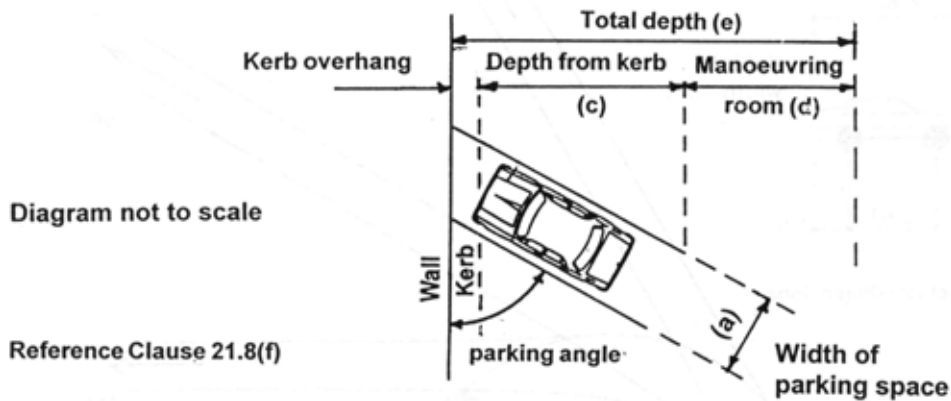
Reference Clause 21.6.2



Measurements are in Metres

DIAGRAM 9

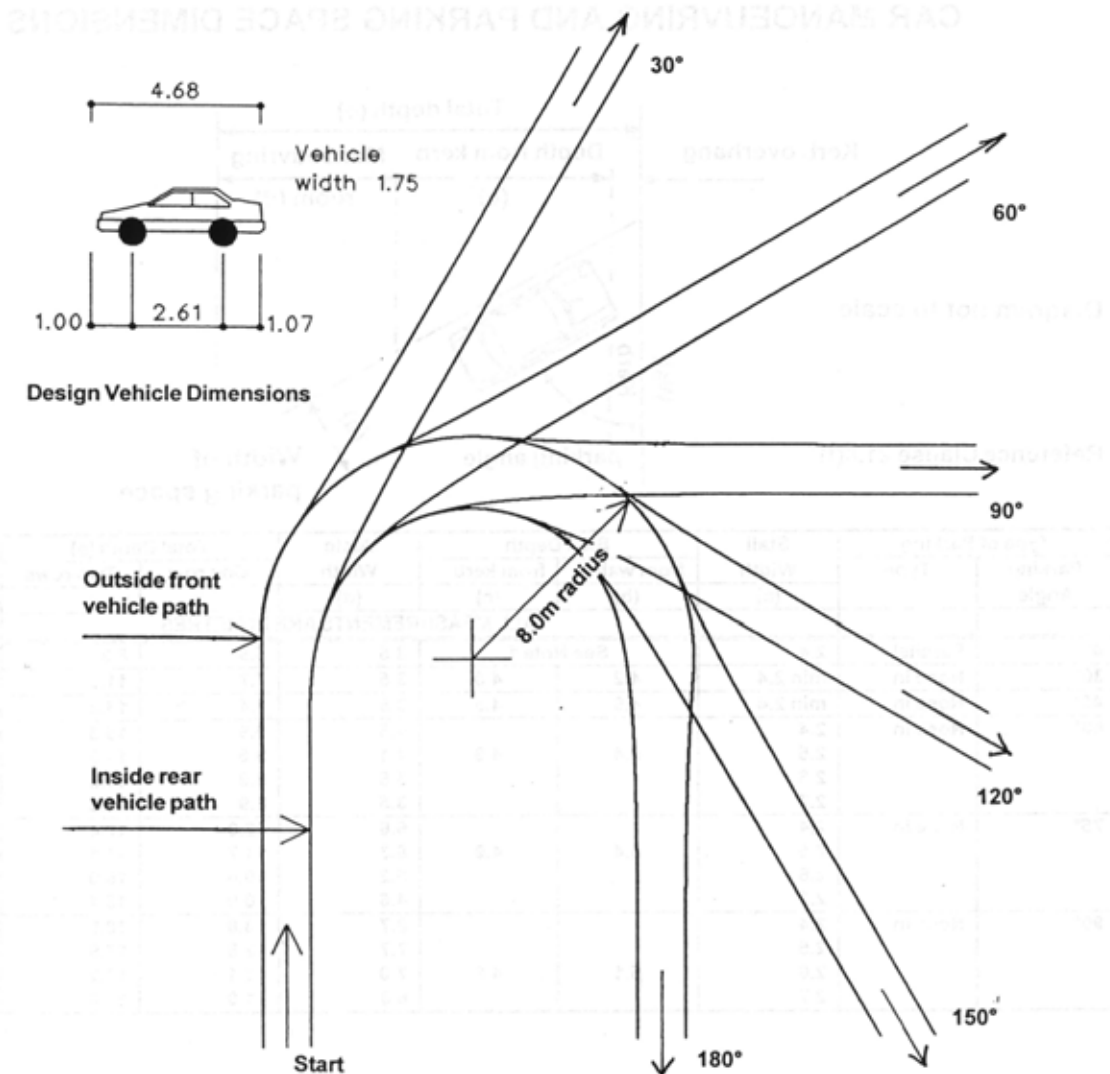
CAR MANOEUVRING AND PARKING SPACE DIMENSIONS



| Type of Parking | | Stall Width (a) | Stall Depth | | Aisle Width (d) | Total Depth (e) | |
|--------------------------------|----------|--------------------|------------------|------------------|--------------------|-----------------|----------|
| Parking Angle | Type | | from wall (b) | from kerb (c) | | One row | Two rows |
| ALL MEASUREMENTS ARE IN METRES | | | | | | | |
| 0° | Parallel | 2.4 | See Note 1 | | 3.5 | 5.9 | 8.3 |
| 30° | Nose in | min 2.4 | 4.2 | 4.0 | 3.5 | 7.7 | 11.9 |
| 45° | Nose in | min 2.4 | 4.9 | 4.5 | 3.5 | 8.4 | 13.3 |
| 60° | Nose in | 2.4 | 5.4 | 4.9 | 4.5 | 9.9 | 15.3 |
| | | 2.5 | | | 4.1 | 9.5 | 14.9 |
| | | 2.6 | | | 3.5 | 8.9 | 14.3 |
| | | 2.7 | | | 3.5 | 8.9 | 14.3 |
| 75° | Nose in | 2.4 | 5.4 | 4.9 | 6.6 | 12.0 | 17.4 |
| | | 2.5 | | | 6.3 | 11.7 | 17.1 |
| | | 2.6 | | | 5.2 | 10.6 | 16.0 |
| | | 2.7 | | | 4.6 | 10.0 | 15.4 |
| 90° | Nose in | 2.4 | 5.1 | 4.6 | 8.7 | 13.8 | 18.9 |
| | | 2.5 | | | 7.7 | 12.8 | 17.9 |
| | | 2.6 | | | 7.0 | 12.1 | 17.2 |
| | | 2.7 | | | 6.8 | 11.9 | 17.0 |

- 1 Parallel parking spaces (Parking angle = 0) shall be 6.0m long, except where one end of the space is not obstructed. In which case the length of a space may be reduced to 5.0m.
- 2 Minimum aisle and accessway widths shall be 3.0m for one way flow, and 5.5m for two way flow. Recommended aisle and accessway widths are 3.5m for one way flow, and 6.0m for two way flow.
- 3 Maximum kerb height = 150mm
- 4 Stall depth computed from 90 percentile vehicle dimensions. A 200mm separation from walls has been added.
- 5 Aisle width from MoT Traffic Engineering Section analysis.

DIAGRAM 10



90 PERCENTILE CAR TRACKING CURVE MINIMUM RADIUS

Reference Clause 21.8(f)

Measurements are in Metres

Diagram from "New Zealand On-Road Tracking Curves"

DIAGRAM 11

