Chapter: TRAN – Transport

Feed-back No.	Section	Sub-section	Plan Provision	Feedback	Relief sought
143.32	TRAN – Transport	General		*Transport* · *Safe, efficient and integrated transport infrastructure is provided for and adverse effects of and on this infrastructure is avoided, remedied and mitigated.* · *Active transport and public transport modes are encouraged alongside efficient transport infrastructure use (existing and proposed).* · *Methods include a permitted activity regime for maintenance and operation of existing networks, and regimes for crossings, manoeuvring space and parking areas under rules TRAN-R1 to TRAN-R7. There are a number of design and operational standards for permitted activities to comply with, including macro design and micro design matters.* *Transport* · [redacted] *acknowledge the Draft Plan does not include minimum parking requirements, with the rules and standards relating to performance matters for when access, manoeuvring and parking spaces are provided. The use of these types of standards is supported generally.* · *However, the regime appears complex and could be simplified (e.g. eight standards for a new vehicle access to comply with appears excessive). Further, the provisions assume any access serving more than six units / lots requires a road to be vested and this threshold should be removed as this is onerous on medium and higher intensity developments.* *The* *objectives and policies are supported in principle, but there may be issue with the specificity of the methods and whether the methods couple be simpler in application. It appears that Principal Roads (between Arterial and Local) are not provided for in some provisions.*	· [redacted] seek amendments to the transportation activity standards in general to be simplified.
11.1	TRAN – Transport	General	General	*Whilst I support the improvement to* [redacted] *I am disappointed there is nothing in the plan to improve* [redacted] *The* [redacted] *along the road all suffer from dust and my concern is that even more traffic will use it as a route to connect* [redacted] *I have had to report dangerous driving along this gravel road to the Police, where it*	I appeal for consideration to upgrade and seal the surface of [redacted] in keeping with Road Safety and in

				appears to provide an opportunity for people to 'fishtail' up the road. The surface is frequently re-graded to re-dress the poor driving surface. The volume of traffic appears to be increasing year on year and at times can be busy (Saturday afternoon after golf for example) There are young children and animals and whilst improving the quality of the surface may increase traffic volume, it is already much higher than would be expected for a small gravel road with [redacted] *and at least vehicles would be easier to control in the event of a child / pet straying onto the road.* *I appeal for consideration to upgrade and seal the surface of* [redacted] *in keeping with Road Safety and in consideration of air quality (dust) for the residents*	consideration of air quality (dust) for the residents
84.10	TRAN – Transport	General	General	*5. Specific Provisions:* [redacted] *provides the following feedback on specific provisions in the Plan:* *5.3 Transport* *Objectives* *TRAN-O1* [redacted] *supports the promotion of safe multi-modal transport options, including the use of active transport and public transport so that school staff and students have a variety of safe transport options to travel to and from school.* *TRAN-P1* [redacted] *generally supports the encouragement of active transport modes such as cycling, walking and the overall encouragement of cycle parking.* *However, cycle park requirements should not be specified and should instead be determined by the individual needs of each school, as each school has different demographics and travel requirements.* [redacted] *also does not consider that the provision of end-of-journey facilities (such as showers, lockers and dedicated changing spaces) are required for schools as the demand for these is not the same as an adult-based workplace.*	

				TRAN-P2 [redacted] *supports an efficient integrated public transport system, as this increases the options of travel to and from schools, for school staff and students.* *TRAN-R5, TRAS-S5 & TRAN-S6* [redacted] *opposes cycle parking requirements under TRAN-R5, and requests that schools are exempt from the requirement to provide cycle car parks as outlined in PER-1 of TRAN-R5 and specified in Table 8 of TRANS-S5.* [redacted] *preference is to require the development of travel plans[4] specific to individual schools to cover all modes of transport rather than minimum requirements for cycle parking being identified in district plans.* [redacted] *also supports Note 2 of TRAN-S6 as end of trip facilities are only recommended and not required. This is appropriate as the demand for these in schools is not the same as an adult-based workplace.* *[4] In general, a "travel plan" provides an opportunity for parents, caregivers, schools and the community to work together to improve safety to and from school by identifying risks and opportunities and developing a specific school safe travel plan.*	
68.18	TRAN – Transport	Introduction	Safe and efficient land transport infrastructure a	*The introduction mentions land transport, and the following content goes into detail about road transport. Council needs to be aware of other forms of transport, namely rail, air, and sea.*	

24.3	TRAN – Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sust	[redacted] *supports the focus on improving safety and having land transport infrastructure that is well-connected, integrated and sustainable as outlined in the Objective Tran-01.* [redacted] *encourages Timaru District Council to ensure access to all transport modes is equitable, in particular active modes and public transport, including in rural areas and low deprivation areas.*	
68.19	TRAN – Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sust	*There may be conflict between items 5 & 6.*	
86.6	TRAN – Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sust	*It is appropriate that transport infrastructure aligns with growth and encourages sustainable economic development.*	Retain TRAN-O1 as drafted.
87.7	TRAN – Transport	Objectives	TRAN-O1 Safe, efficient, integrated and sust	Support: It is appropriate that transport infrastructure aligns with growth and encourages sustainable economic development.	Retain
24.4	TRAN – Transport	Policies	TRAN-P1 Active transport Encourage a	[redacted] *supports the intent outlined in the Policies – Active Transport section. Under Tran-Policy 1 Active Transport* [redacted] *recommends that the provision of footpaths and other active transport infrastructure also clearly includes providing for safer crossing points and facilities, including across the age ranges such as the young, older people, and for people whose mobility is restricted.*	
49.9	TRAN – Transport	Policies	TRAN-P4 New land transport	Query: [redacted] supports the protection of characteristics and values of the Overlay it is within – but again question if this goes far enough as important individual heritage items may not be included within an overlay.	

			infrastructure		
49.113	TRAN – Transport	Policies	TRAN-P4 New land transport infrastructure	Query: [redacted] supports the protection of characteristics and values of the Overlay it is within – but again question if this goes far enough as important individual heritage items may not be included within an overlay.	
158.14	TRAN – Transport	Policies	TRAN-P4 New land transport infrastructure	*1. Policy TRAN-P4 references land transport infrastructure within sensitive environments, which includes the Coastal Environment, and the need to protect identified characteristics and values of the overlay. Again, it is not entirely clear that the presence of the Port is an identified characteristic and value of the Coastal Environment Overlay in this location. The policy is potentially problematic for this reason.*	
24.5	TRAN – Transport	Policies	TRAN-P7 High traffic generating activities	[redacted] *supports the use of an integrated transport assessment when considering high traffic generating activities as outlined in Tran-Policy 7.*	
86.7	TRAN – Transport	Policies	TRAN-P7 High traffic generating activities	*It is important to recognise that not all development is suited to providing public and active transport options.*	Amend TRAN-P7 as follows: Only allow high traffic generating activities where these activities: i. support the safe, efficient and effective use of land transport infrastructure, as demonstrated through an integrated transport assessment; and a~~re accessible by a range of transport modes and~~

					encourage public transport and active transport use where appropriate.
87.8	TRAN – Transport	Policies	TRAN-P7 High traffic generating activities	Support in part: It is important to recognise that not all development is suited to providing public and active transport options.	Amend this policy as follows: Only allow high traffic generating activities where these activities: i. support the safe, efficient and effective use of land transport infrastructure, as demonstrated through an integrated transport assessment; and a~~re accessible by a range of transport modes and~~ encourage public transport and active transport use where appropriate.
24.6	TRAN – Transport	Policies	TRAN-P8 Parking, loading and manoeuvring	[redacted] *encourages Timaru District Council to include in Tran-Rule 8 Trip Generation the mitigation of the impact of trip generating activities that negatively impact on active transport modes particularly around early learning services and schools.*	
96.9	TRAN – Transport	Policies	TRAN-P8 Parking, loading and	[redacted] generally supports the design requirements for parking and onsite access, however it is sought that emergency service specific provisions are provided for, for general developments (i.e. so an	**Insert** new policy as follows:

			manoeuvring	emergency vehicle can access the location) and for emergency service specific provisions, as the existing plan lacks these provisions). TRAN-PX – Emergency Services Provide vehicle access and maneuvering, including for emergency service vehicles, compatible with the road classification, which ensures safety, and the efficiency of the transport system.	
142.1	TRAN – Transport	Rules	All zones Activity status: Permitted Where	*TRAN-R1 Maintenance of existing land transport infrastructure* [redacted] *supports maintenance of existing land transport infrastructure being a permitted activity.* *The area where clarification is sought is the applicability of standards TRAN-S2 AND TRAN-S3 as part of this rule.* *These standards specify road design and street lighting requirements respectively. It is not considered that these standards are applicable for the purpose of maintenance and better relate to other rules in the plan, such as TRAN-R2 (Upgrading any existing land transport infrastructure).*	It is sought that the reference to standards TRAN-S2 AND TRAN-S3 is removed from rule TRAN-R1. If Council is of a mind that reference to these standards should be retained it is sought to TRAN-S2 is amended to clarify that the standard does not apply to arterial or national roads.
96.10	TRAN – Transport	Rules	TRAN-R3 New vehicle access All zones	[redacted] generally supports the provision as it recognises the need for suitable vehicle assess for all activities within the district. By way of background, for [redacted] to access and emergency, adequate access width height and gradients is necessary. A 95th percentile pumping appliances has a width of 2.5m, a height if 3.55m and a length of 8.72m. A clearance of greater than 4m is required for [redacted] to work around the appliances toa access hoses and pumps. The maximum negotiable gradients are 1:5,	

				accompanied by a 4.0m long 1:15 transition grade. In order to provide for the ability to access a [redacted] seeks and amendment to the standard to ensure adequate clearances is required as part of the permitted activity rule. Amend rule as follows: Advice note: Emergency service facilities do not need to comply with the maximum formed width for vehicle assesses.	
96.11	TRAN – Transport	Rules	TRAN-R5 Vehicle parking areas All zon	[redacted] notes that the requirement for parking facilities is different for emergency services. An amendment to the Rule to establish the parking requirements for [redacted] is sought to provide and effective and practical standard appropriate for emergency services facilities.	Amend parking space requirements to specify for emergency service vehicles. "Parking space requirements for emergency service facilities are different from other facilities due to the nature of the activity carried out on site. They must include at minimum: - 1 car park space per on duty staff member - Sufficient space for all emergency vehicles that use the site.	
142.2	TRAN – Transport	Rules	TRAN-R8 Trip generation All zones	[redacted] *supports the inclusion of thresholds that require an appropriate Integrated Transport Assessment.*		Retain as stated.

145.65	TRAN – Transport	Standards	Table 4 – Road design requirements	*Support with amendment provision for utility strip is appropriate, however should not also be an amenity strip as means trees are planted and roots can interfere with underground infrastructure, and canopies with above ground.*	
68.20	TRAN – Transport	Standards	TRAN-S2 Road design requirements All	*The proposed reduction in cul-de-sac length from 300 m to 150 m will lead to some perverse outcomes, where multiple access' will be used to overcome the requirement to form a road, to everyone's ultimate detriment.*	
90.3	TRAN – Transport	Standards	TRAN-S2 Road design requirements All	*Oppose* *TRANS-S2 – Road design requirements (Table 4, Rural Living Zone)* *We would support the need for footpaths if this was for a Large Lot Residential Zone, however it does not make sense in a technical 'Rural Zone'. For example, Brookefield Road has a minimum allotment size of 5,000sq.m, a sealed footpath was decided by Council to not be required. In many cases, road frontage easily exceeds 60m and generates limited pedestrian use compared to the cost of maintenance. The demand for pedestrian activity is significantly less as it is meant to be a rural area.* *Solution:* *TRANS-S2* *We request Council omit the requirement for Footpaths in the RLZ.*	
90.4	TRAN – Transport	Standards	TRAN-S10 Vehicle access requirements	*OPPOSE* *TRANS-S10 – Table 11 maximum of 50m ROW in General Residential and Medium Density Zone.* *The need to have maximum 50m ROW length is impractical for infill development and does not allow for high density subdivision of historical titles that prevalent in the Timaru District. Examples of practical ROW's that exceed 50m are located in recent subdivisions in the Residential 6 Zone, these include* [redacted] *as well as other areas in Town along*	

[redacted] *These are the historical streets that form the underlying roading skeleton of Timaru and have historical titles that in many cases, are subdividable but are rear allotments.*

TRANS-S10 – Table 11, 3 to 6 units on a ROW to be 6m for the first 9m, then 5m thereafter.

We do not support the ROW requirements when 3 to 6 units gain access from it. We support those provisions, which are similar to the Proposed Selwyn District Plan has, which ensure a safe and efficient environment from access. The widening of ROW's for the first 9m does not enhance safety for ROW's as a user does not keep to the left like you would on the road.

Solution

TRANS-S2

We request Council omit the requirement for Footpaths in the RLZ.

TRANS-S10

We request Council omit the 50m maximum ROW length.

We request Council adopt the following Vehicle Access Requirements for the General and Medium Density Residential Zones.

Table 1 – Proposed Vehicle Access Requirements

Units	Legal width (m)	Carriageway width (m)	Turning area	Passing Bay

				3-6 | 5.0 | 4.0 | Optional | Optional	
96.14	TRAN – Transport	Standards	TRAN-S10 Vehicle access requirements	[redacted] *does not support the 'minimum vehicle access width'. As discussed above,* [redacted] *required a 4m by 4m for access into sites.* *Amend Standard TRAN-S10 to add an additional note below the table, with an Asterix or similar in the Minimum Road Width, as follows:* *** Accesses shall have a minimum height clearance of 4.0m and a maximum gradients of 1 in 5 (within minimum 4.0m transition ramps of 1 in 8) except where the access terminates less than 135m from the nearest road that has reticulated water supply (including hydrants).*	
142.3	TRAN – Transport	Standards	TRAN-S10 Vehicle access requirements	*The vehicle crossing requirements under this rule are for 60km/h posted speed zones or lower, as TRAN-S17 covers the 70km/h+ posted speed zones.* [redacted] *supports the requirement that any site fronting a Primary Road (National Route, Regional Arterial, District Arterial or Principal Road) which also has frontage a Secondary Road (Collector or Local Road or a Service Lane), shall provide all vehicle access to the site (providing for either ingress or egress) from the Secondary Road.* *In addition to above, it is supported that a vehicle access servicing more than six units/allotments should be vested as road.*	It is noted that the Draft District Plan does not include specific design requirements for vehicle crossings in those areas with a speed limit of 60km/hr or less. It is recommended that Council consider whether designs should be included as part of the Proposed Plan. It is also recommended that this standard be amended to make it clearer that there are also the requirements of TRAN-S17 which include further requirements for vehicle crossings onto roads with 70km/hr or greater posted speed limits.

143.33	TRAN – Transport	Standards	TRAN-S10 Vehicle access requirements	*Methods include a permitted activity regime for maintenance and operation of existing networks, and regimes for crossings, manoeuvring space and parking areas under rules TRAN-R1 to TRAN-R7. There are a number of design and operational standards for permitted activities to comply with, including macro design and micro design matters.* *The regime appears complex and could be simplified (e.g. eight standards for a new vehicle access to comply with appears excessive). Further, the provisions assume any access serving more than six units / lots requires a road to be vested and this threshold should be removed as this is onerous on medium and higher intensity developments.*	An amendment to standard TRANS-S10 is sought to remove the requirement that any vehicle access providing access to more than six units/allotments should be vested as a road.
142.4	TRAN – Transport	Standards	TRAN-S12 Minimum sight distance from vehicle	[redacted] *supports a standard for requiring appropriate sight distances onto roads based on posted speed zones, along with the identified matters of discretion.* *However, it is not clear as to how the sight distances are calculated. The sight distances within Figure 11 appear to be based on Safe Intersection Sight Distances (SISD), which is identified in the Policy Planning Manual (PPM) – Appendix 5b.*	It is recommended that the standard is amended to include reference to Safe Intersection Sight Distances (SISD) within Figure 11.
96.15	TRAN – Transport	Standards	TRAN-S13 Maximum vehicle crossing widths	[redacted] *supports the requirement for vehicle crossings to be of a width sufficient for access for* [redacted] *and emergency vehicles. It is sought that a minimum required width is 4.0m to allow for emergency vehicles.* *Amend to include the following:* *** minimum width of 4.0m is required for access for emergency vehicles.*	
142.5	TRAN – Transport	Standards	TRAN-S15 Minimum distance between vehicle cr	[redacted] *supports a standard that sets out the minimum distance between vehicle crossings. However, the distances identified within Table 14 do not reflect the minimum distance between vehicle crossings used by* [redacted] *which are identified within the PPM – Appendix 5b.*	It is recommended that the Draft Plan is amended to better reflect standard minimum distance requirements.

					<table><tr><th>Frontage road speed limit</th><th>Minimum distance between vehicle crossing</th></tr><tr><td>70km/h</td><td>40m</td></tr><tr><td>80km/h</td><td>100m</td></tr><tr><td>90km/h</td><td>200m</td></tr><tr><td>100km/h</td><td>200m</td></tr></table> For cross referencing purposes we also note that the Christchurch District Plan identifies the minimum distance between vehicle crossings based on speed and road hierarchy.

<table>
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Table 7.5.11.1 - Minimum distance between vehicle crossings (distance in metres)
<table>
<tr><td></td><td colspan="4">Type of road frontage</td></tr>
<tr><td></td><td>Frontage road speed limit (km/h)</td><td>Arterial</td><td>Collector</td><td>Local</td></tr>
<tr><td>a.</td><td>70</td><td>40</td><td>40</td><td>40</td></tr>
<tr><td>b.</td><td>80</td><td>100</td><td>70</td><td>50</td></tr>
<tr><td>c.</td><td>90</td><td>200</td><td>85</td><td>65</td></tr>
<tr><td>d.</td><td>100</td><td>200</td><td>105</td><td>80</td></tr>
</table>
</td>
<td>The above table reflects the PPM.</td>
</tr>
<tr>
<td>142.6</td>
<td>TRAN – Transport</td>
<td>Standards</td>
<td>TRAN-S16 Minimum distance between vehicle cr</td>
<td>[redacted] supports the minimum distance standards between vehicle crossings and intersections.

However, the currently specified separation distances for speed limits greater than 60km/h require less mitigation than the requirements for separation of vehicle crossings, as specified in TRAN-S15.

In addition, the specified separation distances identified in Table 16 do not reflect the PPM – Appendix 5b.</td>
<td>It is recommended that the Draft Plan is amended to better reflect standard minimum distance requirements.

As part of this we note that the PPM recommends the following minimum distances for vehicle crossings from intersections:
<table>
<tr><td>Frontage road speed limit</td><td>Minimum distance between vehicle crossing from intersection</td></tr>
<tr><td>70km/h</td><td>100m</td></tr>
<tr><td>80km/h</td><td>100m</td></tr>
</table>
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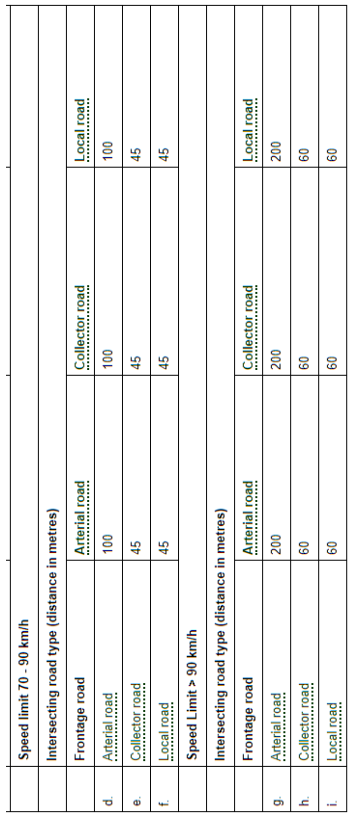
					90km/h | 200m 100km/h | 200m Again, for cross referencing purposes we note that the Christchurch District Plan – Table 7.5.11.4 (Minimum distance of vehicle crossings from intersections outside the Central City) specifies the following: 

	Speed limit 70 - 90 km/h		
	Intersecting road type (distance in metres)		
	Frontage road	Arterial road	Collector road	Local road
d.	Arterial road	100	100	100
e.	Collector road	45	45	45
f.	Local road	45	45	45
	Speed Limit > 90 km/h			
	Intersecting road type (distance in metres)			
	Frontage road	**Arterial road**	**Collector road**	**Local road**
g.	Arterial road	200	200	200
h.	Collector road	60	60	60
i.	Local road	60	60	60

96.12	TRAN – Transport	Standards	TRAN-S5 Cycle parking provision All zo	In all zones, an activity must provide a minimum number of cycle parks on the same site of the activity in accordance with Table 8 – minimum number of cycle parks. Under this standard, where an activity does not all within a particular category, the activity which is closest in definition shall apply. There is no category for emergency services in Table 8. Given the nature of [redacted], and the likelihood that cycle parks will not be used, [redacted] seeks an exemption from requiring cycle parks at [redacted]	Insert into both TRAN-S5 and TRAN-S6 Emergency Service Facilities are exempt from requiring cycle parks.	
118.27	TRAN – Transport	Standards	TRAN-S5 Cycle parking provision All zo	[redacted] *considers that Standard TRAN-S5 is not clear in respect of whether the minimum cycle parking requirements apply to network utilities.* [redacted] *seeks that the Table in TRAN-S5 is amended to include a nil requirement for cycle parking for network utilities.*		
96.13	TRAN – Transport	Standards	TRAN-S6 Cycle parking technical standards	In all zones, an activity must provide a minimum number of cycle parks on the same site of the activity in accordance with Table 8 – minimum number of cycle parks.	Insert into both TRAN-S5 and TRAN-S6 Emergency Service Facilities are exempt from requiring cycle parks.	

				Under this standard, where an activity does not all within a particular category, the activity which is closest in definition shall apply. There is no category for emergency services in Table 8. Given the nature of [redacted], and the likelihood that cycle parks will not be used, [redacted] seeks an exemption from requiring cycle parks at [redacted].	
118.28	TRAN – Transport	Standards	TRAN-S7 Minimum loading space requirements	[redacted] *considers that Standard TRAN-S7 is not clear in respect of whether the minimum loading space requirements apply to network utilities.* [redacted] *seeks that the Table in TRAN-S7 is amended to include a nil requirement for loading spaces for network utilities.*	
100.7	TRAN – Transport	TRAN-S10 Vehicle access requirements	General	*Trans-S10 2: Where a vehicle access is provided in Rural lifestyle zone, Settlement zone or General rural zone, then the vehicle access must be formed, sealed and drained for at least the first 20m from the road boundary. Vehicle access in other zones must be formed, sealed and drained for their entire length.* *Oppose. This standard does not appear to serve any real purpose and will come with a significantly disproportionate and unnecessary cost. Most urban driveways are not sealed to this length, so why is it required in the rural zones? In conjunction with Subdivision S7 where the required width is 8m, this is an extremely large area that requires sealing for what effect? This requirement must be deleted.*	

142.7	TRAN – Transport	TRAN-S17 Vehicle crossings onto roads with 70km/h or greater posted speed limits	General	**TRAN-S17** — **Vehicle crossings onto roads with 70km/h or greater posted speed limits** **All zones** 1. Any gates in the General Rural Zone and Rural Lifestyle Zone must be recessed back from the road in accordance with the gate setback distances to allow any vehicle using the accessway to stop clear of the road's traffic lanes while the gate is being opened or closed for all rural vehicle crossings. 2. Any vehicle crossings onto roads with 70km/h or greater posted speed limits must comply with the standards in Table 17 below. **Matters of discretion are restricted to:** 1. the potential for adverse effects on the safety and efficiency of land transport infrastructure. *Table 17 – Vehicle crossings* (see table below)	The following amendments are recommended: 1. Table 17 is amended so that it refers to Figures 15, 16 & 17. 2. Table 17, row b. reads that a vehicle crossing to the State Highway that has 1-30 vehicle movements per day needs to meet Figure 14(17), which is equivalent to the NZTA Diagram E vehicle crossing design in the PPM. However, the PPM only applies this vehicle crossing design for 30-100 vehicle movements per day. It is recommended that row b. is amalgamated with row a. and state yes or no when asking if the vehicle crossing is on a State Highway. Given the merging of the two sections Council should also consider whether it is necessary to ask whether the vehicle crossing is on a state highway or if that column should be deleted. 3. Table 17, row d. refers to a vehicle crossing onto a state highway that has 1-30 vehicle movements per day

	Heavy vehicle movements per week	Volume of traffic using the vehicle crossing per day	Is the vehicle crossing on a state highway?	Which figure to use for vehicle crossing design
a.	≤ 1	1 - 30	No	12
b.	≤ 1	1 - 30	Yes	14
c.	≤ 1	31 - 100	Yes or No	14
d.	> 1	1 - 30	Yes or No	13
e.	> 1	31 - 100	Yes or No	14

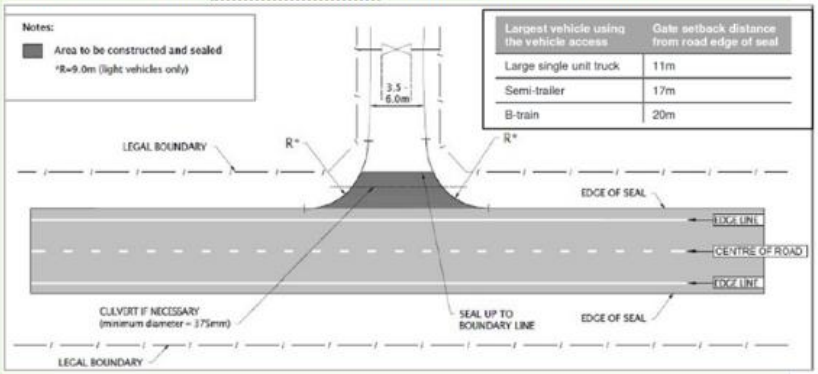
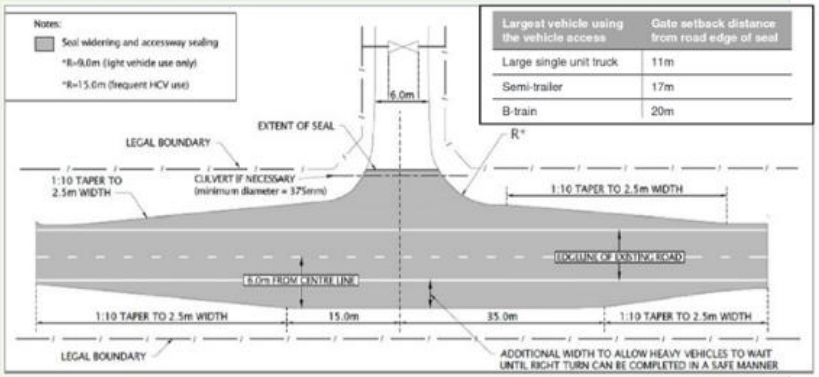
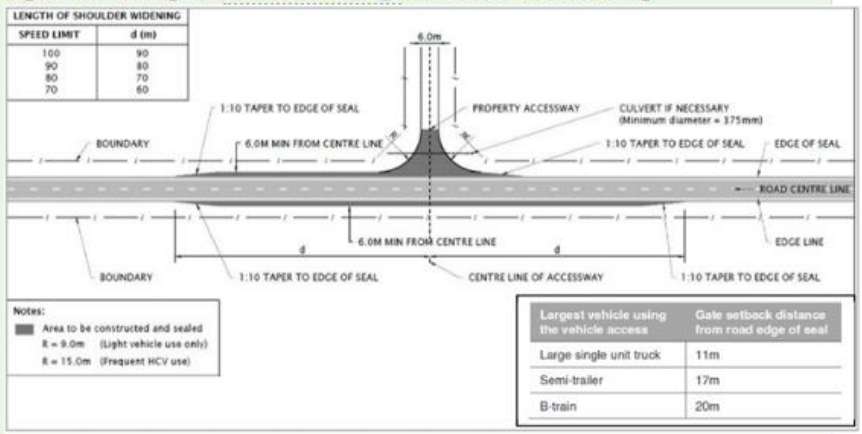
				Figure 15 – Design of vehicle crossings without shoulder widening  Figure 16 – Design of special use vehicle crossings  	onto a State Highway or local road with more than 1 heavy vehicle movement per week shall be upgraded to Figure 13(16), which is equivalent to the NZTA Diagram D vehicle crossing design in the PPM. [redacted] is currently reviewing the PPM and whether the requirement for a Diagram D access remains appropriate. For the purposes of the Draft Plan we would be open to discussing the option of whether the reference to a Diagram D (or Figure 16) access is removed. On the basis that one heavy vehicle movement is equivalent to 10 car movements this would have the effect that even minor use of a Diagram C (Figure 15 access) by a heavy vehicle would likely trigger the need for an upgrade of access or alternatively a resource consent to allow a suitable design, which might include the option of a Diagram D access (Figure 16). Below is the recommended amendment needed for Table 17 to address the above

Figure 17 – Design of vehicle crossings with shoulder widening



[redacted] *supports having standards for new vehicle crossings to roads with 70km/h or greater posted speed limits.*

It is respectfully suggested that this standard needs to be reviewed to correct errors and to ensure that the standard can be applied appropriately.

[redacted] *has three different access design standards based on the purpose of and number of vehicle movements that will use the vehicle crossing. These same standard designs have been incorporated into the Draft Plan.*

A Diagram C access generally provides for up to 30 vehicle movements, Diagram D is used only in specific situations usually involving heavy vehicles (such as dairy tankers) and Diagram E is for activities generating a higher number of vehicle movements – being 30 and above.

These designs are reflected in Figures 15 (Diagram C), 16 (Diagram D) and 17 (Diagram E).

It is noted that Table 17 in the Draft Plan does not match the Figure numbers in the Plan and this should be corrected.

Further consideration also needs to be given to the implications of this rule. At this time, it appears that the Figure 16 design (Diagram D) could be applied in inapropriate situations and also any access points (this will depend on whether a Diagram D access design remains).

Table 17 – Vehicle Crossings

	Heavy Vehicle movements per week	Volume of traffic using the vehicle crossing per day	Is the vehicle crossing on a state highway?	Which figure to use for vehicle crossing design
a.	≤ 1	1-30	Yes or No	15
b.	≤ 1	31-100	Yes or No	17
c.	> 1	1-30	No	16
e.	> 1	31-100	Yes or No	17

4. The standard should be amended to identify how the

				to a state highway would be required to be formed to the highest standard, being Figure 17. Clarification should also be included as to how the 'volume of traffic using the vehicle crossing per day' is measured. The PPM utilises Equivalent Car Movements (ECM). This is important to identify as certain vehicle types can result in greater equivalent car movements than other vehicles, such as a truck & trailer compared with a light vehicle. *Finally, the standard covers vehicle crossings where there is up to 100 vehicle movements per day. It is not unusual for the formation of a road to be required in situations where more than 100 vehicle movements will be generated but consideration should be given to whether this needs to be explicitly stated as part of this rule or possibly as part of one of the other rules in the Draft Plan.*	traffic using the vehicle crossing is calculated or provide numbers for this. A Trip Generation table may be appropriate. The standard is amended to identify that an activity that generates more than 100 vehicles per day is required to be accessed by way of an intersection. Alternatively, this requirement could be inserted elsewhere in the Draft Plan.