

Appendix T3 - Road Descriptions and Cross Sections

T3.1 Road description

T3.1.1 The descriptions below express the desired outcomes for carriageways and roadways within the Waipā District. They are to be read in conjunction with the provisions of Part 15 – Infrastructure, Hazards, Development and Subdivision.

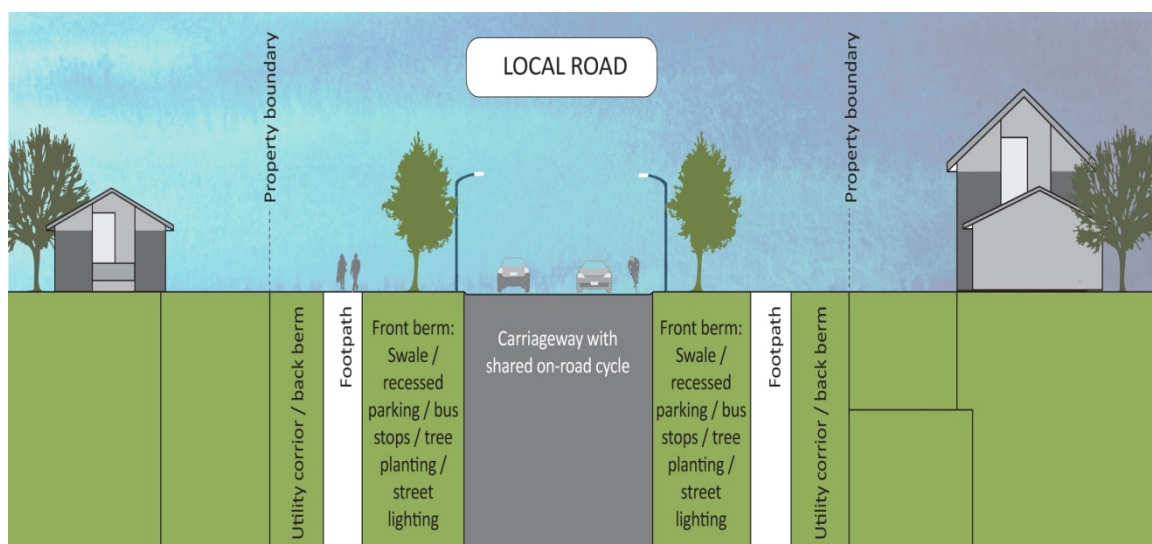
Local Roads

T3.1.2 Local roads in the District reflect the character of our townships, for example, the wide tree lined berms in Cambridge. These local features and characteristics should carry through to the design of our new roads.

T3.1.3 Local residential roads are characterized by land uses generating home based and internal circulation trips with work trips in peak times and other trips dispersed across time periods.

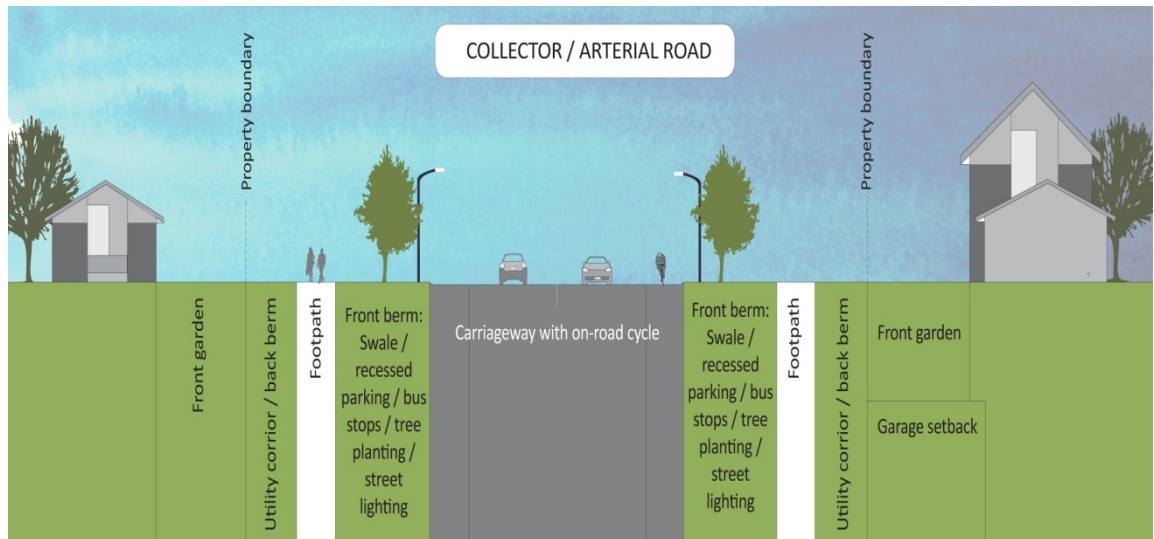
T3.1.4 These roads prioritize walking and cycling over other vehicle movement and connect people to local land uses such as schools, parks and shopping centres. Footpath design should dominate over vehicle entrances. Provision of wider footpaths and roads will need to accommodate the special needs of particular footpath users such as the elderly who may be using mobility scooters, people pushing prams, younger pedestrians walking to school and the disabled. Public planting will contribute to amenity and will need to be accommodated in the berm as will a service corridor.

T3.1.5 Local Roads in commercial and industrial areas will have to accommodate a variety of vehicle types and their particular needs. While it is still expected that the berm will accommodate tree planting and the provision of services it is not anticipated that there will be the wide range of pedestrian users to be accommodated on a wider footpath.



Collector/Arterial Roads

- T3.1.6 Collector/Arterial Roads are characterized by private vehicle, public transport and freight vehicles. As these provide direct links between focal destinations, the design of the roads is also expected to make provision for walking and cycling, safe crossing points and transport interchanges. Consideration must be given to balancing amenity requirements for businesses and residents with the function of the road. In sensitive locations such as the heart of commercial centres or residential streets, regard must be given to minimizing conflict.
- T3.1.7 Provision will also need to be made for transport interchange points.



Large Lot Residential

- T3.1.8 While vehicles are the predominant mode of transport, it is anticipated that some rural residential clusters will have footpaths on one side of the road. It is expected that berms may be wide and may incorporate swales, with tree plantings but no kerb and channelling. Central locations will include provision for public transport stops.

