



Figure 22: Access street D – narrow yield (or give way) street – Target speed 30 km/hr (< 1000 vehicles per day).

Narrower access street for shorter lengths, low parking demand, serving larger lots. No buses, no bike lanes, no indented parking. Staggered parking on both sides of street as part of speed control, low speed. Not through route, low traffic volume.

- Note:
1. May reduce verge adjacent to park to 1.0 m when fronting public parkland.
  2. Where the street is short and vehicle volume is less than 150 vehicles per day, pavement may be reconfigured as a slow speed, comprehensively-designed street, with a 3.4 m travel lane and 2.1 m embayed parking spaces. Passing bays are to be provided every 70-80 m, and maximum length 150 m. If a street is comprehensively designed and designated as a shared space for pedestrians and vehicles and target speed is <20 km/hr, no footpath may be required.
  3. A pavement width of 5.5 m may be considered, subject to the agreement of the local authority. The reserve should remain at 14.2 m to allow for future flexibility.