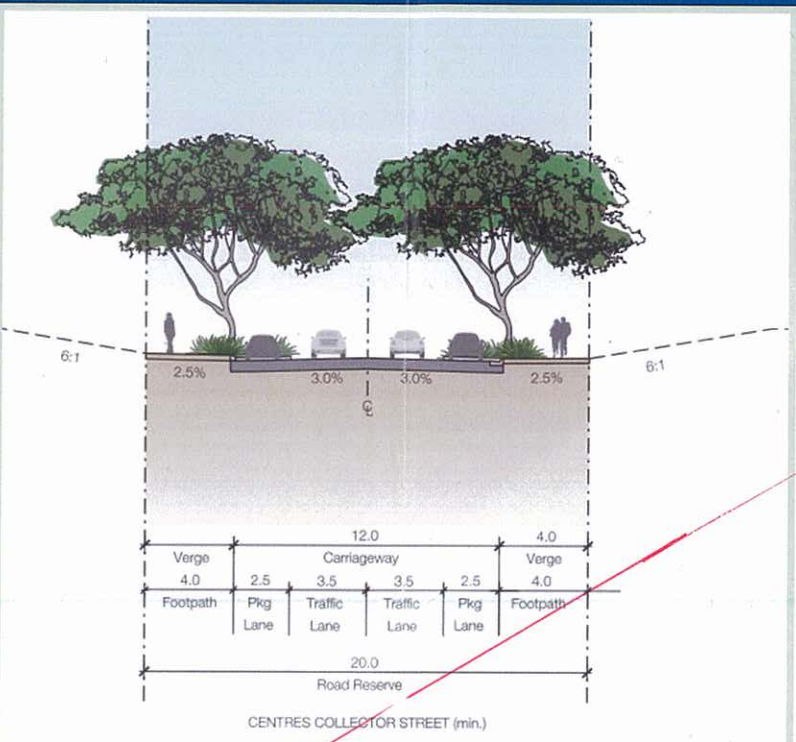
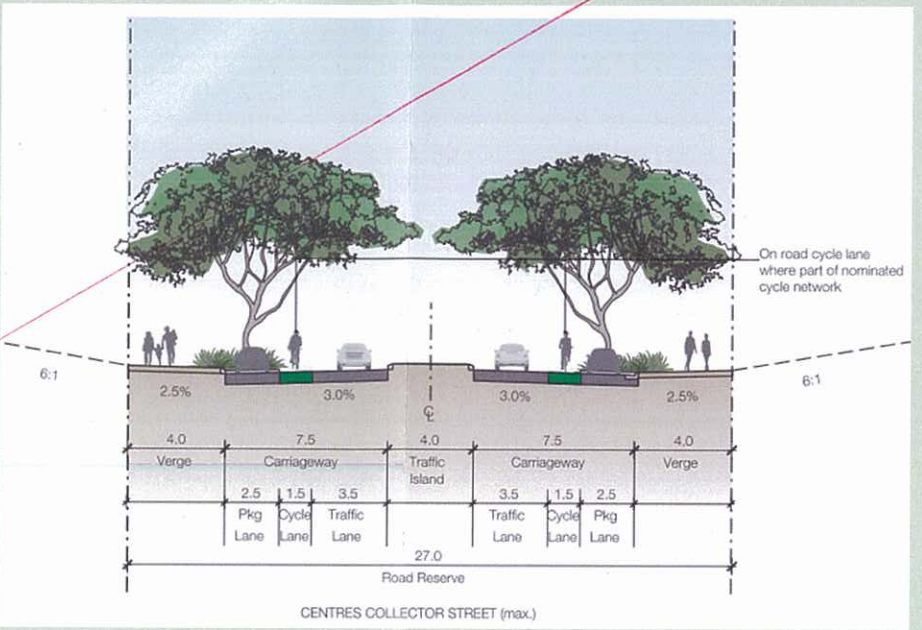
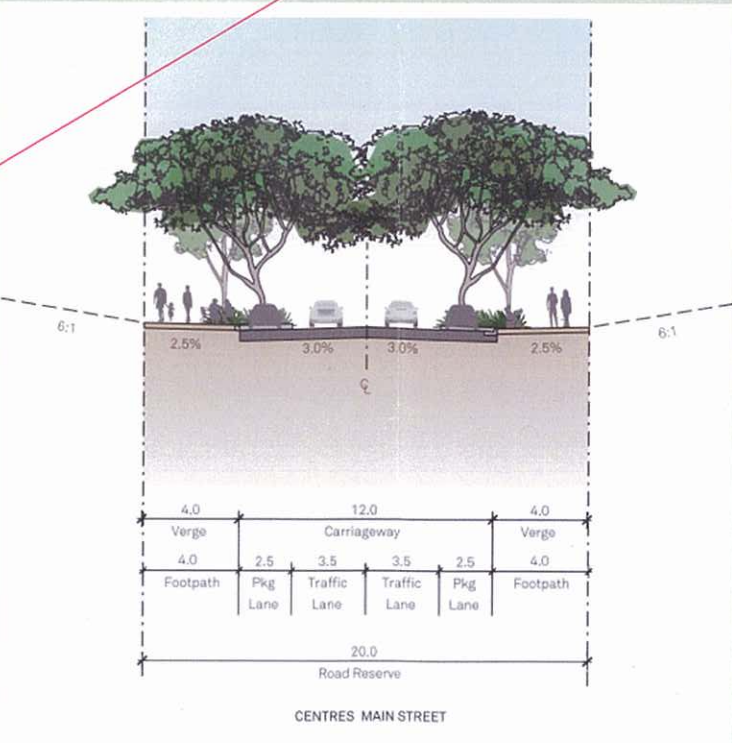
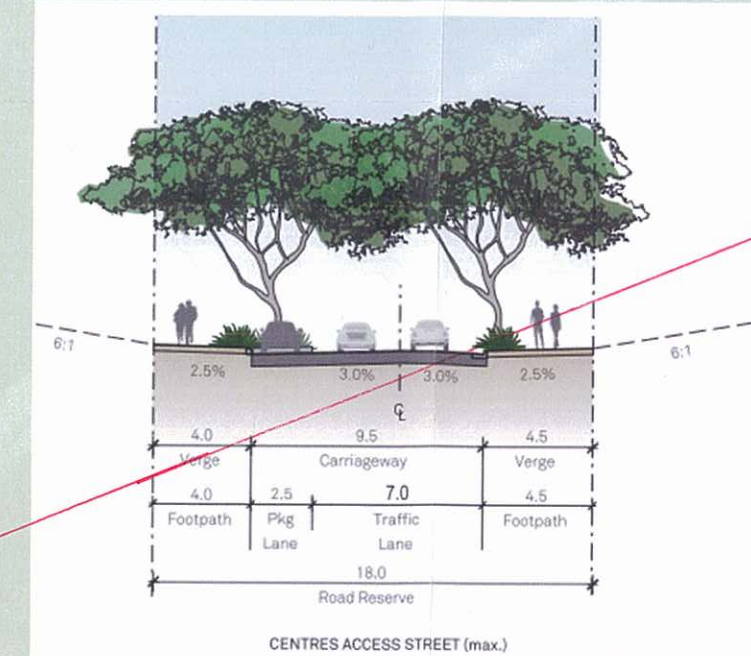
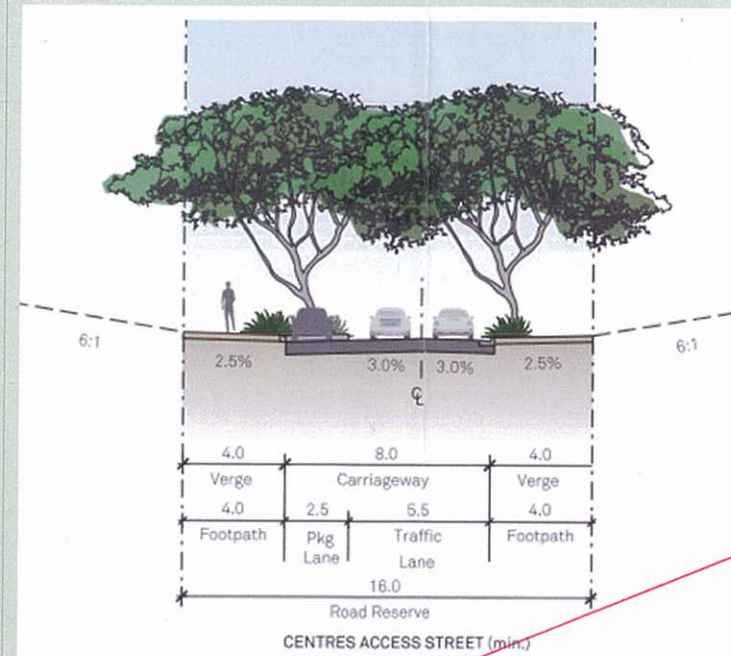


Table 2: Road Transport Infrastructure Network (Centres) – Design Characteristics

Road type and road reserve width	Typical features and treatments	Typical cross section
Centres Collector Street 20 metres (no median) 27 metres (with median)	- Intended to carry traffic within and around Centres; - Designed to accommodate bus routes; - On-road dedicated bicycle lanes where part of the nominated cycle network; 4.0m footpaths both sides; 2.5m on-street parking both sides (regulated). Extra road capacity can be made available by having on-street parking off peak only; - Optional median (2-4m); - Limited property access; - No traffic calming; - Posted speed of 40-50kph;	 CENTRES COLLECTOR STREET (min.)  CENTRES COLLECTOR STREET (max.)
Centres Main Street 20 metres	- Focus for retail, entertainment, recreation and civic land uses; - No priority bus lanes; 4.0m footpath both sides; 2.5m on-street parking both sides; - No median; - Generally no property access – access from other streets preferred; - No traffic calming; - Posted speed of 30-40 kph;	 CENTRES MAIN STREET

Centres Access Street
16-18 metres

- Most common street within the movement network catering more typically for higher density residential rather than commercial uses;
- No priority bus lanes;
- Footpaths both sides;
- 2.5m on-street parking one side;
- No median;
- Direct property access;
- Traffic calming (horizontal offset if required);
- Posted speed 40-50 kph;



Centre Laneway
7-8.5 metres

- Intended to provide rear access in centre situations for loading bays, car parks etc.;
- Not on bus routes;
- No on-road provision for cyclists
- Minimum 1.5m footpath on one side only;
- No on-street parking – short term loading excepted;
- No median;
- Direct property access;
- No traffic calming;
- Posted speed 10 kph;

