



Street Amenities in the Road Corridor Guidelines

Asset Management and Systems

1. Guidelines Definitions

AC – Auckland Council

AMP - Asset Management Plan

AT - Auckland Transport

ATCOP - Auckland Transport Code of Practice

CCO – Council Controlled Organisation

NZTA– New Zealand Transport Agency

Road corridor has the same meaning as **road** in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road boundaries including:

- carriageway (formed road)
- footpath including kerb and channelling
- cycleways, cycle paths
- land that is legally designated as road but is not currently formed as carriageway or footpath

SOI – Statement of Intent

Terminology is used in this document to describe whether an aspect or statement is a requirement under law/mandatory or good practice:

- **Must** – indicates something that is mandatory or required by law
- **Should** – indicates a recommendation
- **May** – indicates something that is optional and may be considered for use.

2. Guideline Statement

The Mayor's vision outlines turning Auckland into the world's most liveable city by 2040. The Auckland Plan has identified that an efficient and integrated network of roads and public transport is vital to delivering this vision. As a Council Controlled Organisation (CCO), AT is responsible for delivering the region's transport services – from roads and footpaths to cycling, parking and public transport. Through the Statement of Intent (SOI) and to contribute to the achievement of priority areas and targets contained in the Auckland Plan, AT is required to prioritise and optimise investment across transport modes and related infrastructure.

AT has developed a set of guidelines to ensure that the transport services will be delivered on a consistent basis around the Auckland region. These guidelines identify the approach that AT will apply when managing the transport assets. The approach identified in the guidelines is cognizant with the Level of Service identified in the Integrated Transport Programme and Asset Management Plan.

The AT Guidelines on Street Amenities provides guidance to developers and designers on the selection, location and installation of amenities in the road corridor. The guidelines include a wide range of amenity features that are addressed in greater detail in other guidelines and the ATCOP Street Amenities chapter. Designers and project managers should refer to these documents where appropriate.

When designing the street amenity elements in the road corridor, the decisions must be made to minimize the whole-of-life cost of assets and consider the future maintenance costs and consequential operating costs.

3. Background

AT is responsible for various aspects of street amenity elements in the Auckland region. Under an agreement with AC, AT has responsibility for the provision and maintenance of seating and bicycle racks, bollards, directional signage and street/amenity lighting. AT is also responsible for shared space areas in the road reserve. While AT has ownership responsibility, AC Parks, and Solid Waste team have a delegated responsibility for the maintenance of street trees and gardens, drinking fountains and litter bins.

The guidelines outline the preferred approach to the urban design of Auckland's streets and shared spaces, and focus on the elements for which AT has responsibility. The design of new streets and the improvement/renewal of existing streets within the Waitakere Ranges Heritage Act (2008) Area must give effect to the provisions in the legislation to the satisfaction of the AC Heritage Group Manager.

4. Purpose and Scope

The purpose of the guidelines on street amenities is to achieve a consistent approach to the provision of street furniture and landscaping elements in the road corridor across the Auckland region. AT has responsibility for seating and cycle parking in terms of the street furniture items in the road corridor and these guidelines provide guidance on selecting and locating these items. The guidelines also addresses briefly the amenities for which AC has responsibility and designers/project managers are directed to the relevant units within AC for further information.

The guideline wording aims to guide the approach to urban design without being overly prescriptive. The tension lies between the requirement for AT to be prudent with public funds and managing the assets appropriately (hence preventing the proliferation of many different styles of seating for example) while still enabling the character of local communities to be represented through design and landscaping. This is addressed by reducing the number of different street furniture options while encouraging communities/designers to use artwork or decorative coverings to reflect the character or heritage of each town centre.

The guidelines are aligned closely with the Street section of the Auckland Design Manual and should be read in conjunction with the ATCOP Street Amenities chapter. The guidelines and design manual also link closely to the rules outlined in the AC Unitary Plan.

Streetscape design needs to provide flexible spaces in which outdoor dining, passive recreation, resting, people watching, meeting and talking take place, as well as spaces for spontaneous or planned street theatre/events can all take place. The design also needs to cater for pedestrian movement vehicle access, private vehicle parking (if appropriate), loading and service access requirements. The challenge of place-making and streetscape design is to balance the sometimes conflicting requirements between the volume of vehicle movements and pedestrian/public realm requirements. The location and function of street amenities need to fit well with the context and support the character of the place.

Street furniture is the collective name given to the vertical hard elements within the streetscape. Increasing demands on road space has seen a rise in traffic management, safety, regulatory and enforcement equipment. There has also been an increase in street furniture to serve the present day needs of pedestrians within town centres, shared zones, near parks/open spaces, at bus stops and at a number of other key locations along all of our streets within the region.

The design goals and principles described in the ATCOP reflect a holistic approach to the design of the region's open spaces, public realms and road corridors. Designers are referred to the ATCOP introduction and subsequent chapters for greater detail on the standards and design specifications required. In addition, the provisions in the AT Guidelines of vegetation in the road reserve, lighting, footpaths, road marking and signage should also be considered.

5. Guidelines

5.1 AT Areas of Responsibility

5.1.1 Road Classification

AT has developed a classification or hierarchy of the different levels of roads on the basis of their function in the ATCOP. The classification identifies the required levels of amenity in terms of cycling/walking provisions, and other pedestrian requirements for arterial roads down to local streets and lanes.

When designing a new street or improving an existing street, the road classification and subsequent amenity features for that street must be taken into account by developers and project managers.

5.1.2 Seating

In balancing the design options with the maintenance costs of seating, AT recognises that more than one type of seating configuration may be required and therefore a suite of different designs have been included in the ATCOP to provide flexibility and choice.

Seats with well-designed backrests and armrests are very important to older people who may be frail, people with mobility impairment who are ambulant, and anyone who needs an armrest to support them in getting down onto or getting up from a seat. Having said this, there may be situations where backrests and armrests are not possible for various reasons. A selection of seating options is provided in the ATCOP and designers should ensure the range selected is relevant to the location and use of the area or space.

The quality of street furniture is a reflection of the high value that AT and AC place on public space. The seating ranges offered in the ATCOP considered reducing maintenance through appropriate surface finishes, encouraging drainage/prevent ponding, reducing graffiti as well as providing comfort and support.

Seating should be provided in areas that attract pedestrians, including strip shopping centres, public spaces, and bus and tram stops, with extra seats located around groups of businesses that generate pedestrian flows (e.g. retail, restaurants, food courts, cafés, etc.).

5.1.3 Cycle Parking

AT supports the provision of cycle parking to encourage the use of alternative transport modes. The ATCOP provides the technical specifications for the parking structures and facilities preferred by AT and designers and project managers are directed to the relevant chapter.

5.1.4 Plaques, Memorials and Monuments

While AC typically has responsibility for plaques and memorials/monuments located in parks and reserve areas, there may be occasions where a plaque commemorating an event or person or group may be appropriately located within the road corridor. The placement of such a plaque may be considered by the Assets Policy Team on a case by case basis.

The application for a plaque in the road corridor is included in the Street Amenities chapter of the ATCOP. The complete form must be submitted to the Manager – Asset Policy for consideration. If approved, permission from Road Corridor Access and payment for the plaque must be received by AT prior to the plaque being installed.

5.1.5 Drinking Fountains

Drinking fountains in the road corridor are owned by AT and managed/maintained by AC. Drinking fountains are an important functional element of a streetscape. Performance standard and maintenance requirements for the drinking fountains are determined by the AC Parks team.

5.1.6 Litter Bins

Litter bins and cigarette bins in the road corridor (not attached to buildings) are owned by AT and managed/maintained by AC Solid Waste team. The location of bins within the road corridor must be in accordance with ATCOP requirements.

The bin designs should consider provision for litter removal, litter bin emptying, washing down of paved surfaces and the ability to remove graffiti and tagging.

5.2 AC Areas of Responsibility

5.2.1 Heritage and Public Art

The location of heritage items is of particular importance in respect of historic relevance and meaning, and flexibility should be provided when assessing the location of such items. All matters relating to the repair, renewal, modification or relocation of heritage items should be referred to the Heritage Team, AC.

Artworks within the road reserve are owned by the Arts, Culture and Events Department, AC and are maintained by the Parks Department, AC. All matters relating to the renewal, upgrade, modification or relocation of artworks should be referred to the Public Art Team, AC.

5.2.2 Public Toilets

Public toilets are owned and maintained by the AC Property team. Performance standards and maintenance requirements for public toilets are determined by the AC Property team.

5.2.3 Outdoor Dining

Street Trading and Outdoor Dining within the road reserve is addressed by the relevant "Trading in Public Places" bylaw and is subject to private ownership and maintenance.

5.2.4 Street Vendors

Items placed on the edge of the street trading area will need to be laid out in a manner which ensures pedestrian movement around the trading area is not compromised in accordance with above bylaw..

5.3 Locating Street Furniture/Amenities

5.3.1 Reducing Street Clutter

Street clutter, the proliferation of unnecessary objects within the road reserve, is unattractive and can create hazards for street users. Cluttering tends to take place over time by the incremental addition of signs and furniture to serve a particular purpose without regard having been given to the overall appearance of the street.

The uncoordinated proliferation and inappropriate location of street amenity features can cause problems for pedestrians and for wheelchair users and people with mobility and visual impairments. Some elements, such as the primary traffic signals and signs, have fixed location criteria, while others have preferred positions. These requirements are noted in the technical sections of the ATCOP for the elements concerned.

Temporary objects such as advertising sandwich boards, café tables and shop front displays that can encroach into the footway clear zone create a very real hazard to people with visual impairments. The placement of retail associated displays and furniture is covered in Trading in Public Places bylaw.

Heritage items and artworks to be located within the road reserve require the approval of AT Road Corridor Operations. These items should not pose a risk to the safety of, or unduly impede the movement of, pedestrians or other users within the space.

All street amenities should be placed to allow access for street cleaning.

5.3.2 Advertising and Signage

Advertising on street furniture would make a significant addition to the existing private advertisements on shop walls and buildings. This implicit privatisation of the public realm adds to the clutter of busy streetscapes and detracts from the quality of public spaces as a neutral and shared territory.

While physical signage is a necessary part of virtually all businesses it may cumulatively dominate a road edge, it can lower amenity values for all non-vehicular modes.

AT will not support proposals for advertising panels on street furniture and amenities, except in exceptional cases.

Installation of private advertising signs within the road corridor must be in accordance with the relevant bylaws and, in the absence of a bylaw, signs must have the written approval of the Road Corridor Maintenance Team. Banners and flags to be located on lighting columns or other street furniture must have the written approval of the AT Team Leader Street Lighting as well as the Manager Road Corridor Operations.

6. Approval Process

The process for seeking approval for the design of new streetscapes/shared spaces and improvements to existing roads involves both AT and AC.

Draft designs for new streets must be submitted to the Investigation and Design (I&D) Design Review Committee for approval. The Committee will involve the Built Environment Unit from AC to ensure consistency of practice. Any proposed improvements to the road corridor must also be submitted to the I&D Design Review Committee for approval. The designs must also give effect to the provisions of the Waitakere Ranges Heritage Act (2008) for works within the areas covered by this Act.

7. Monitoring and Review

These guidelines shall be reviewed in 12 months and thereafter as part of the three year review cycle aligned to the Long Term Plan.




8. Related Guidelines

Private owners with vegetation that overhangs or encroaches on the road reserve are referred to the AT (Property) Road Surface, Airspace and Subsoil Encroachment Guideline.

The selection and maintenance of plants in the road reserve is described in the AT Vegetation in the Road Corridor Guidelines. All planting for the purposes of stormwater drainage must be in accordance with the AT Stormwater Guidelines. Lighting, Footpaths, Kerb and Channel and Signage are also addressed in their respective guidelines.

9. Document Status

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WRITTEN BY	Siri Rangamuwa Asset Management Planning Manager	 01/11/13
ENDORSED BY	Tony McCartney Group Manager Road Corridor	 6/11/13
ENDORSED BY	Andrew Allen Group Manager Services	
APPROVED BY	Andy Finch Manager Strategic Asset Management and Systems	 21/2/14.

