

A unified Auckland



*Auckland Transport harmonising
transport infrastructure through
a single design Code of Practice.*

Topics covered

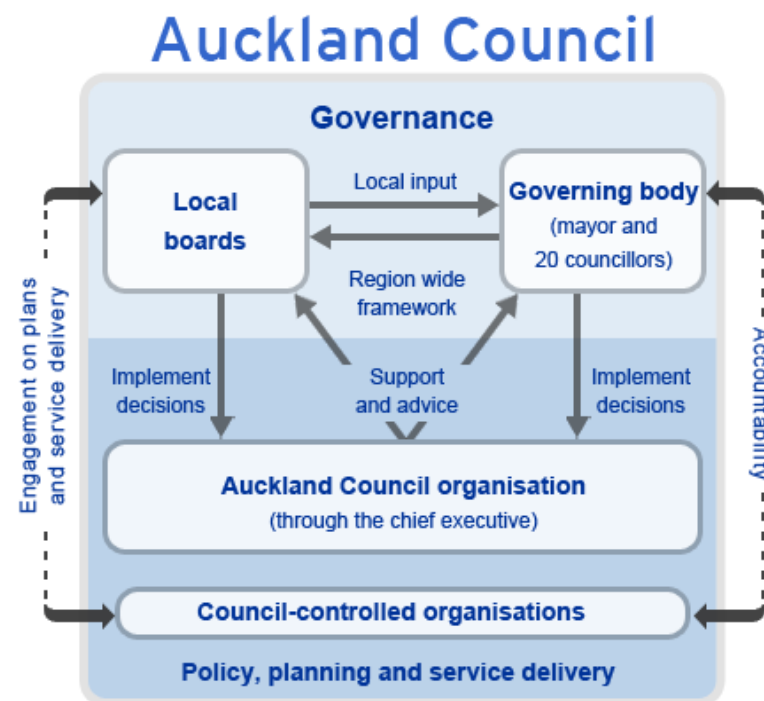
- Amalgamation of the region and the role of Auckland Transport in Auckland
- The development of the Code
- Integrated next steps

Amalgamation and the role of Auckland Transport



The Auckland Council

- The 7 Local Councils and 1 Regional Council became 1 council.
- The structure of the Council reduces number of CCOs to 7 'substantive' CCOs and some 'legacy' CCOs.



The Auckland Council CCOs

- Watercare Services Ltd
- **Auckland Transport**
- Waterfront Auckland
- Auckland Tourism, Events and Economic Development
- Regional Facilities Auckland
- Auckland Council Properties Ltd
- Auckland Council Investments Ltd

Infrastructure ownership in Auckland

- All Council waste water networks and treatment works, and all water supply networks and treatment works managed by Watercare
- **All Council road and transport infrastructure managed by Auckland Transport**
- Auckland Waterfront development managed by AW

Infrastructure Implications cont...

- Main body of Council manages remaining infrastructure, including stormwater, solid waste and landfills, parks and amenities, coastal structures
- Main body of Council also manages property and buildings including some CCO buildings.

Auckland Transport is responsible for the following activities

- Auckland Transport is responsible for the day to day activities that keep Auckland's transport systems moving.
- These include planning and funding of public transport, promoting alternative ways to get around and operating the local roading network.

Integrated and Affordable Public Transport

- Identifies and contracts public transport services on buses, trains and ferries
- Monitors and reviews existing public transport services
- Provides information about public transport services (includes the AT Public Transport website)
- Upgrades train stations on Auckland's rail network
- Develops bus/train interchanges, and park and ride facilities
- Upgrades and maintains bus stations, bus shelters and bus stops
- Operates and maintains the Northern Busway
- Manages and maintains wharves
- Manages contracts and services for school buses
- Funds concession fares for senior citizens, school children and tertiary students
- Funds the Total Mobility service and other initiatives to help people with disabilities

Auckland Transport is responsible for the following activities

Safer Roads

- Improves, maintains and monitors the local roading network*
- Manages on street parking and parking buildings
- Operates the Traffic Management Unit
- Enforces traffic regulations on public roads, recreation reserves, car parks and transit lanes
- Maintains footpaths
- Improves Auckland's environment for cycling and walking

Sustainable Behaviour Change

- Carries out market research, including customer surveys
- Plans and co-ordinates regional transport safety activities
- Educates adults and children about road safety
- Develops community and workplace travel plans to encourage more people to catch the train, bus, ferry or walk, cycle, car pool
- Promotes and develops the Walking School Bus and School Travel Plan programmes

** Auckland Transport is not responsible for the region's motorways and state highways. That is the role of the NZ Transport Agency.*

Infrastructure Standards

What are they for?

- To aid Auckland Transport to design, develop and implement the city's major transport infrastructure.
- For developers that also design and implement transport infrastructure that is vested in Council and managed by Auckland Transport when complete.

The development of ATCoP



AT inherited inconsistent
‘engineering infrastructure standards’ from the former district legacy councils.

Using a conglomeration of different standards could lead to...



ATCoP introduces consistent
transport infrastructure
standards to all of Auckland,
but it also allows for innovation
and recognition of special
identity areas.

ATCoP supports Auckland Plan aspirations, aligns with the Unitary Plan and works alongside the Auckland Council Development Engineering Code of Practice.

Legacy Design Standards

- Different requirements and approaches for each of the 7 District Councils combined with an overarching public transportation focused regional Council.
- Mainly focused on the provision of new roads, utilities and supporting aspects around the road network.
- Very little focus on how the 'place function' defines an area and assists with transport improvements, legibility and the environment.

How the Code was developed

- Steering group created to govern the process and approve the various elements of work as they were completed.
- A sample chapter list was developed covering all major activities undertaken by Auckland Transport.
- Engineers / Project Managers selected to lead the various chapter work streams.
- Auckland Transport has developed a document comprising of....

ATCOP CONTENTS / CHAPTERS LIST

1. Introduction
2. Integrated Transport Planning
3. Road Classification
4. Special Routes & Road Elements
5. Road Layout & Geometric Design
6. Traffic Calming / LATM
7. Road Restraint Devices
8. Traffic Signs & Markings
9. Parking
10. Footpaths & Pedestrian Facilities
11. Cycle Infrastructure Design
12. Landscaping
13. Earthworks
14. Road Pavements & Surfacing
15. Road Drainage
16. Structures (F)
17. Street Amenities
18. Street Lighting
19. Public Transport – Buses
20. Public Transport – Rail
21. Public Transport – Wharves
22. Public Transport – Trams (F)
23. Vesting of Assets & Data
24. Maintenance
25. Corridor Access Management
26. Traffic Network Management
27. Innovation including ATPAR
28. Abnormal Events (tsunamis)

- (F) = Future completion



- Work streams relied on in house expertise and experience.
- Reviewed and approved by members of the steering groups or their delegated reviewers
- Final approval by the Executive Leadership Team.

Key changes from previous district standards

- **New chapters and a new approach**
- New chapters that had not been covered before
 - Dedicated structures chapter.
 - A new urban design / street amenity chapter.
 - A chapter dedicated to innovation and product assessment.
- A new approach in how to specify the correct infrastructure requirements for your project.
 - Predominately a flexible approach but requires a considerable degree of thought to understand what should fit and where it should go.
 - Prescriptive details only where it needs to be.
 - The standard drawings are a base to start from and should be tailored to the specific situation but they are the minimum requirements.

Integrated Next Steps



Collaboration with Auckland Council

- Original purpose of the Code was to serve Auckland Transport.
- Widened to cover subdivision development activities.
- Is considered to be Chapter 3 in the Auckland Council Code of Practice but still owned by Auckland Transport.

Choosing a Framework

- NZS 4404: 2010 is a New Zealand- wide standard for subdivision and land development
- It was consulted on widely within the industry at time of publication
- Likely to be familiar to the industry nationally
- Recently updated for Low Impact Design and Urban Design Principles

NZS 4404 structure

Chapter 1 : general requirements for design and construction.

Chapter 2: earthworks and geotechnical

Chapter 3 : roads (ATCoP)

Chapter 4 : stormwater

Chapter 5 wastewater

Chapter 6 water supply

Chapter 7 : landscape

Chapter 8 : utilities

Application of the Structure

- **Chapter 1** defines requirements for design and construction, including the approval of design and construction. Urban design protocols will be dealt with in the Auckland Design Manual
- **Chapter 2** defines earthworks, including design and dust and sediment control
- **Chapter 3** defines roads, and is the Auckland Transport Code of Practice, ATCOP

Application of the Structure

- **Chapter 4** defines stormwater
- **Chapters 5 and 6** define wastewater and water supply and are the Watercare Code of Practice
- **Chapter 7** defines landscape and environmentally responsive design, likely to be covered by the Auckland Design Manual.
- **Chapter 8** defines network utilities, and is not used by Auckland Council

Integrated Consents Management Process

An improved, efficient, integrated and customer focussed approach towards development

Integrated Consents - Principles

- Auckland Council and its Council Controlled Organisations committed to working together to help our customers
- Each group knows and accepts their respective areas of responsibility as the regulator and asset owners
- Customer has one point of contact
- Resource Consents provides the one-stop-shop interface for development
- Need to balance competing interests of asset groups and other specialists

Further Enhancements to the Code

- Shared materials and new product approvals across the Councils family
- Common specifications
- Standardised forms

Thank you.

