



A tool to effectively design streets for people movement

Traffinz conference, August 2023



Tauranga City

UFTI Urban Form +
Transport Initiative

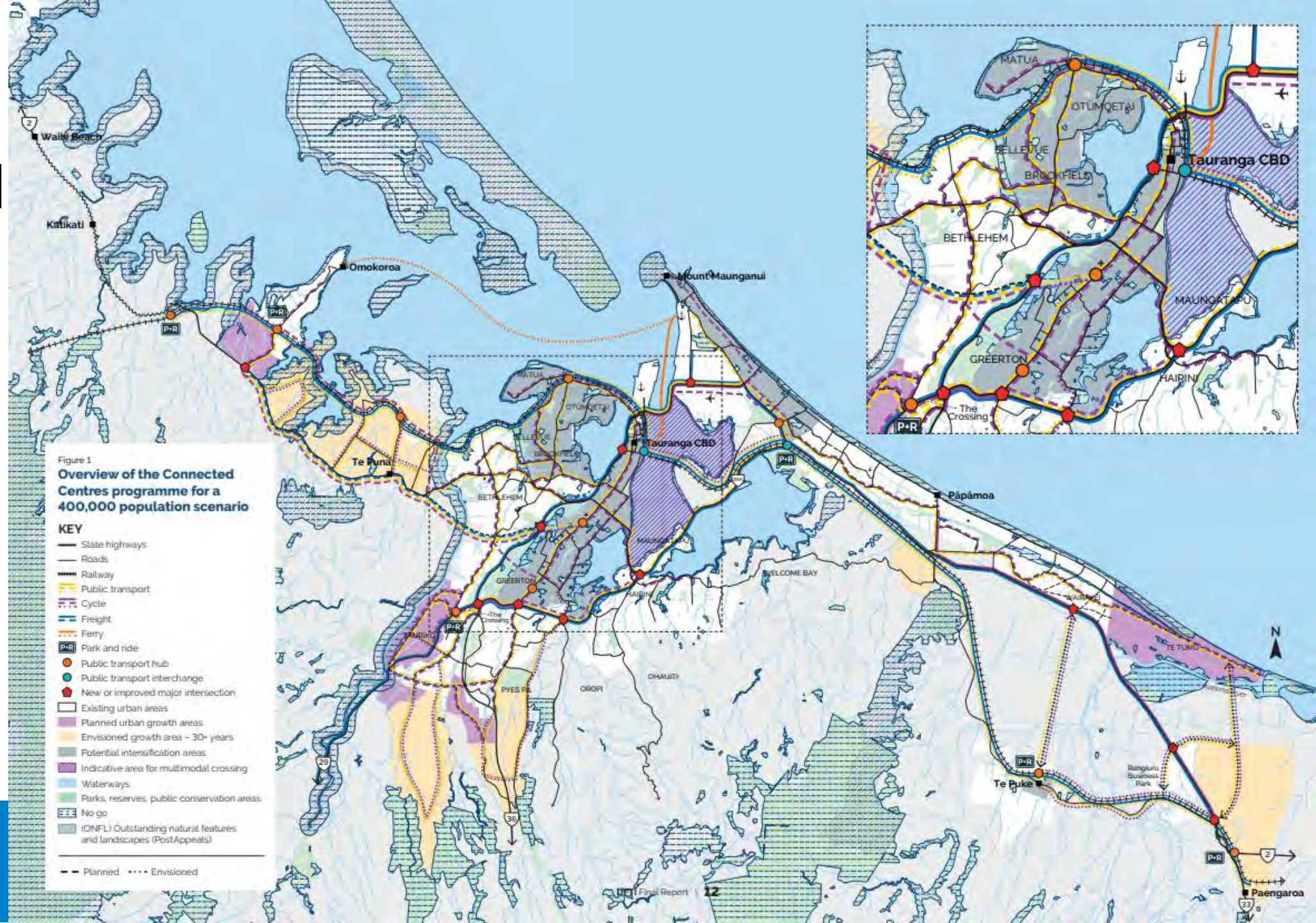
&

tsp The Western Bay of Plenty
transport
system plan

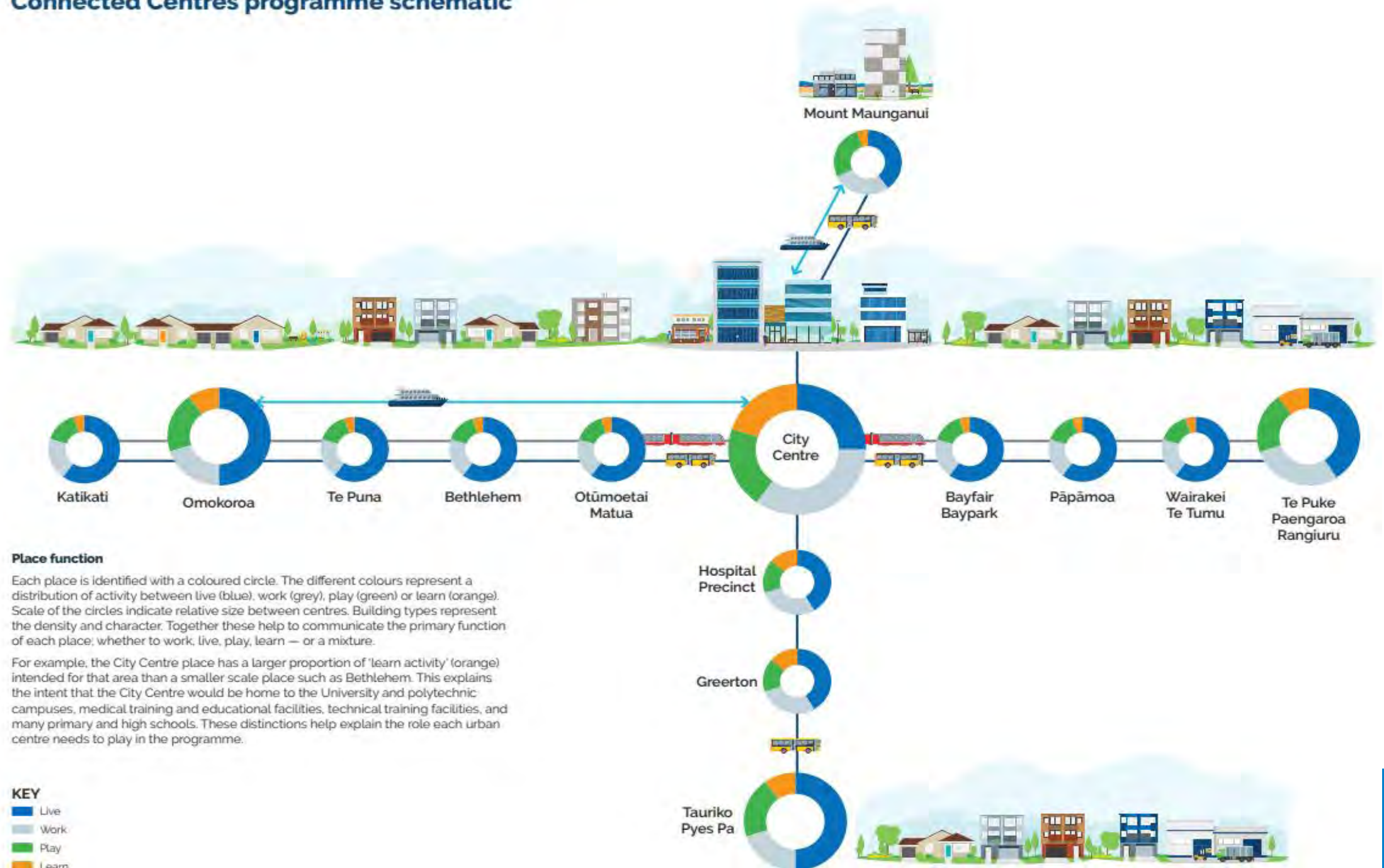


Tauranga City Council

Connected Centres approach



Connected Centres programme schematic



TSP Refresh High Priority Activities



Subregion-wide Activities

PT services and infrastructure enhanced services

TDM and behaviour change delivery

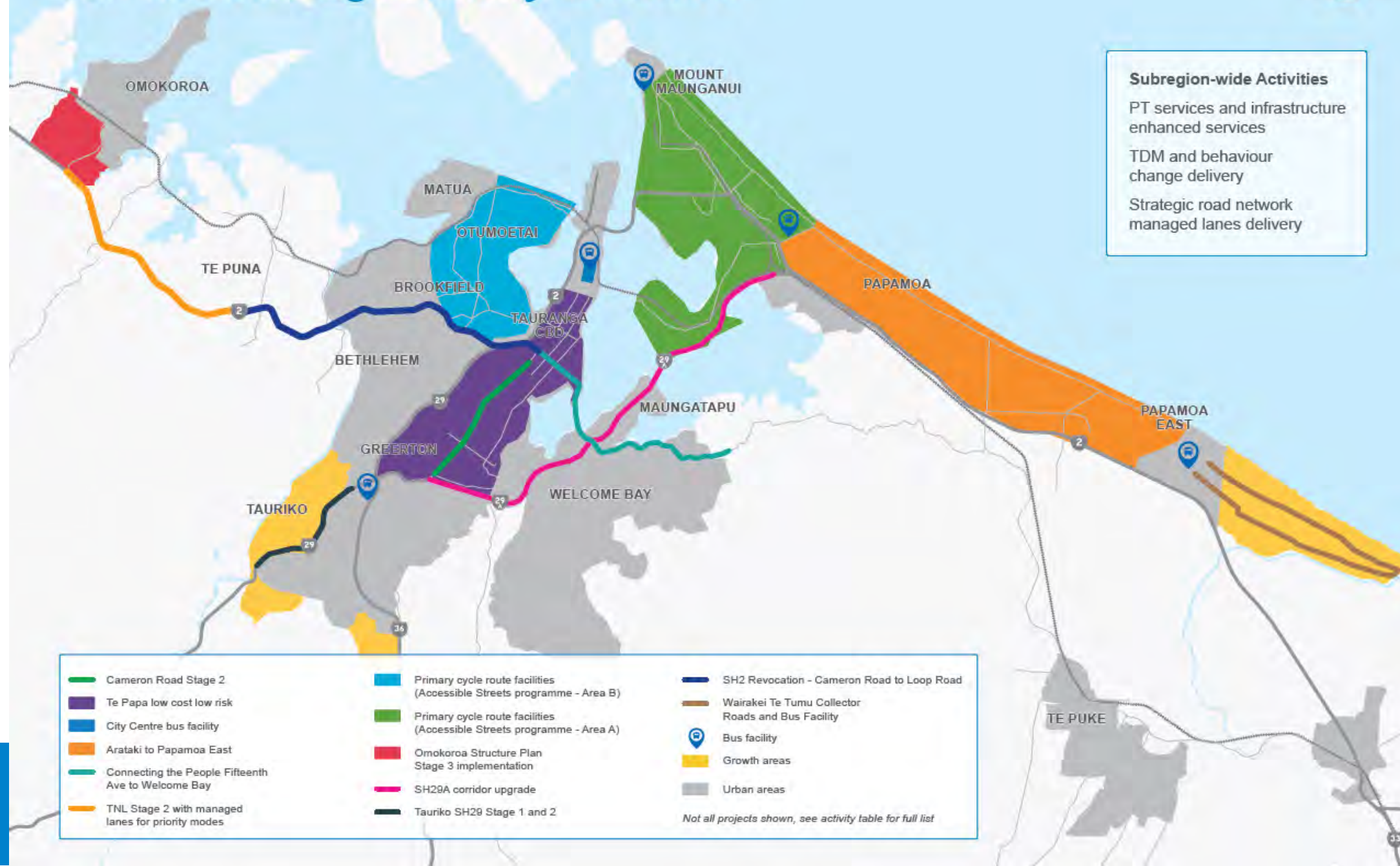
Strategic road network managed lanes delivery

- Cameron Road Stage 2
- Te Papa low cost low risk
- City Centre bus facility
- Arataki to Papamoa East
- Connecting the People Fifteenth Ave to Welcome Bay
- TNL Stage 2 with managed lanes for priority modes

- Primary cycle route facilities (Accessible Streets programme - Area B)
- Primary cycle route facilities (Accessible Streets programme - Area A)
- Omokoroa Structure Plan Stage 3 implementation
- SH29A corridor upgrade
- Tauriko SH29 Stage 1 and 2

- SH2 Revocation - Cameron Road to Loop Road
- Wairakei Te Tumu Collector Roads and Bus Facility
-  Bus facility
- Growth areas
- Urban areas

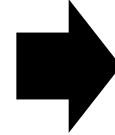
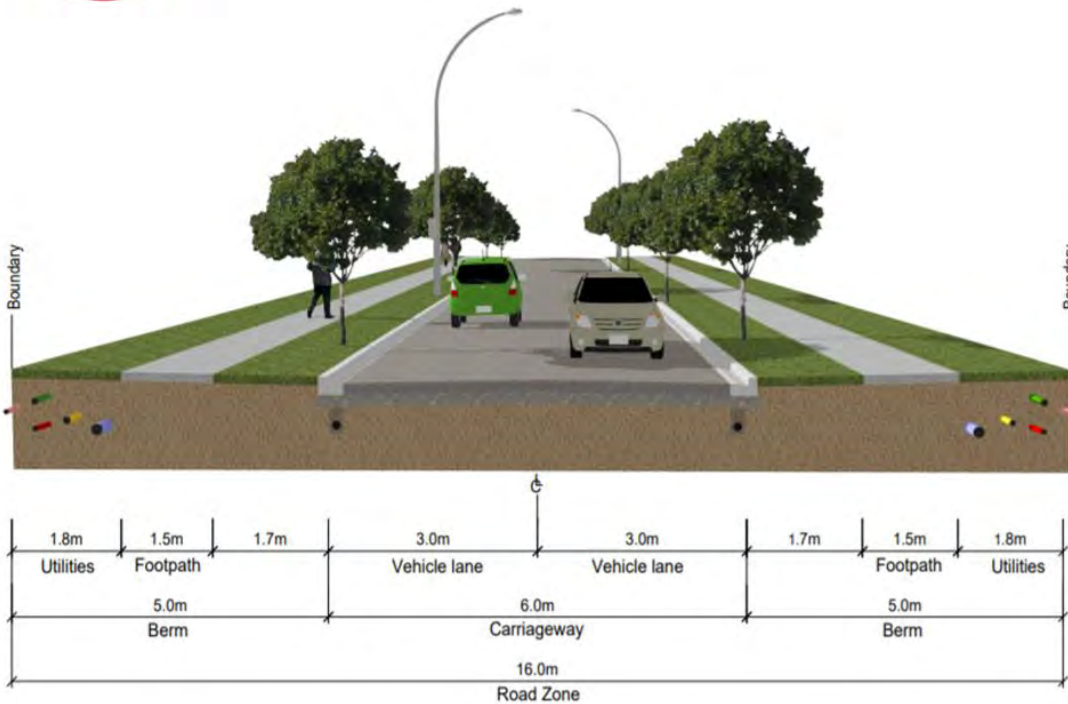
Not all projects shown, see activity table for full list



Why did we initiate this project?



Growth – Medium/High Density Development



Why did we initiate this project?



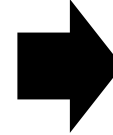
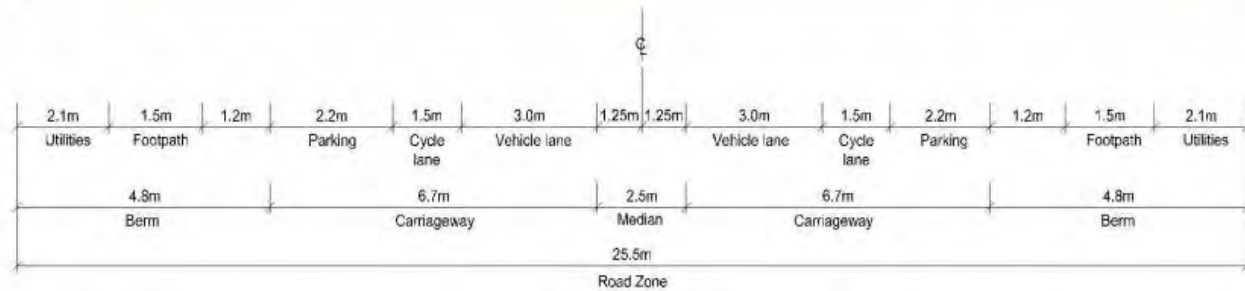
Activity and exercise



Travel choices



Safety



Why did we initiate this project?



Environmental Outcomes



Amenity



Identity and Character



Utilities



Connecting communities



TAURANGA CITY

Infrastructure **development** code



Process



- **TCC Project Sponsors:** GM's
Growth / Infrastructure / Regulatory
- **Steering Group**
 - ❖ TCC Managers
 - ❖ Utility Operator Forum
 - ❖ Property Developers Forum

Workshops -
internal & external
stakeholders



Feedback



Peer review

Project deliverables

Street design
guide



Project deliverables

Street design
guide

Street design
tool

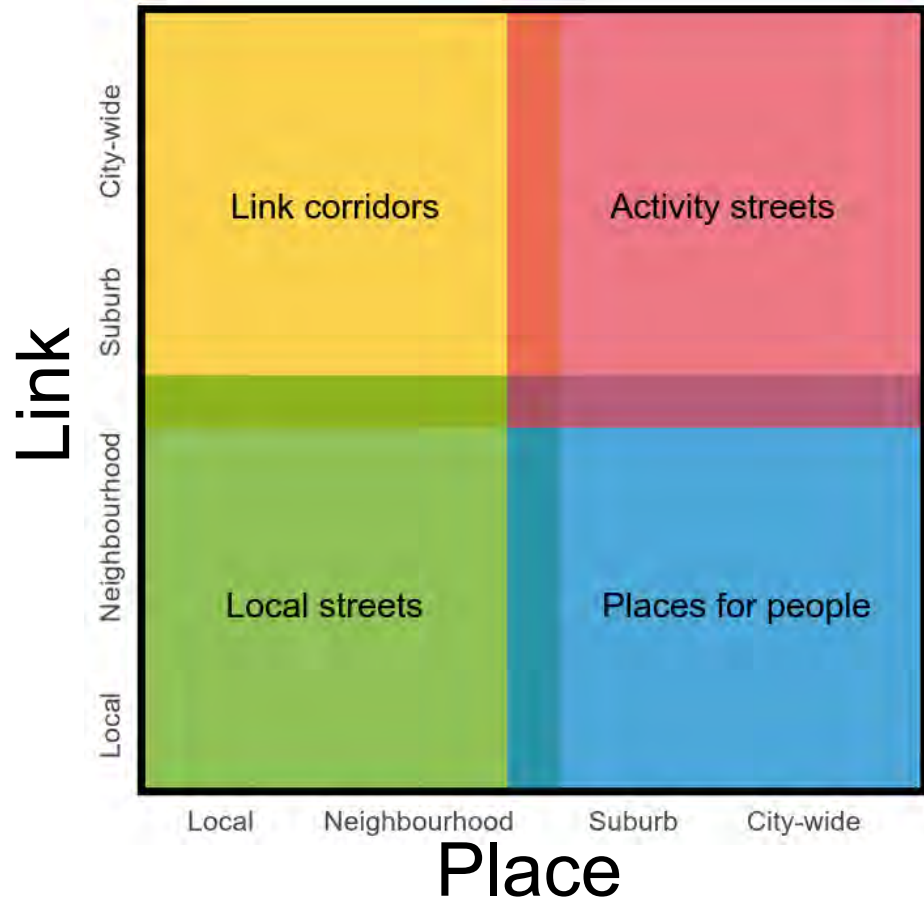


Project deliverables





Aligned with the
Tauranga Moana Principles



Street design tool

Example:

Gloucester Road

- Residential land use
- Local Street



Street design tool

<https://streetdesigntool.tauranga.govt.nz/>



Street design tool



Next

Welcome to the Tauranga's street design tool. We recommend you keep the [Street design guide](#) on hand for reference and explanation. Fill out the fields below, draw the street segment of the street you are designing and click next to go to the following step. Once you have completed all the steps, create a report to include in your consent application. You can save your design to import at a later date, although some selections may no longer apply if the tool has been updated. Once you have completed the design you can return to this page to add additional comments.

Project details

Project name

New road section



Contact phone number

077555000



Street reference

Gloucester road



Email address

sarah.dove@tauranga.govt.nz



Designer

Sarah



Revision number

1



Company

Tauranga City Council

Revision date

☐ 21/04/2021

Additional comments

Design location

Use the search box to find the location of the street you are designing (where existing). Use the draw a polyline button to draw the location of your street segment (typically intersection to intersection), this street segment will be used to generate your street parameters.





We have selected your link and place status indicators and overlay inputs based on your street location and available GIS information. Refer to the [street design indicators](#) to finalise your street typology. A reason for changing from the automated source information will be required. Inputs with red frames and exclamation marks need attention. All indicators have to be reviewed, but note that the GIS source layers for "Buses per hour", "Freight", "On cycle plan", "Overland flow path" and "Located within 100m of a bus stop" are DUMMY information is being used in this version of the tool. Where the street is an existing dual carriageway, please review and update the "Anticipated" traffic volumes.

Link status

Road classification

Collector



"Anticipated" traffic volumes (per day)

1000-5000



Requirement for vehicle access to properties

High importance for access to properties



Buses per hour

1-6



bus route likely



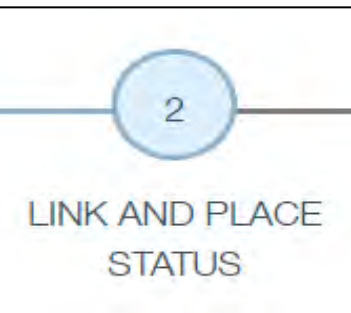
Freight

Neither



On cycle plan or planned key cycle route

Yes



Place status

Residential

Medium density character/retirement (15-25dph)



retirement village



Retail

Local centre, e.g. 1-3 shops



dairy, pharmacy, cafe



Commercial

None



Industrial

None



Education

None



Recreation

Local park/playground



Civic, community or medical

None



What is the catchment of people who come to spend time in this street?

People from the neighbourhood



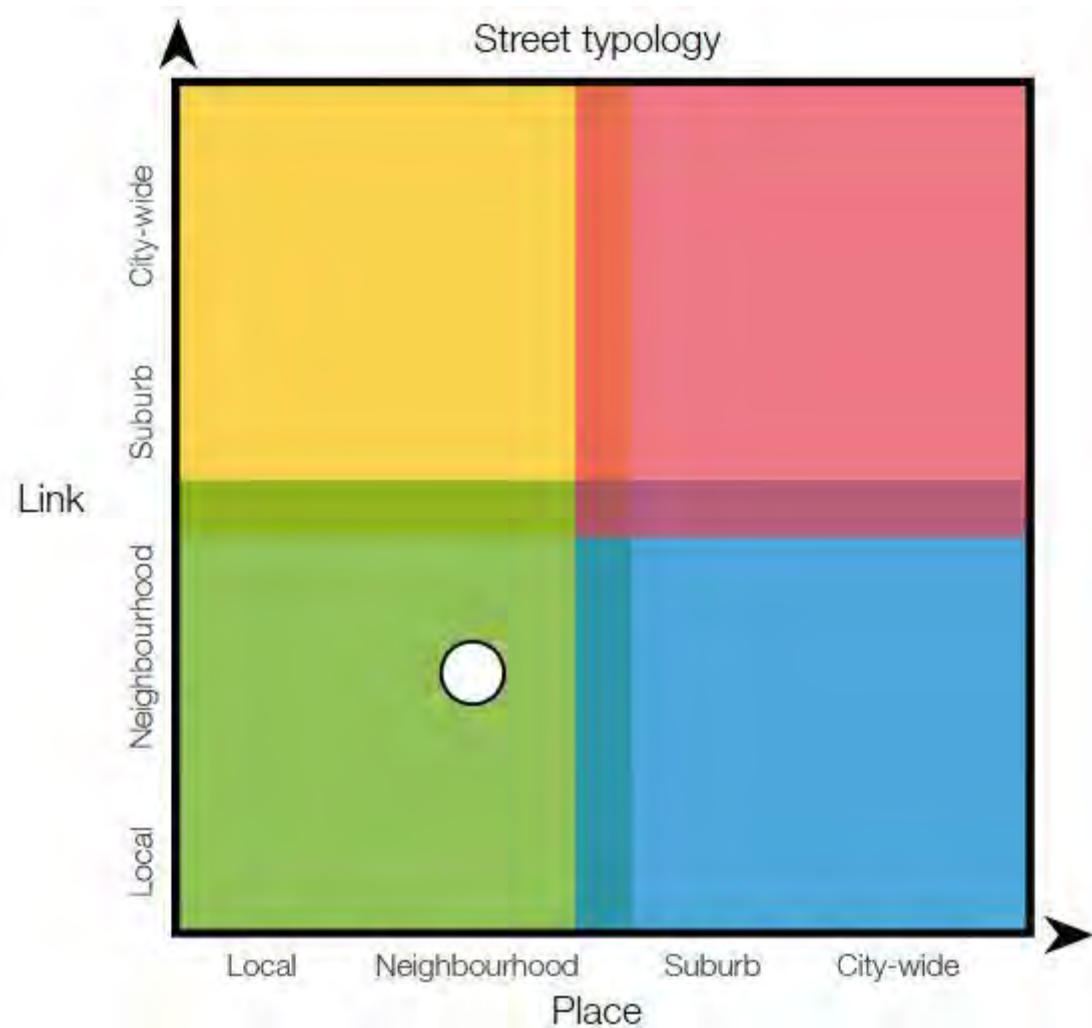
2

LINK AND PLACE
STATUS

Overlays

Located within the commercial business sub-zone	No	✓ ▾
Located within the city centre waterfront sub-zone	No	✓ ▾
Located within 500m of the coastline	No	✓ ▾
Located within 200m of a river/estuary/wetland/lake	No	✓ ▾
Located within 500m of a marae	No	✓ ▾
Located within 500m of a school or hospital	Yes	✓ ▾
Located within 500m of an outstanding natural features and landscapes plan area	No	✓ ▾
Located within or adjacent to a significant māori area	No	✓ ▾
Located within or adjacent to a significant archaeological area	No	✓ ▾
Located within or adjacent to an important amenity landscape area	No	✓ ▾
Located adjacent to a commercial plan area	No	✓ ▾
Located adjacent to a high rise plan area	No	✓ ▾
Location adjacent to a medium rise plan area	Yes	✓ ▾
Located within or adjacent to a special ecological area	No	✓ ▾
Overland flow path	Major	✓ ▾
Located within or adjacent to stormwater soakage decommissioning zone	No	✓ ▾

Street design tool



Street design tool



Link and place element ranking
Mandatory
Mandatory unless criteria met
Acceptable and preferred
Not applicable
Acceptable but not preferred
Prohibited unless criteria met
Prohibited

1

STREET SEGMENT

2

LINK AND PLACE STATUS

3

LINK ELEMENT SELECTION

4

PLACE ELEMENT SELECTION

5

UTILITIES LOCATION SELECTION

6

REPORT

Next

Street typology: LOCAL STREETS

View and select the link elements required for your street design.

1. Click a category heading to expand.

2. Select relevant elements, "Mandatory" elements have been pre-selected. You cannot select any "Prohibited" elements.

3. When not selecting "Mandatory unless criteria met" or selecting "Prohibited unless criteria met" elements, document reasons by clicking on the element and completing the drop-down list. Note, this step is not required where this element is either "Mandatory" or "Prohibited".

Categories with an exclamation mark (!) and elements with a red frame must be resolved before you can move to the next screen.

Please note: For private roads all elements selected will be maintained and renewed by the residents with a body corporate or similar legal entity established.

Movement lane elements

Design diagrams and descriptions

Select one element

	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Indicator	Dual carriageway (two lanes in each direction)	One lane in each direction, with centreline	Two-way street, with no centreline marking	Single lane street, two-way with passing bays	Single lane street, one-way	Shared lane	Shared plaza
Road classification: Collector	Acceptable and preferred	Mandatory unless criteria met	Acceptable but not preferred	Prohibited	Prohibited	Prohibited	Prohibited unless criteria met
"Anticipated" traffic volumes (per day): 1000-5000	Acceptable but not preferred	Mandatory unless criteria met	Acceptable but not preferred	Prohibited	Prohibited	Prohibited unless criteria met	Prohibited unless criteria met
Buses per hour: 1-6	Prohibited unless criteria met	Mandatory unless criteria met	Prohibited unless criteria met	Prohibited unless criteria met	Prohibited unless criteria met	Prohibited unless criteria met	Acceptable but not preferred
On cycle plan or planned key cycle route: Yes	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Overland flow path: Major	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Located within or adjacent to stormwater soakage decommissioning zone: No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Driving elements

Design diagrams and descriptions

Walking elements (!)

Design diagrams and descriptions

Cycling elements (!)

Design diagrams and descriptions

Bus elements (!)

Design diagrams and descriptions

Traffic calming elements (!)

Design diagrams and descriptions

Vehicle design speed (!)

Design diagrams and descriptions

Stormwater elements (!)

Design diagrams and descriptions

3

LINK ELEMENT SELECTION

Tauranga City Council

Select one element

	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Indicator	Footpath shared with carriageway	Footpath on one side of the street	Footpath on both sides of the street
Road classification: Collector	Not Applicable	Prohibited unless criteria met	Mandatory unless criteria met
"Anticipated" traffic volumes (per day): 1000-5000	Not Applicable	Prohibited unless criteria met	Mandatory unless criteria met
Buses per hour: 1-6	Not Applicable	Prohibited unless criteria met	Mandatory unless criteria met
On cycle plan or planned key cycle route: Yes	Not Applicable	Not Applicable	Not Applicable
Overland flow path: Major	Not Applicable	Not Applicable	Not Applicable
Located within or adjacent to stormwater soakage decommissioning zone: No	Not Applicable	Not Applicable	Not Applicable

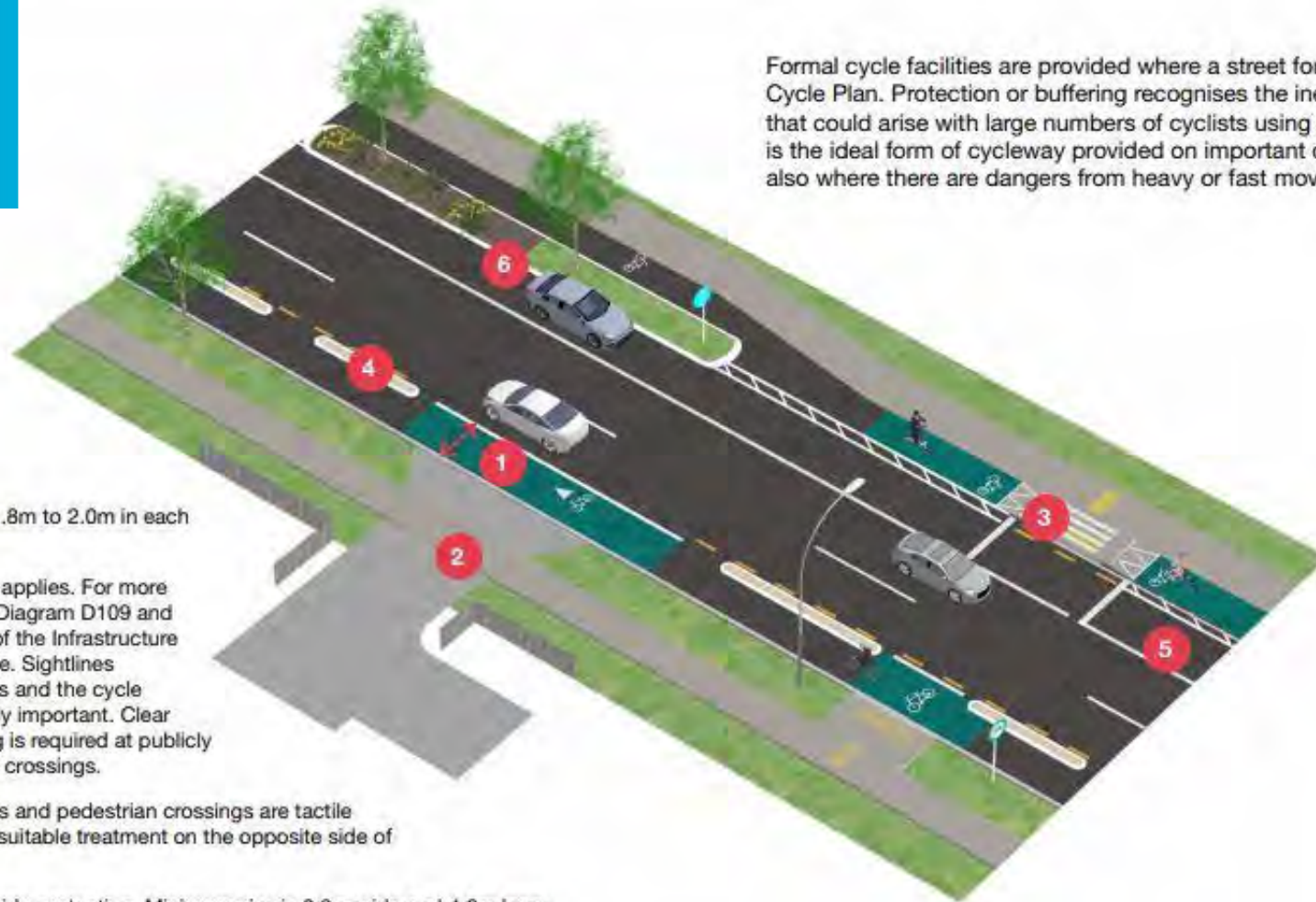
Cycling elements

Select all elements that apply

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Indicator	Combined pedestrian and cycle path	Cyclists sharing the carriageway	Marked cycle lane	Protected or buffered cycle lane	Cycle path provided outside of the street corridor
Road classification: Collector	Not Applicable	Prohibited unless criteria met	Acceptable and preferred	Mandatory unless criteria met	Acceptable and preferred
"Anticipated" traffic volumes (per day): 1000-5000	Not Applicable	Acceptable but not preferred	Acceptable and preferred	Mandatory unless criteria met	Not Applicable
Buses per hour: 1-6	Not Applicable	Prohibited unless criteria met	Acceptable and preferred	Mandatory unless criteria met	Not Applicable
On cycle plan or planned key cycle route: Yes	Prohibited unless criteria met	Not Applicable	Acceptable and preferred	Mandatory unless criteria met	Acceptable and preferred
Overland flow path: Major	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Located within or adjacent to stormwater soakage decommissioning zone: No	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable

Design diagrams

Formal cycle facilities are provided where a street forms part of the Cycle Plan. Protection or buffering recognises the inevitable conflict that could arise with large numbers of cyclists using a busy street. This is the ideal form of cycleway provided on important cycling routes and also where there are dangers from heavy or fast moving vehicles.



- 1 Cycle lane width 1.8m to 2.0m in each direction.
Access restriction applies. For more detail see Design Diagram D109 and section DS-4.8.1 of the Infrastructure Development Code. Sightlines between driveways and the cycle lane are particularly important. Clear cycle lane marking is required at publicly accessible vehicle crossings.
- 2 Footpath crossings and pedestrian crossings are tactile and marked, with suitable treatment on the opposite side of the street.
- 3 Concrete can provide protection. Minimum size is 0.3m wide and 4.0m long.
- 4 Formal car parking spaces can provide protection. A car park buffer strip of at least 0.6m wide is required.
- 5 Grass or vegetation can provide protection. Trees and other structures within 3.0m of the cycle lane require clear space of 2.5m height. Minimum width for vegetated buffer island is 2.5m. Tree species to be selected from the cycle-friendly list (e.g. no falling fruit or similar objects; refer TCC Species Guide).
- 6

3

LINK ELEMENT
SELECTION

Cycling elements
Protected or buffered cycle lane

Infrastructure Development Code
Street Design Diagrams

D118

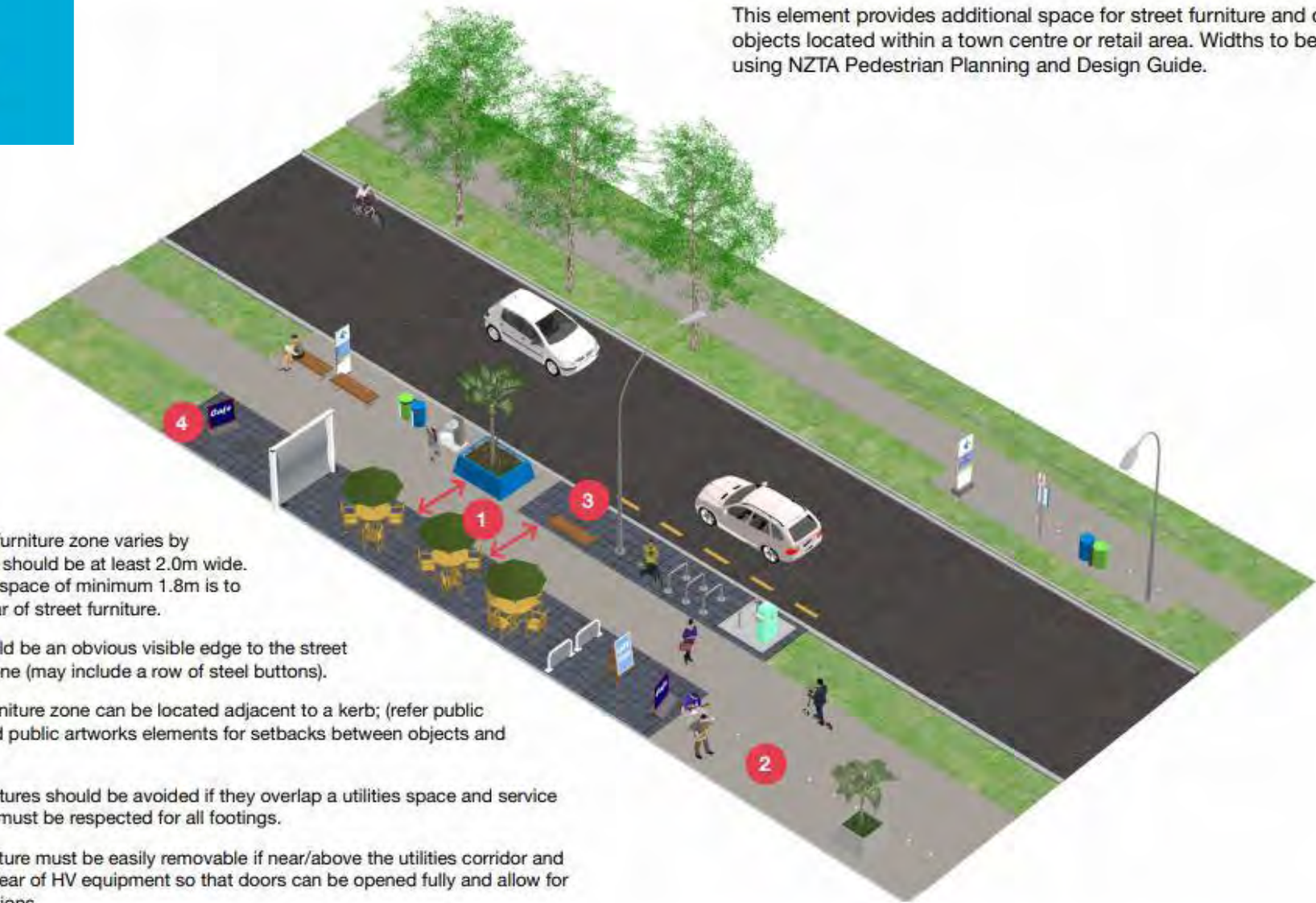
October 2020

Draft



Design diagrams

This element provides additional space for street furniture and other objects located within a town centre or retail area. Widths to be defined using NZTA Pedestrian Planning and Design Guide.



- 1** The street furniture zone varies by activity but should be at least 2.0m wide. A footpath space of minimum 1.8m is to remain clear of street furniture.
 - 2** There should be an obvious visible edge to the street furniture zone (may include a row of steel bollards).
 - 3** A street furniture zone can be located adjacent to a kerb; (refer public seating and public artworks elements for setbacks between objects and the kerb).
 - 4** Fixed structures should be avoided if they overlap a utilities space and service envelopes must be respected for all footings.
- Street furniture must be easily removable if near/above the utilities corridor and must be clear of HV equipment so that doors can be opened fully and allow for safe operations.

Please note: For private roads all elements selected will be maintained and renewed by the residents with a body corporate or similar legal entity.

Select all elements that apply

Indicator	Formal car parks	Informal car parks	Accessible parking
Residential: Medium density character/retirement (15-25dph)	Mandatory unless criteria met	Prohibited unless criteria met	Mandatory unless criteria met
Retail: Local centre, e.g. 1-3 shops	Mandatory unless criteria met	Prohibited unless criteria met	Acceptable and preferred
Recreation: Local park/playground	Acceptable and preferred	Acceptable but not preferred	Mandatory unless criteria met
Located within 500m of a school or hospital: Yes	Acceptable and preferred	Prohibited unless criteria met	Acceptable and preferred
Location adjacent to a medium rise plan area: Yes	Mandatory unless criteria met	Acceptable and preferred	Mandatory unless criteria met

Select all elements that apply. Please note: Planting preferences will be reviewed as part of TCC's strategic framework review, which will include a review of the current planting standards.

Indicator	Street trees	Planting at intersections	Planting in berms
Residential: Medium density character/retirement (15-25dph)	Mandatory unless criteria met	Mandatory unless criteria met	Mandatory unless criteria met
Retail: Local centre, e.g. 1-3 shops	Mandatory unless criteria met	Mandatory unless criteria met	Mandatory unless criteria met
Recreation: Local park/playground	Mandatory unless criteria met	Mandatory unless criteria met	Mandatory unless criteria met
Located within 500m of a school or hospital: Yes	Mandatory unless criteria met	Mandatory unless criteria met	Mandatory unless criteria met
Location adjacent to a medium rise plan area: Yes	Mandatory unless criteria met	Mandatory unless criteria met	Mandatory unless criteria met

Justifications

Specify the reason why you have not selected Bicycle parking facility.

Residential: Medium density character/retirement (15-25dph)

☐ Where bicycle parking is provided within private property or other reserve (for example a garage or apartment complex or park).

☐ Where no access to properties exists (for example it is an enclosed retirement complex with no direct street access).

Justification is required

Retail: Local centre, e.g. 1-3 shops

Justification is required

Recreation: Local park/playground

☐ Where public bicycle parking is provided within the local park or a nearby public space.

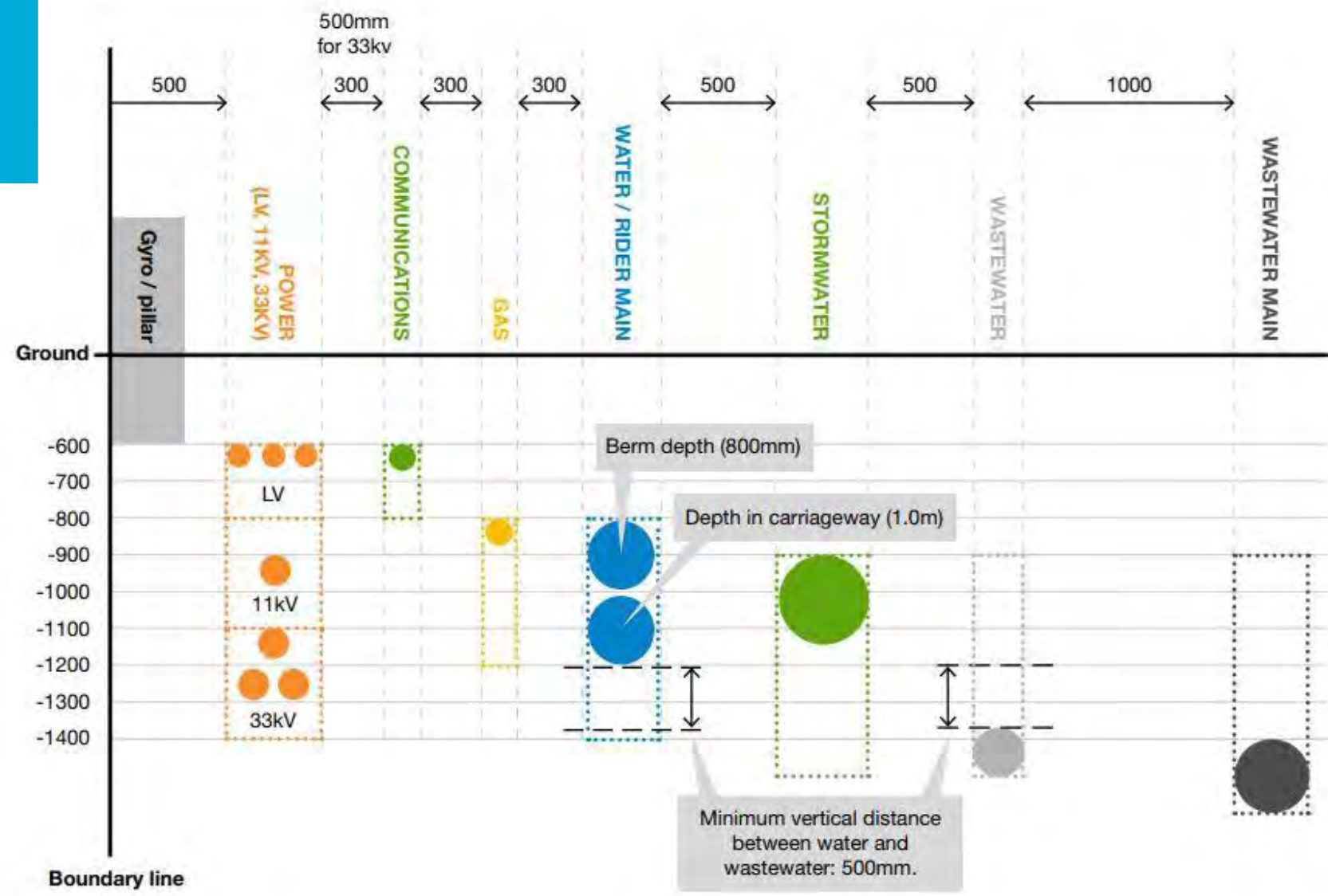
Justification is required

Location adjacent to a medium rise plan area: Yes

☐ Where bicycle parking is provided within private property or other space (for example a garage or apartment complex or park).

Cancel OK

Design diagrams



Link and place status

Link status

Indicator/user selection	Map derived options	Justification
Road classification	Secondary arterial	
"Anticipated" traffic volume (per day) >= 10,000	>10,000	
Requirement for vehicle access to properties: Line impervious for access to properties		
Buses per hour: 1-60	1-6	
Freight, tonnes	Medium	
On cycle plan or planned key cycle route: Yes		
Link status		Medium

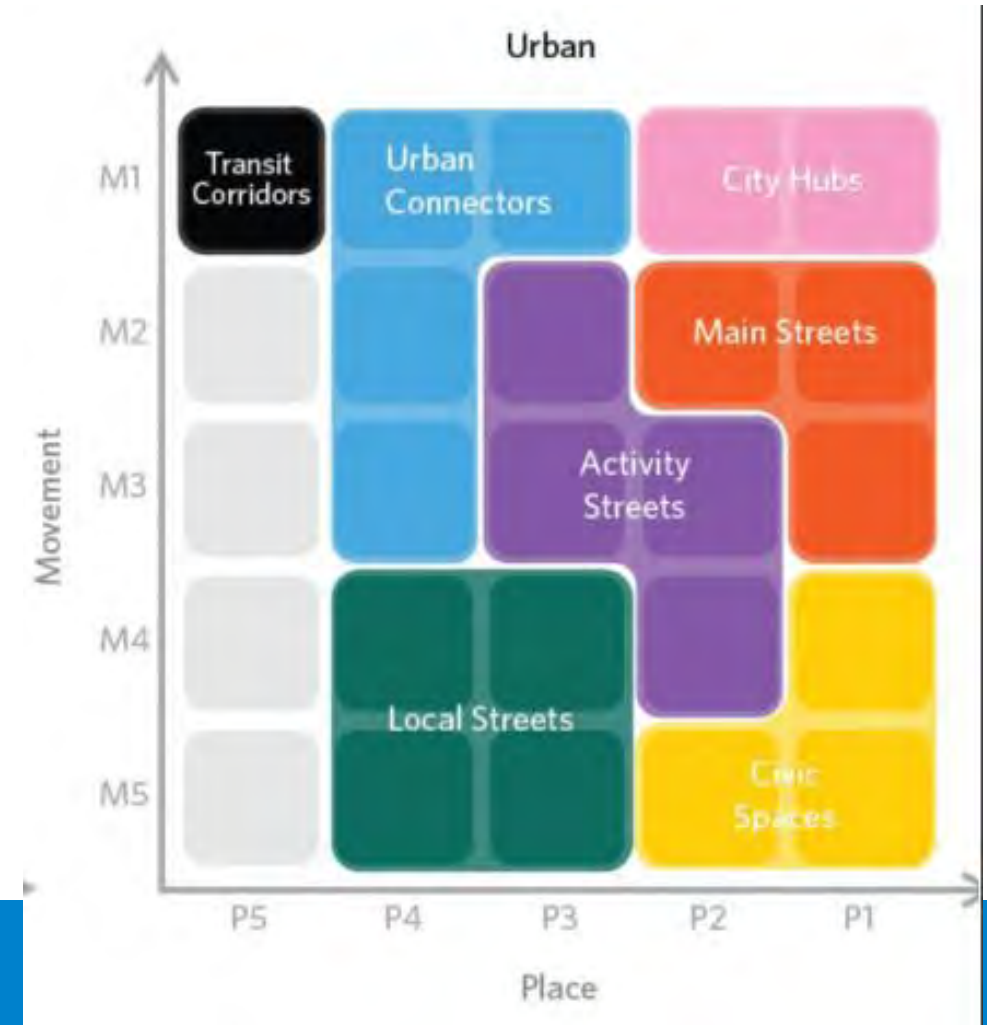
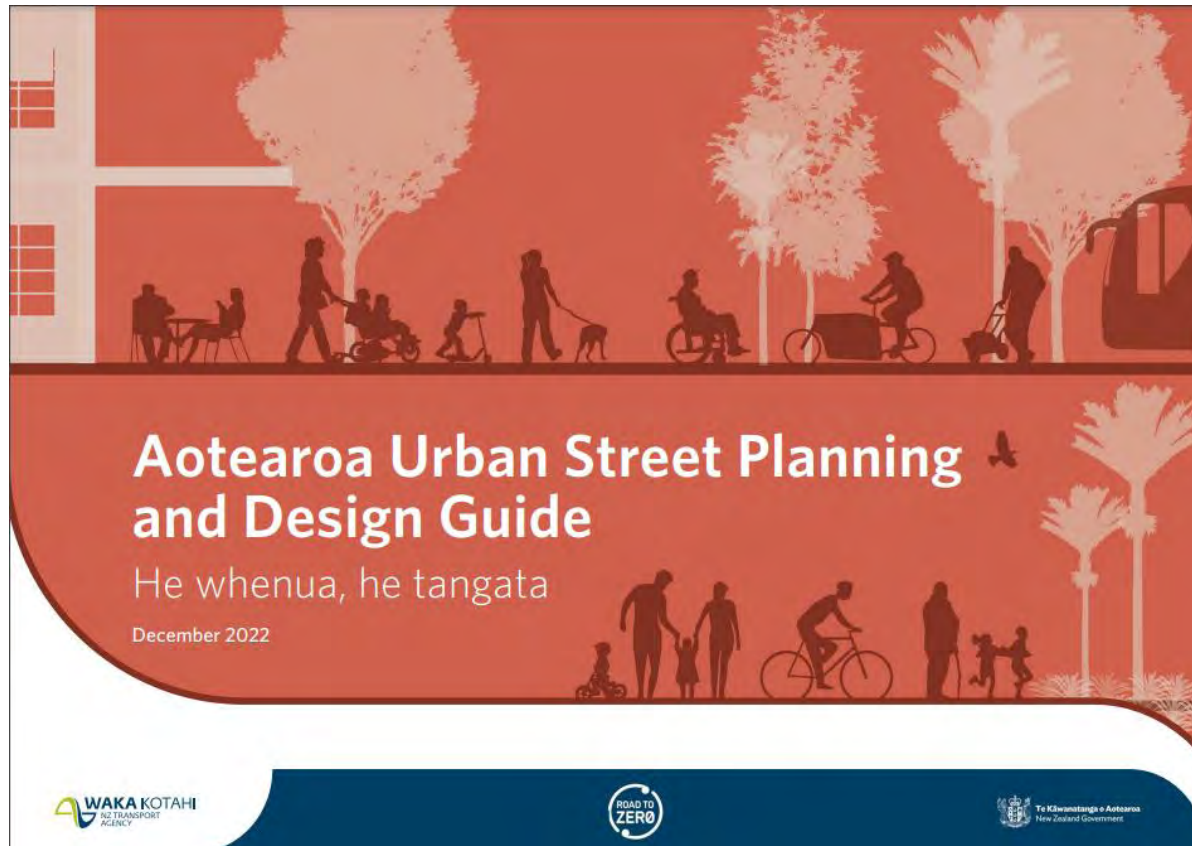
Place status

Indicator/user selection	Map derived options	Justification
Residential: None	None	
Retail: None	None	
Commercial: None	None	
Industrial: Heavy industrial, e.g. warehousing, manufacturing, port, airport	<ul style="list-style-type: none"> Light industrial, e.g. retail, big box retail, vehicle sales, service stations Heavy industrial, e.g. warehousing, manufacturing, port, airport 	
Education: None	None	
Recreation: None	None	
Civic, community or medical: None	None	
What is the requirement of people who come to spend time in this street? Just residents and their visitors		
Place status		Low

Report generated: 17 November 2020

Map source: 20200601-02-03-04-05-06-07-08-09-10-11-12-13-14-15-16-17-18-19-20-21-22-23-24-25-26-27-28-29-30-31-32-33-34-35-36-37-38-39-40-41-42-43-44-45-46-47-48-49-50-51-52-53-54-55-56-57-58-59-60-61-62-63-64-65-66-67-68-69-70-71-72-73-74-75-76-77-78-79-80-81-82-83-84-85-86-87-88-89-90-91-92-93-94-95-96-97-98-99-100-101-102-103-104-105-106-107-108-109-110-111-112-113-114-115-116-117-118-119-120-121-122-123-124-125-126-127-128-129-130-131-132-133-134-135-136-137-138-139-140-141-142-143-144-145-146-147-148-149-150-151-152-153-154-155-156-157-158-159-160-161-162-163-164-165-166-167-168-169-170-171-172-173-174-175-176-177-178-179-180-181-182-183-184-185-186-187-188-189-190-191-192-193-194-195-196-197-198-199-200-201-202-203-204-205-206-207-208-209-210-211-212-213-214-215-216-217-218-219-220-221-222-223-224-225-226-227-228-229-230-231-232-233-234-235-236-237-238-239-240-241-242-243-244-245-246-247-248-249-250-251-252-253-254-255-256-257-258-259-260-261-262-263-264-265-266-267-268-269-270-271-272-273-274-275-276-277-278-279-280-281-282-283-284-285-286-287-288-289-290-291-292-293-294-295-296-297-298-299-300-301-302-303-304-305-306-307-308-309-310-311-312-313-314-315-316-317-318-319-320-321-322-323-324-325-326-327-328-329-330-331-332-333-334-335-336-337-338-339-340-341-342-343-344-345-346-347-348-349-350-351-352-353-354-355-356-357-358-359-360-361-362-363-364-365-366-367-368-369-370-371-372-373-374-375-376-377-378-379-380-381-382-383-384-385-386-387-388-389-390-391-392-393-394-395-396-397-398-399-400-401-402-403-404-405-406-407-408-409-410-411-412-413-414-415-416-417-418-419-420-421-422-423-424-425-426-427-428-429-430-431-432-433-434-435-436-437-438-439-440-441-442-443-444-445-446-447-448-449-450-451-452-453-454-455-456-457-458-459-460-461-462-463-464-465-466-467-468-469-470-471-472-473-474-475-476-477-478-479-480-481-482-483-484-485-486-487-488-489-490-491-492-493-494-495-496-497-498-499-500-501-502-503-504-505-506-507-508-509-510-511-512-513-514-515-516-517-518-519-520-521-522-523-524-525-526-527-528-529-530-531-532-533-534-535-536-537-538-539-540-541-542-543-544-545-546-547-548-549-550-551-552-553-554-555-556-557-558-559-560-561-562-563-564-565-566-567-568-569-570-571-572-573-574-575-576-577-578-579-580-581-582-583-584-585-586-587-588-589-590-591-592-593-594-595-596-597-598-599-600-601-602-603-604-605-606-607-608-609-610-611-612-613-614-615-616-617-618-619-620-621-622-623-624-625-626-627-628-629-630-631-632-633-634-635-636-637-638-639-640-641-642-643-644-645-646-647-648-649-650-651-652-653-654-655-656-657-658-659-660-661-662-663-664-665-666-667-668-669-670-671-672-673-674-675-676-677-678-679-680-681-682-683-684-685-686-687-688-689-690-691-692-693-694-695-696-697-698-699-700-701-702-703-704-705-706-707-708-709-710-711-712-713-714-715-716-717-718-719-720-721-722-723-724-725-726-727-728-729-730-731-732-733-734-735-736-737-738-739-740-741-742-743-744-745-746-747-748-749-750-751-752-753-754-755-756-757-758-759-760-761-762-763-764-765-766-767-768-769-770-771-772-773-774-775-776-777-778-779-780-781-782-783-784-785-786-787-788-789-790-791-792-793-794-795-796-797-798-799-800-801-802-803-804-805-806-807-808-809-810-811-812-813-814-815-816-817-818-819-820-821-822-823-824-825-826-827-828-829-830-831-832-833-834-835-836-837-838-839-840-841-842-843-844-845-846-847-848-849-850-851-852-853-854-855-856-857-858-859-860-861-862-863-864-865-866-867-868-869-870-871-872-873-874-875-876-877-878-879-880-881-882-883-884-885-886-887-888-889-890-891-892-893-894-895-896-897-898-899-900-901-902-903-904-905-906-907-908-909-910-911-912-913-914-915-916-917-918-919-920-921-922-923-924-925-926-927-928-929-930-931-932-933-934-935-936-937-938-939-940-941-942-943-944-945-946-947-948-949-950-951-952-953-954-955-956-957-958-959-960-961-962-963-964-965-966-967-968-969-970-971-972-973-974-975-976-977-978-979-980-981-982-983-984-985-986-987-988-989-990-991-992-993-994-995-996-997-998-999-1000-1001-1002-1003-1004-1005-1006-1007-1008-1009-1010-1011-1012-1013-1014-1015-1016-1017-1018-1019-1020-1021-1022-1023-1024-1025-1026-1027-1028-1029-1030-1031-1032-1033-1034-1035-1036-1037-1038-1039-1040-1041-1042-1043-1044-1045-1046-1047-1048-1049-1050-1051-1052-1053-1054-1055-1056-1057-1058-1059-1060-1061-1062-1063-1064-1065-1066-1067-1068-1069-1070-1071-1072-1073-1074-1075-1076-1077-1078-1079-1080-1081-1082-1083-1084-1085-1086-1087-1088-1089-1090-1091-1092-1093-1094-1095-1096-1097-1098-1099-1100-1101-1102-1103-1104-1105-1106-1107-1108-1109-1110-1111-1112-1113-1114-1115-1116-1117-1118-1119-1120-1121-1122-1123-1124-1125-1126-1127-1128-1129-1130-1131-1132-1133-1134-1135-1136-1137-1138-1139-1140-1141-1142-1143-1144-1145-1146-1147-1148-1149-1150-1151-1152-1153-1154-1155-1156-1157-1158-1159-1160-1161-1162-1163-1164-1165-1166-1167-1168-1169-1170-1171-1172-1173-1174-1175-1176-1177-1178-1179-1180-1181-1182-1183-1184-1185-1186-1187-1188-1189-1190-1191-1192-1193-1194-1195-1196-1197-1198-1199-1200-1201-1202-1203-1204-1205-1206-1207-1208-1209-1210-1211-1212-1213-1214-1215-1216-1217-1218-12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Affiliation to national guides / standards



Tauranga Street Design Toolkit user feedback

“Much improved over the current way of doing things”

“Allows for flexibility in design”

“Will bring consistency and reliability”

“Save time for both the designer and council staff”

“Took away some guess work”

“Once we had spent some time with the Tool and become familiar with it, we found it to be very useful. Rather than having to scroll through the considerable Infrastructure Development Code (“IDC”) to discover which elements are appropriate where, or indeed to have to glean that information from a TCC engineer, a user could theoretically prepare a detailed design for approval using the Tool outputs and the associated Design Standards.”





Tauranga City