

# Foreword

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## Auckland Transport

Auckland Transport (AT) is the Council Controlled Organisation established by statute to manage and control Auckland's transport system. AT's statutory purpose is to: "contribute to an effective, efficient and safe Auckland transport system in the public interest."

This is achieved through an integrated approach across our core business functions:

- Transport planning integrated with land use planning and development;
- Innovation and investment in land transport solutions; and
- Effective management of the existing local road network.

AT positively encourages innovation in delivering outcomes to support the Auckland Plan and Integrated Transport Programme in creating effective transport solutions for a growing Auckland.

AT is committed to efficiency and the delivery of value for money solutions in the achievement of the above functions.

## Auckland Transport Code of Practice

This document has been produced by Auckland Transport in conjunction with its partners and incorporates transport infrastructure standards and guidelines adapted from the 8 former legacy councils and the Auckland Regional Transport Authority. It replaces the transport infrastructure standards of the previous Territorial Authorities and becomes the unified transport infrastructure standards document for all of Auckland.

Known as the *Auckland Transport Code of Practice (ATCOP)* – it is the guidance document for transport infrastructure for all of Auckland and has been developed for use by everyone who needs guidance on the appropriateness of their design solutions.

The following terminology is used in the document to describe whether an aspect or statement is a requirement. These have been selected to enable the user to understand which elements in the document can be used in a particular way.

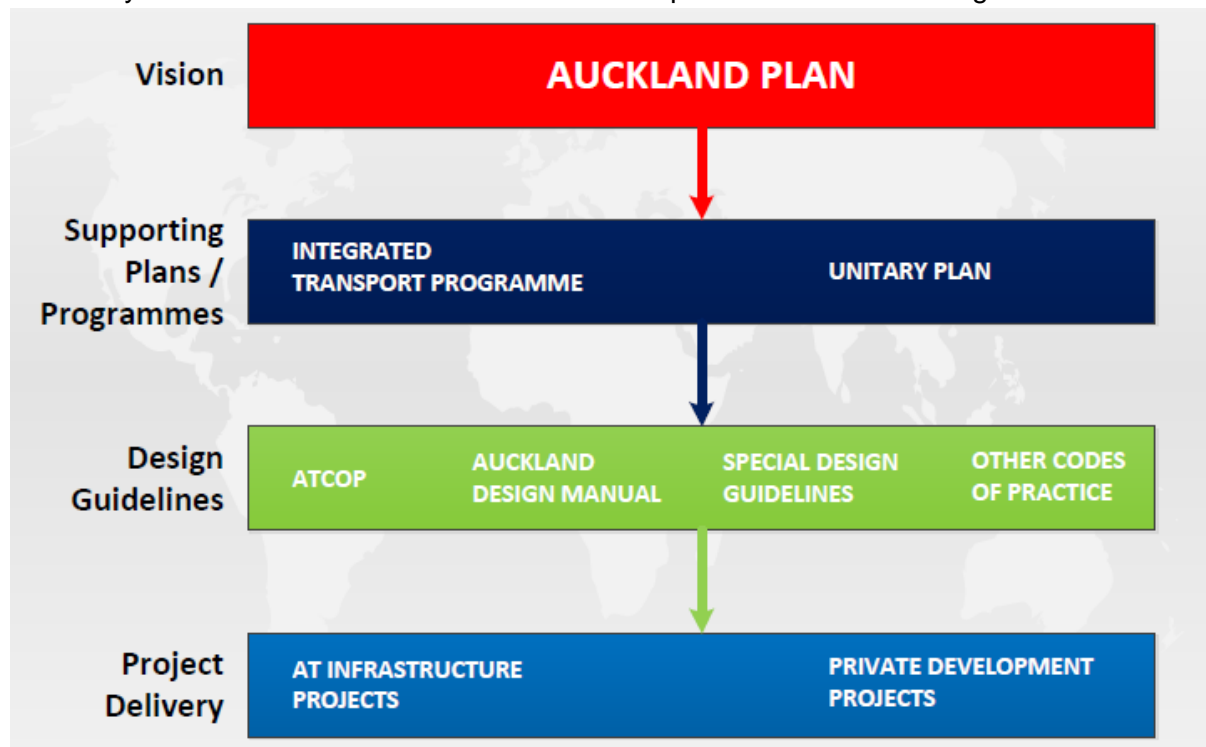
- **must** – indicates something is mandatory.
- **should** – indicates a recommendation.
- **may** – indicates something that is optional and may be considered for use.

Throughout Auckland there are a number of special areas, developed with a particular identity, which have their own design standards attached to them. These documents are known as 'Special Area Design Guides', examples of these are the Waitakere Ranges Heritage Area, Flat Bush Development etc. In these cases the 'Special Area Design Guides' take precedence over the *Auckland Transport Code of Practice (ATCOP)* and users are directed to them first.

ATCOP is part of a series of documents developed by Auckland Council, Auckland Transport and other Auckland CCOs that assist in implementing the vision of the Auckland Plan. ATCOP has been developed in conjunction with these documents.

### The inter-relationship of ATCOP with other important plans and design guidelines

The Auckland Transport Code of Practice (ATCOP) is a critical rung on the delivery ladder and is linked to and from various Auckland Council documents. The various key documents are briefly described later and their inter-relationships are shown in the diagram below.



The following extracts describe briefly the purpose of each document named and what it intends to achieve, along with a link to the document concerned.

#### Auckland Plan

The [Auckland Plan](#) (available via the embedded link) was adopted by Auckland Council in March 2012. It sets a strategic direction for Auckland and its communities that integrate social, economic, environmental and cultural objectives. It is the council's overriding 30-year strategy to turn Auckland into the world's most liveable city. It estimates that Auckland's population could grow from 1.5 million to 2.5 million by 2040 (under a high-growth projection scenario). Together, the Auckland Plan and the Auckland Unitary Plan provide the overall vision and direction that guide the future development of the whole of Auckland.

The vision is for Auckland to be the world's most liveable city. Under this vision, the desired outcomes are:

- A fair, safe and healthy Auckland
- A green Auckland
- An Auckland of prosperity and opportunity
- A well-connected and accessible Auckland
- A beautiful Auckland that is loved by its people
- A culturally rich and creative Auckland
- A Māori identity that is Auckland's point of difference in the world.

### **Unitary Plan**

Auckland Council has developed New Zealand's biggest single resource management plan, known as the Auckland Unitary Plan or simply the [Unitary Plan](#) (available via the embedded link). The Proposed Unitary Plan was notified on 30 September 2013. A bold and transformational plan, it will become the council's key tool to manage development on land and water. It will have a direct impact on the shape of the city and the quality of Auckland's built and natural environment.

The Unitary Plan will provide the overall direction that will seek to guide the future development of Auckland. It is intended to provide a host of simplified, consistent rules to replace the existing district and regional plans and policies of the former legacy councils. The Auckland Unitary Plan will be the principal regulatory tool to implement the Auckland Plan.

The council has adopted the following key principles for the Auckland Unitary Plan:

- outcomes focused
- simple
- bold
- innovative
- user-friendly as an online tool
- regulation in proportion to the scale of potential impact.

### **Integrated Transport Programme**

The [Integrated Transport Programme](#) (PDF 8.9MB) is a transport response to the delivery of the Auckland Plan. It is a series of documents that provide an integrated view of the transport investment programme for the 30-year period to 2041. It includes state highways and local roads, railways, buses, ferries, footpaths, cycle ways, intermodal transport facilities and other supporting facilities and infrastructure.

Its purpose is to simply coordinate the investment and other activities of the transport network effectively and provide suitable contributions to the growth and development needs of Auckland.

### **City Centre Masterplan 2012**

The vision of the [City Centre Masterplan](#) (available via the embedded link) is that by 2032 Auckland's city centre will be highly regarded internationally as a centre for business and for learning, innovation, entertainment, culture and urban living – all with a distinctly Auckland flavour.

To achieve this vision and to ensure an accessible, distinct and vibrant city centre - the City Centre Masterplan identifies eight transformational moves as follows:

1. Uniting the waterfront and city centre – the Harbour Edge Stitch
2. Connecting the western edge of the city to the centre – the East-West Stitch
3. Queen Street valley Central Business District and Retail District – the Engine Room
4. Nurturing an Innovation and Learning Cradle
5. New public transport stations and development opportunities at Karangahape Road, Newton and Aotea Quarter – the City Rail Link
6. Connecting Victoria Park, Albert Park and Auckland Domain with the waterfront as part of a blue-green network – the Green Link
7. Connecting the city and the fringe – City to the Villages
8. Revitalising the waterfront – the Water City.

### **Auckland Design Manual**

The Auckland Design Manual (ADM) - link to be provided when available - is an online guide for everybody involved in developing Auckland's built environment. The ADM is the complementary document to the Unitary Plan and will provide supporting design guidance, case studies and worked examples, organised into three project scales:

- Neighbourhoods,
- Streets and Parks; and
- The Site.

The ADM contains 3 strands of content;

Design for Auckland sets out an objective and consistent approach to design for each of the three project scales outlined above, illustrating how the ambitions for creating the world's most liveable city can be interpreted visually and spatially.

Design Process articulates a best practice approach for designing each project type (including how to design a neighbourhood, a street, a park, a building or a house) based on analysing the context and responding to it.

Designing for Places sets out detailed design guidance and interprets this within worked examples for typical Auckland sites. These theoretical examples are further supported by completed case studies.

The ADM has been developed in conjunction with ATCOP and the documents are intended to be complimentary. However, where any contradictions between the two documents may exist ATCOP takes precedence within the transport environment.

### **The implementation and ongoing development of ATCOP**

It is important to note that infrastructure guidelines are constantly evolving as we endeavour to improve our built environment in safer and more environmentally friendly ways.

It is intended that ATCOP will be reviewed and amended in whole or in part from time to time to keep abreast with improving technologies and best practice approaches. To assist us in this process comments and suggestions from practitioners are invited on an ongoing basis. Auckland Transport is very keen to encourage suppliers to develop innovative and forward looking solutions to the problems faced as Auckland grows.

In March 2014, the former legacy council infrastructure design standards related to transport will be replaced by the standards and guidelines contained in ATCOP.