



Aotearoa Urban Street Planning and Design Guide

Olivia Johnstone and Cameron Martyn



Creating great streets - About the guide

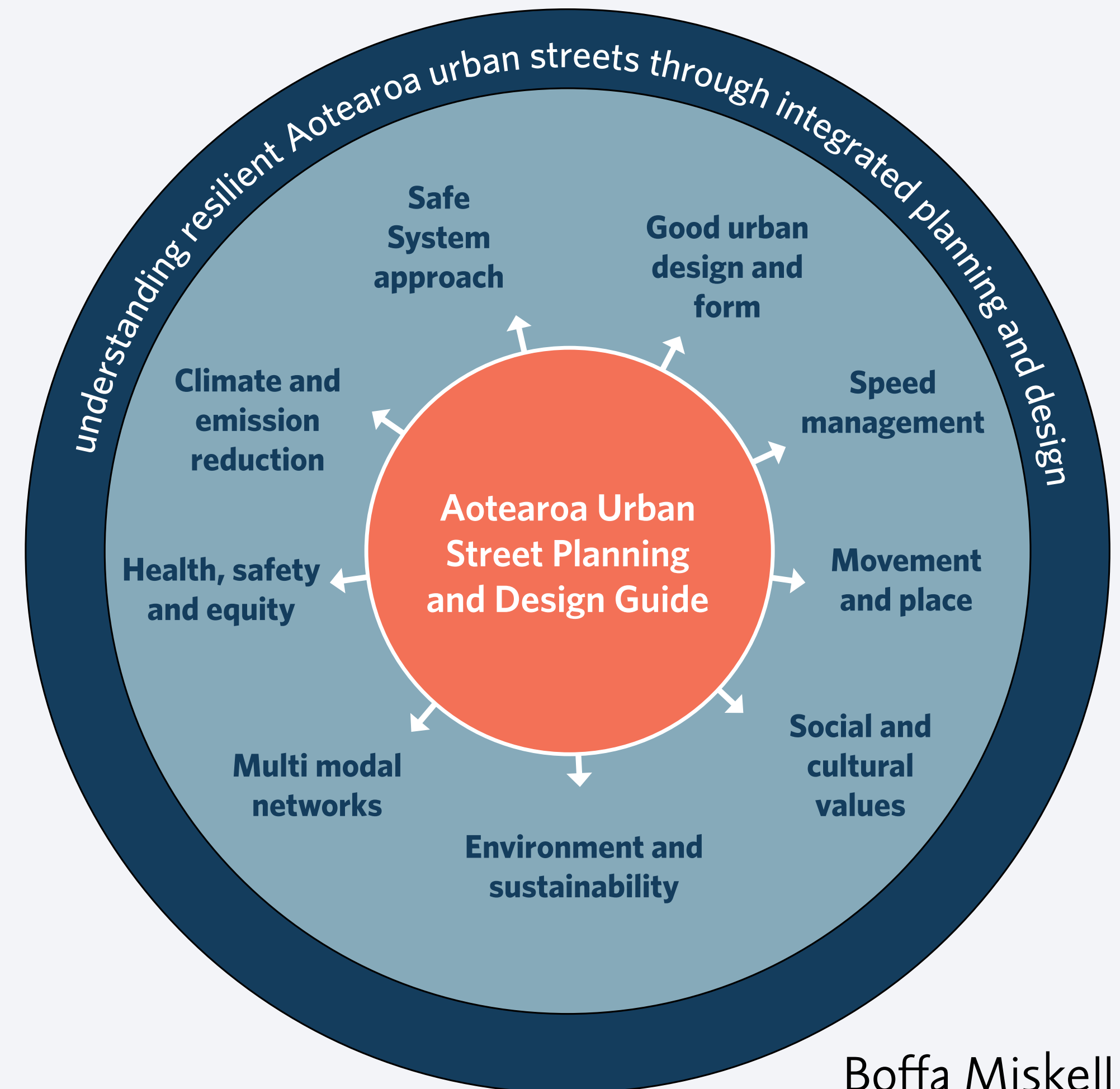
Best-practice



Support, advocate and enable



Integrated planning and design guidance



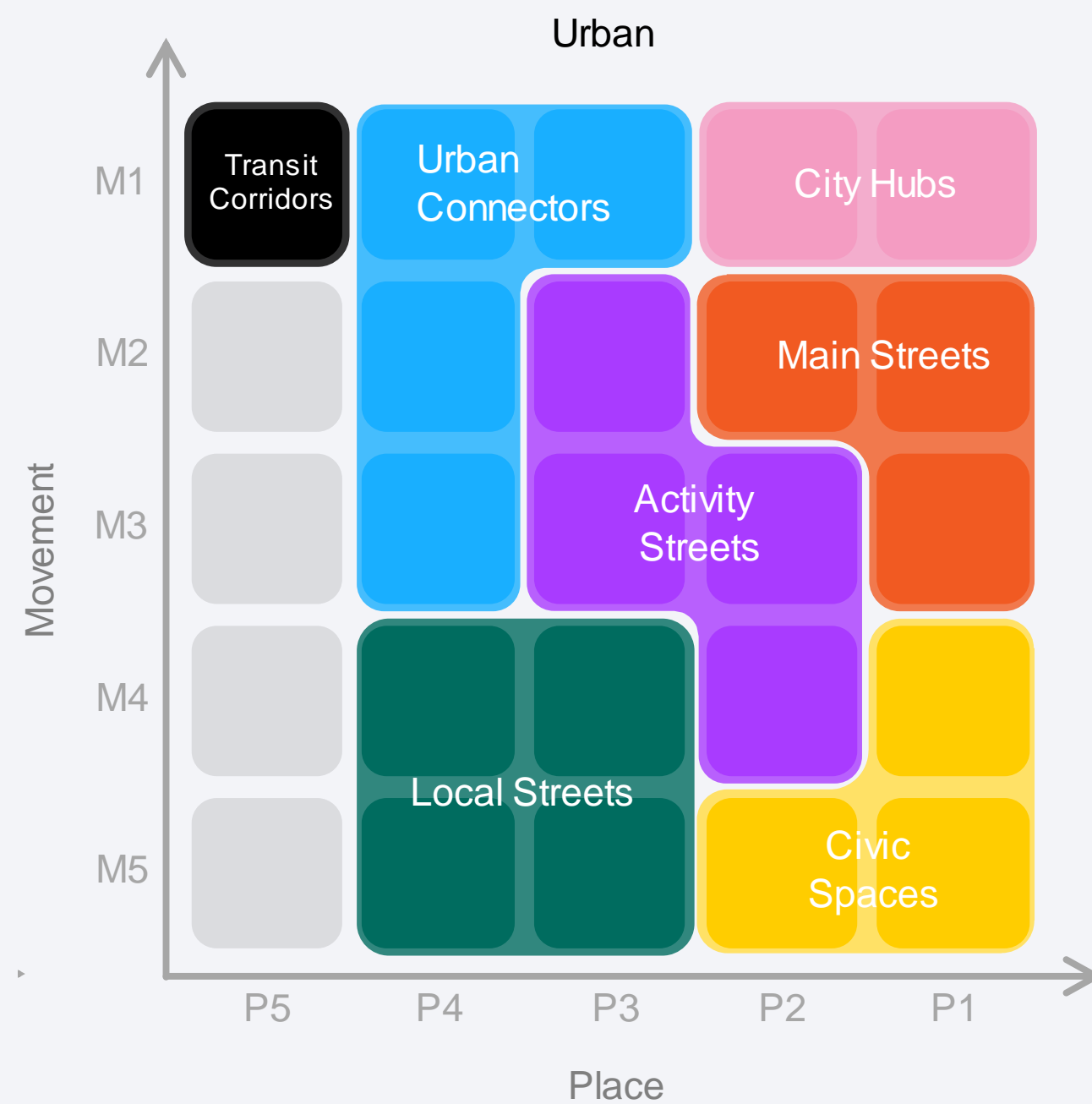
Movement and Place

Streets are a vital part of supporting and enabling urban environment to provide dynamic places for everyone to live, play and work

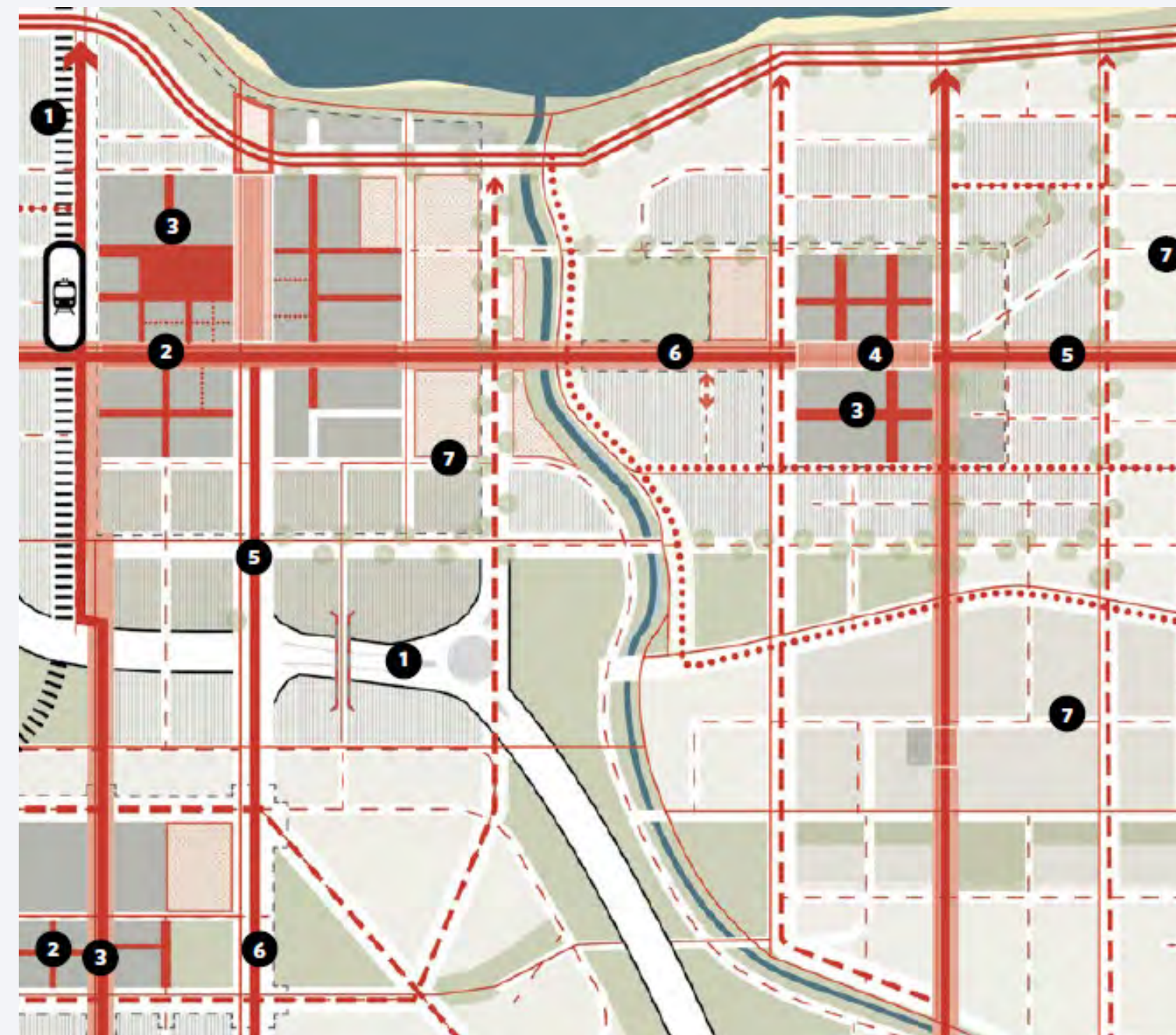


ONF and the Urban Street Guide

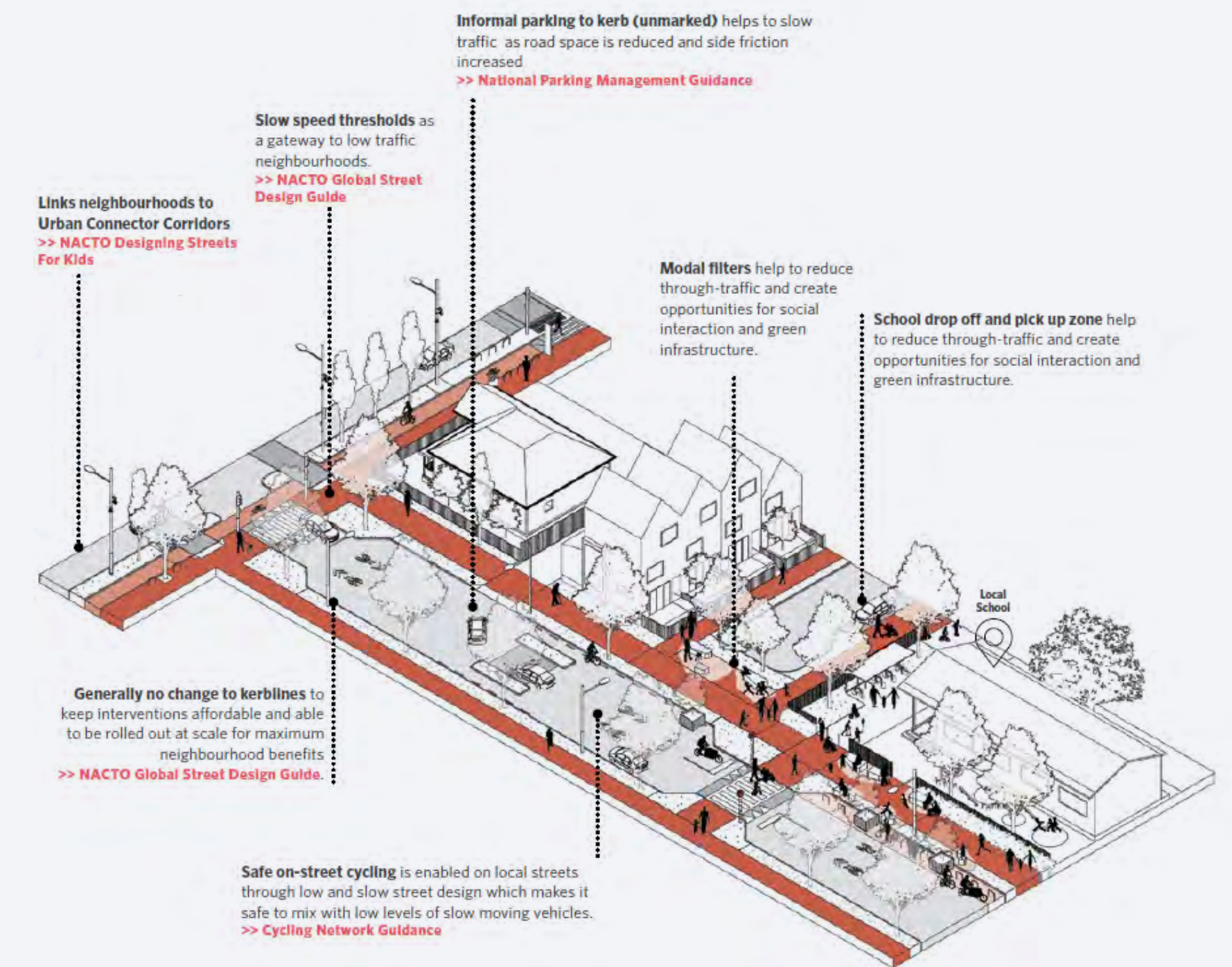
ONF classification



ONF street category



ONF street category form and function examples



He Whenua, He Tangata

He Whenua, He Tangata

MAHI TAHI PARTNERSHIP & ENGAGEMENT

HE WHENUA ORA
A LIVING ENVIRONMENT

TAONGA TUKU IHO
PLACES OF VALUE

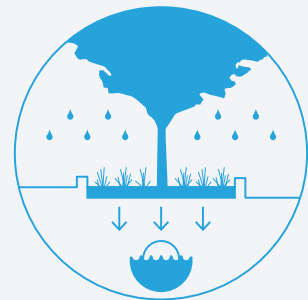
TĀTOU TĀTOU
INCLUSIVITY FOR EVERYONE

TOIORA
HEALTHY & SAFE ENVIRONMENTS

MAURI ORA
PROSPERITY & VITALITY

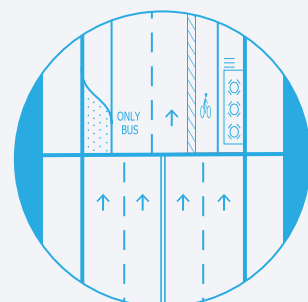
GLOBAL STREET DESIGN GUIDE PRINCIPLES (GSDG-NACTO)

**Edited Global Street Design Guide Principle*



Streets as Ecosystems

Integrate contextual green infrastructure measures to improve the biodiversity and quality of the urban ecosystem. All designs should be informed by natural habitats, climate, topography, water bodies, and other natural features.



Streets Can Change

Design streets to reflect a new set of priorities that ensures appropriate distribution of space among different users. Push boundaries, try new things, and think in creative ways. Implement projects quickly using low-cost materials to help inform public decision making, allowing people to experience and test the street in different ways.



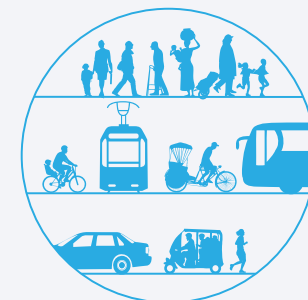
Streets for Context

Design streets to enhance and support the current and planned contexts at multiple scales. A street can traverse diverse urban environments, from low-density neighbourhoods to dense urban cores. As the context changes, land uses and densities place different pressures on the street, and inform the design priorities.



Great Streets Create Value

Design all streets to be *social, cultural and economic assets* as well as a functional element. Well designed streets create environments that entice people to stay and spend time, generating higher revenues for businesses and higher value for homeowners *as well as increasing value in ways every street user benefits.*



Streets are Multimodal

Design for a range of mobility choices, prioritizing active and sustainable modes of transport. Safe, efficient, and comfortable experiences for pedestrians, cyclists, and transit riders support access to critical services and destinations and increase the capacity of the street.

Recognise the role urban streets play in the freight network and provide appropriately for the wholesale movement of goods in ways that are safe and appropriate for all modes and urban context.



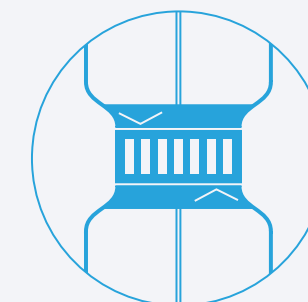
Streets for Everyone

Design streets to be equitable and inclusive, serving the needs and functions of diverse users with particular attention to people with disabilities, seniors, and children. Regardless of income, gender, culture, or language, whether one is moving or stationary, streets must always put people first.



Streets for Health

Design streets to support healthy environments and lifestyle choices. Street designs that support active transportation and integrate green infrastructure strategies improve air and water quality, can reduce stress levels, and improve mental health.



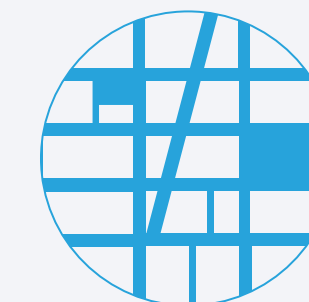
Streets for Safety

Design streets to be safe and comfortable for all users. Prioritize the safety of pedestrians, cyclists, and the most vulnerable users among them: children, seniors, and people with disabilities. Safe streets have lower speeds to reduce conflicts, provide natural surveillance, and ensure spaces are safely lit and free of hazards.



Streets are Multidimensional Spaces

Design the street in space and time. Streets are multidimensional, dynamic spaces that people experience with all their senses. While the ground plane is critical, the edges and the canopy play a large role in shaping a great street environment.



Streets are Public Spaces

Design streets as quality public spaces, as well as pathways for movement. They play a big role in the public life of cities and communities, and should be designed as places for cultural expression, social interaction, celebration, and public demonstration.



Streets and Taha Hinengaro

1. Green infrastructure
2. Health, wellbeing and equity
3. Access for all

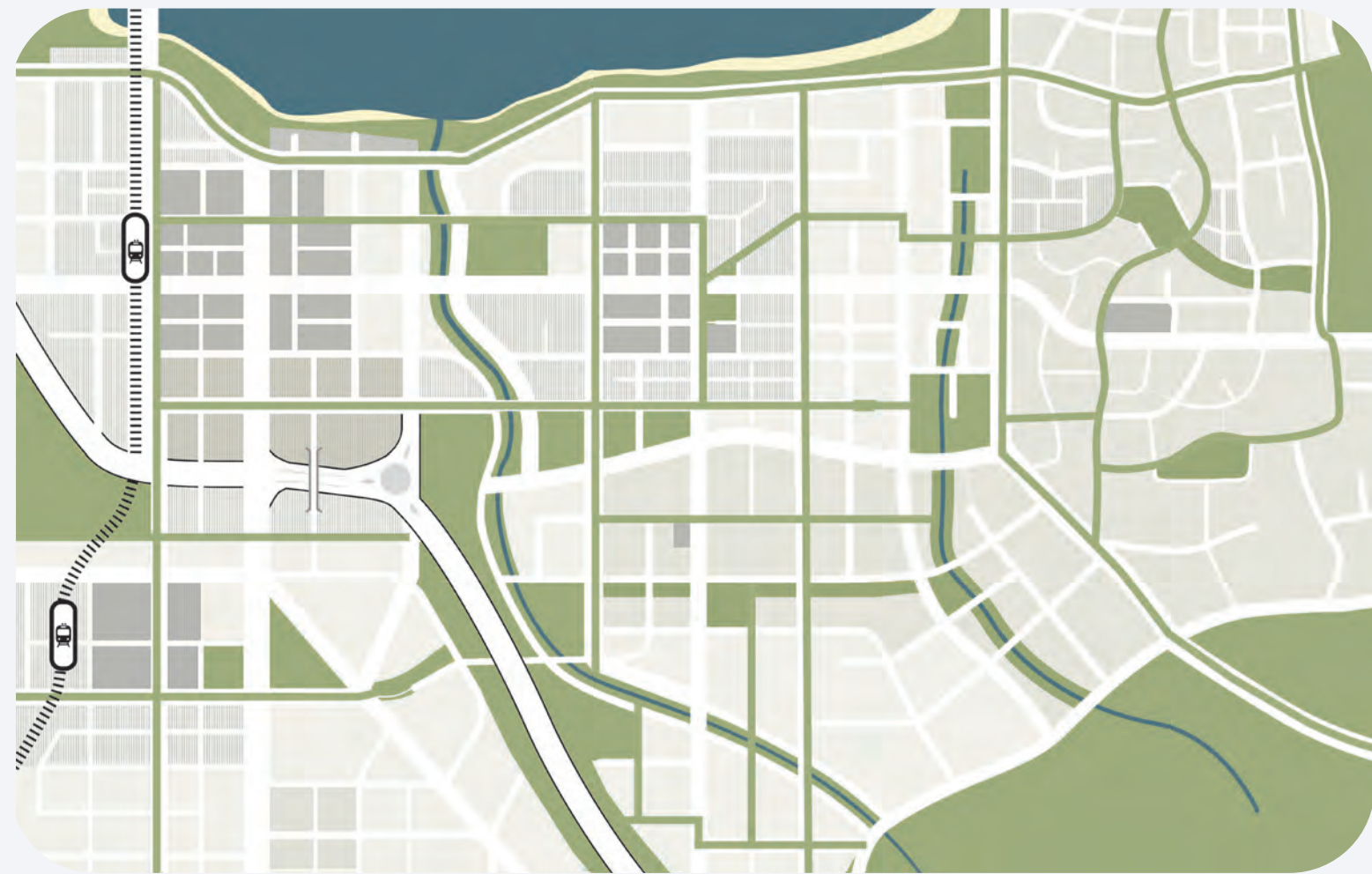


Green infrastructure

- Improve mental health and wellbeing
- Cultural heritage
- Comfort
- Education
- Reduce environmental exposure
- Enhance visual amenity
- Ancillary transport benefits



How is green infrastructure addressed?



Urban network



Neighbourhood



Street



Civic Space

Flexible programming and space allocation to support day and night time economy on the street e.g. overnight/early morning loading zones can be converted to outdoor dining space during middle of day and evening.

Pedestrian-priority street designs such as shared spaces enable people freedom to stroll, wander and explore along and across entire street, promoting more connected and vibrant destinations streets with two-sided retail, hospitality and place-making activities. >> [Pedestrian Network Guidance](#)

Co-locate seating with planting to create programmed pockets of public space or people 'pause points' to provide comfort and promote lingering and spending time in space.

Street trees of varying species are placed along street to provide a legible structure of spatial zones, slow traffic and provide greening in city streets.

Planting, furniture, artworks and other place-making elements can contribute to a sense of place and character and space should be found even on the narrowest streets.

Remove general carparking to eliminate cruising for parking opportunities. Parking should be allocated to loading zones serve business and for disabled people. >> [National Parking Management Guidance](#)

Cycling and scootering in both directions should be enabled through planning and design to make all laneways and shared spaces safe even when vehicular traffic is one way. Entry signage should clearly articulate active mode priorities (including cyclists and micromobility users) at both ends of the street. >> [Cycling Network Guidance](#)

Entry thresholds including a ramp, rumble strip and 10 kph sign to a laneway or shared zone slows vehicles and adds a clear threshold to indicate a changing street context.

Activity Street

Support community facilities along Activity Streets with public realm improvements, cycle and micro mobility parking, street tree and public seating.

Changing densities with residential apartments developing adjacent to a range of activities catalysing an increase in place value.

Off street parking Activity streets with public realm improvements, cycle and micro mobility parking, street tree and public seating.

Integrated green corridor the street is an extension of the neighbourhood green and blue network creating liveable neighbourhoods and providing well-connected green spaces for humans and other species.

Regular formal crossings are required across the main carriageway major intersections and mid-block aligned with activities such as parks, shops recreational destinations and demand. >> [Pedestrian Network Guidance](#)

Service and accessible parking and P5/short stay parking can be provided by mountable kerb solutions outside shops and other destinations on busy urban connectors with no kerbside parking, designed in ways that do not compromise walking paths or cycleways. >> [National Parking Management Guidance](#)

Local Street

Informal parking to kerb (unmarked) helps to slow traffic as road space is reduced and side friction increased. >> [National Parking Management Guidance](#)

Slow speed thresholds as a gateway to low traffic neighbourhoods. >> [NACTO Global Street Design Guide](#)

Links neighbourhoods to Urban Connector Corridors For Kids. >> [NACTO Designing Streets For Kids](#)

Modal filters help to reduce through-traffic and create opportunities for social interaction and green infrastructure.

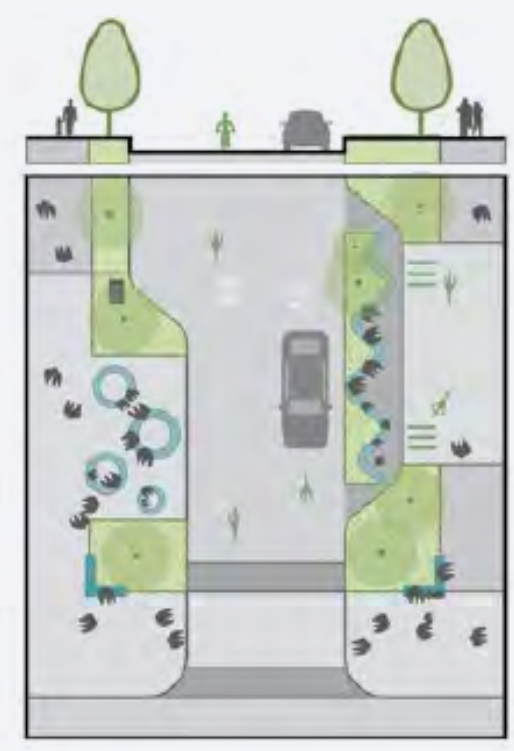
School drop off and pick up zone help to reduce through-traffic and create opportunities for social interaction and green infrastructure.

Generally no change to kerblines to keep interventions affordable and able to be rolled out at scale for maximum neighbourhood benefits. >> [NACTO Global Street Design Guide](#)

Safe on-street cycling is enabled on local streets through low and slow street design which makes it safe to mix with low levels of slow moving vehicles. >> [Cycling Network Guidance](#)



Blue / Green Street Edges
Priorities:
Safe and Appropriate Speed Limit:
10 Essential access only



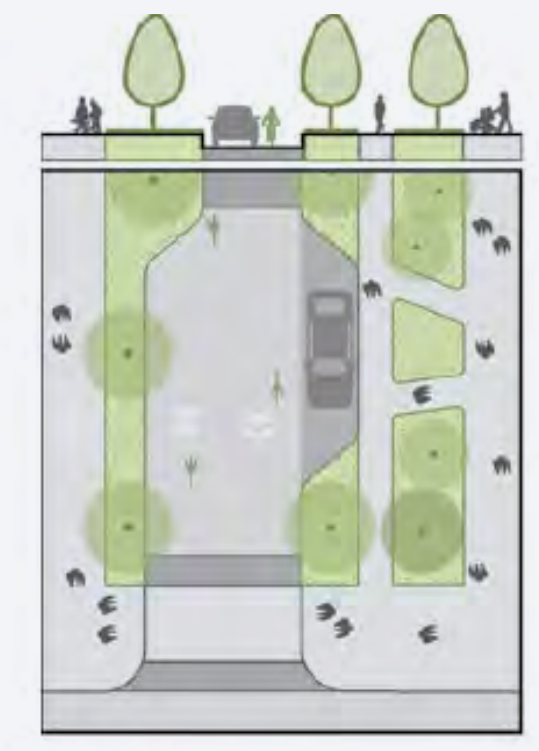
School
Priorities:
Safe and Appropriate Speed Limit:
30



Park
Priorities:
Safe and Appropriate Speed Limit:
30 - 40

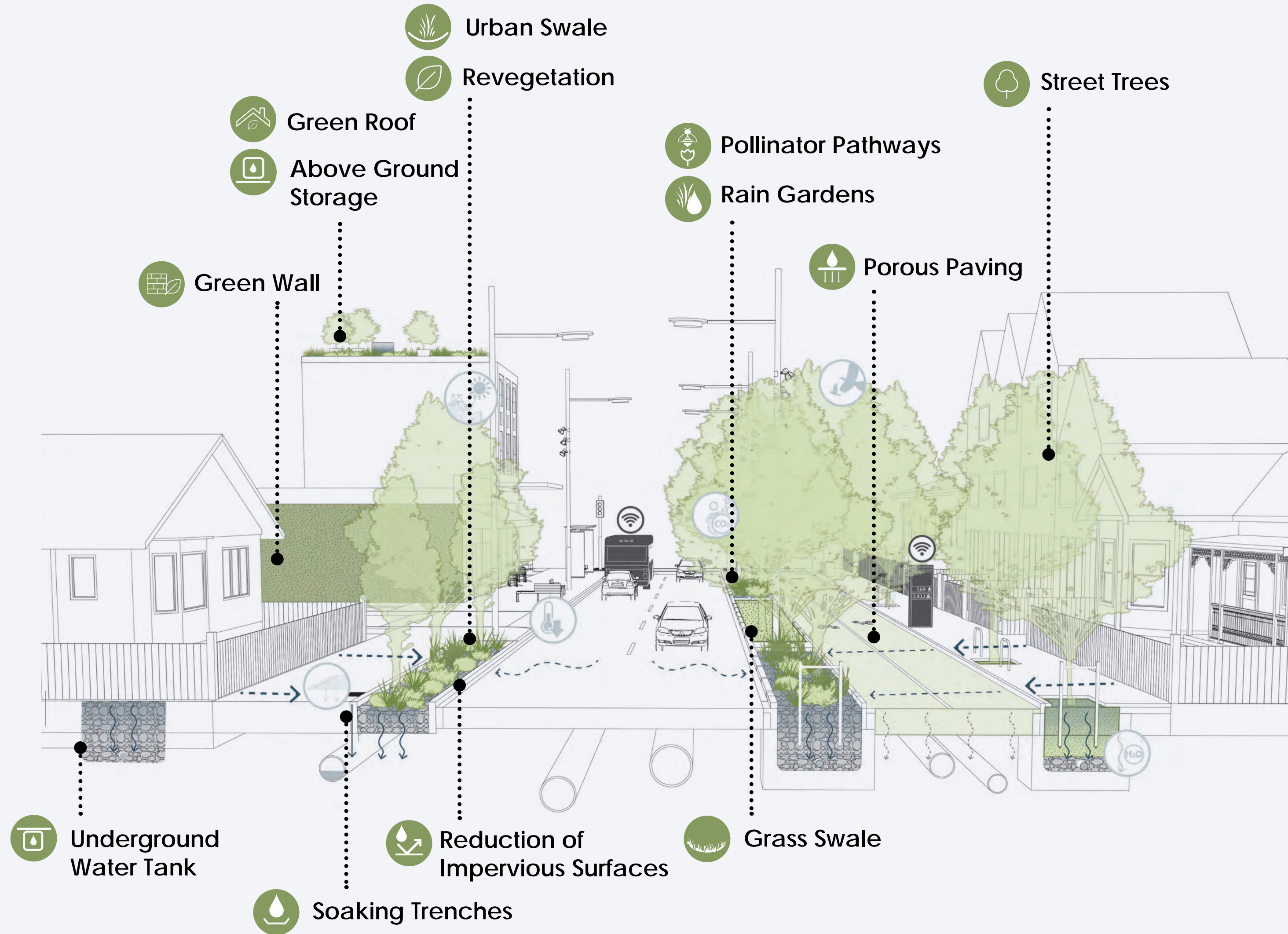


Low Traffic Neighbourhood
Priorities:
Safe and Appropriate Speed Limit:
30

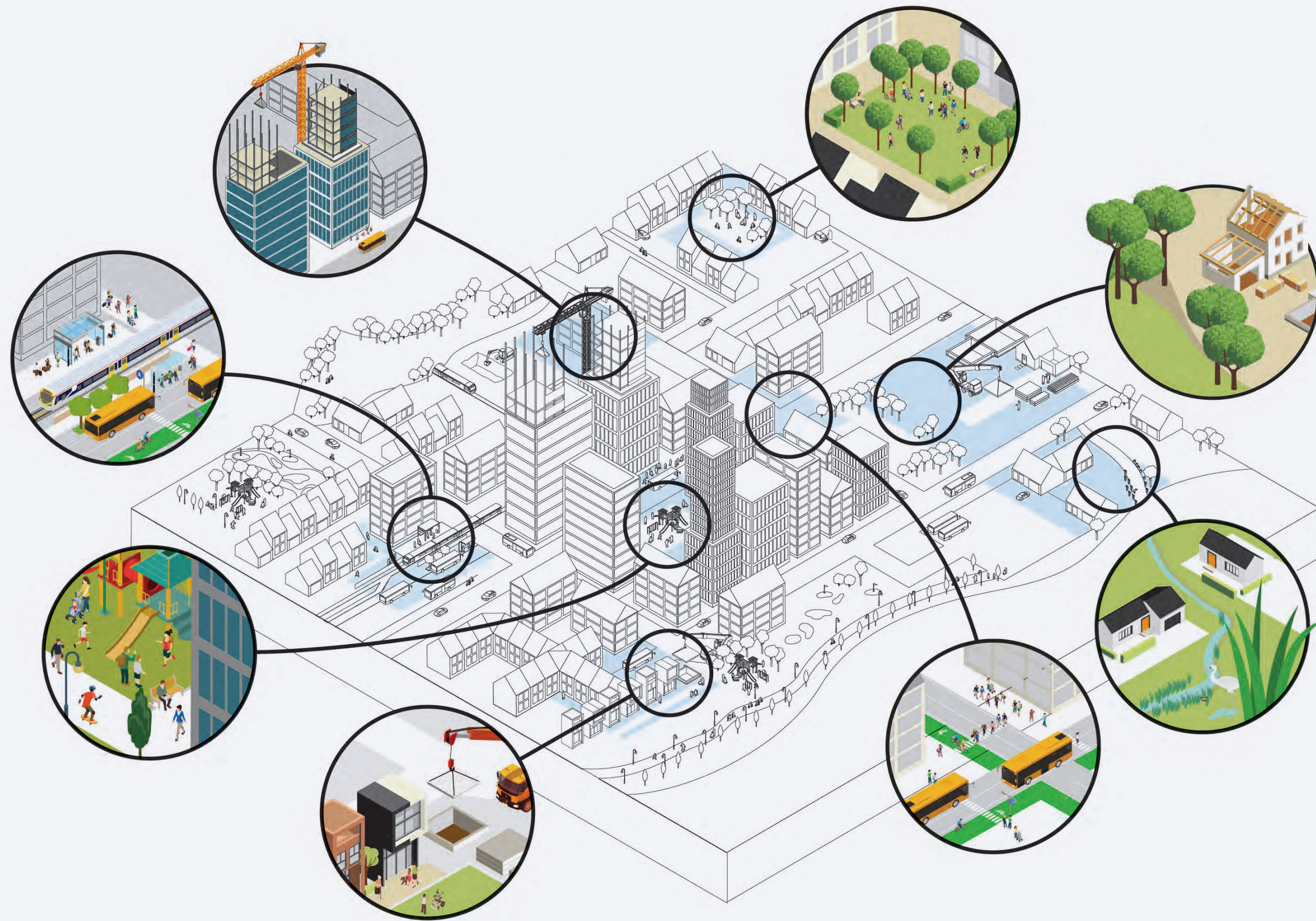


Neighbourhood Greenway
Priorities:
Safe and Appropriate Speed Limit:
30

Green infrastructure in the guide



Health, wellbeing and equity



NATIONAL POLICY STATEMENT ON URBAN DEVELOPMENT





STATE HIGHWAY 6, FRANKTON.



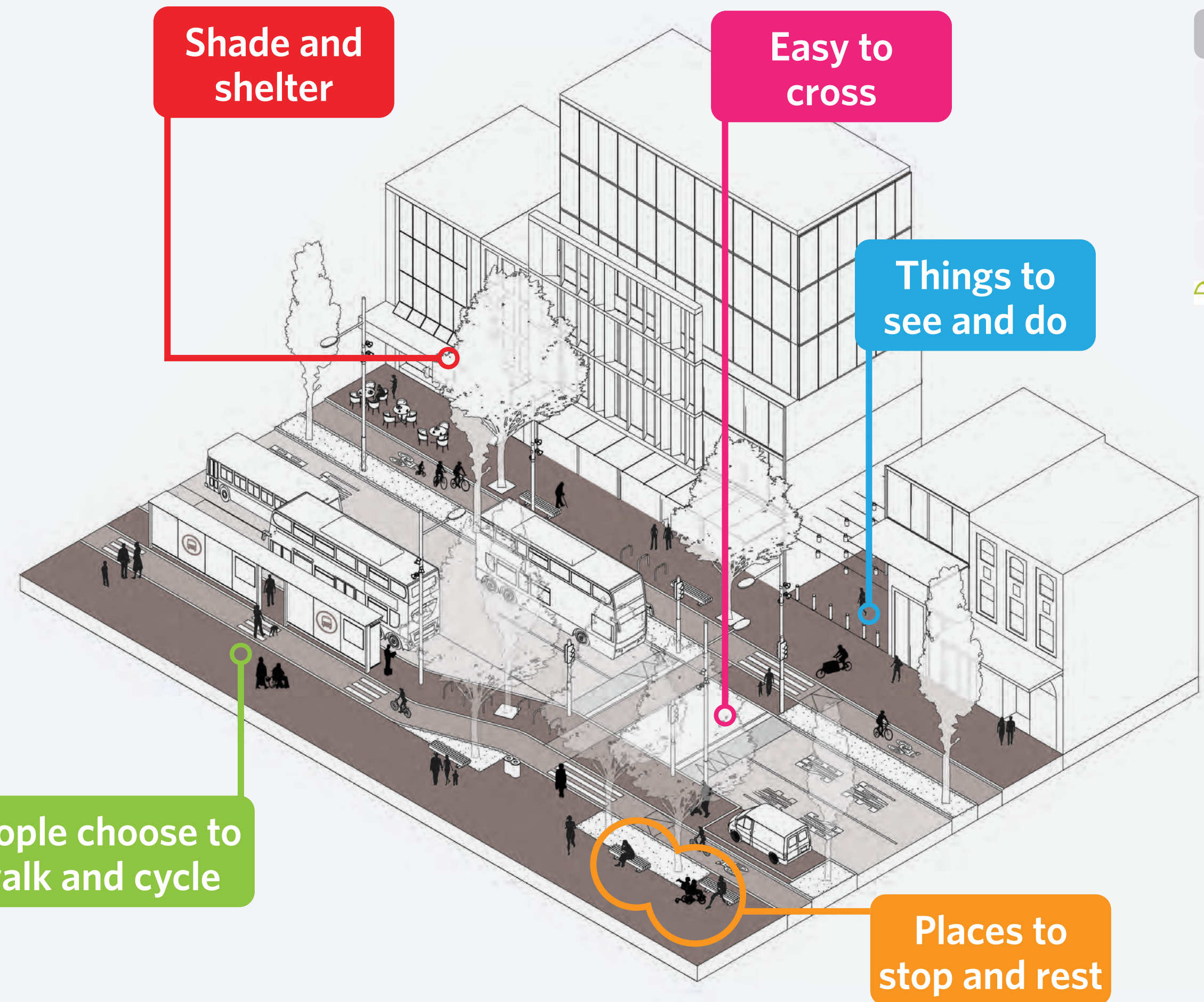
MASCOT AVE, MANGERE

How is health, wellbeing and equity addressed?

International best practice - Healthy Streets



LUCY SAUNDERS - HEALTHY STREETS



City Hubs

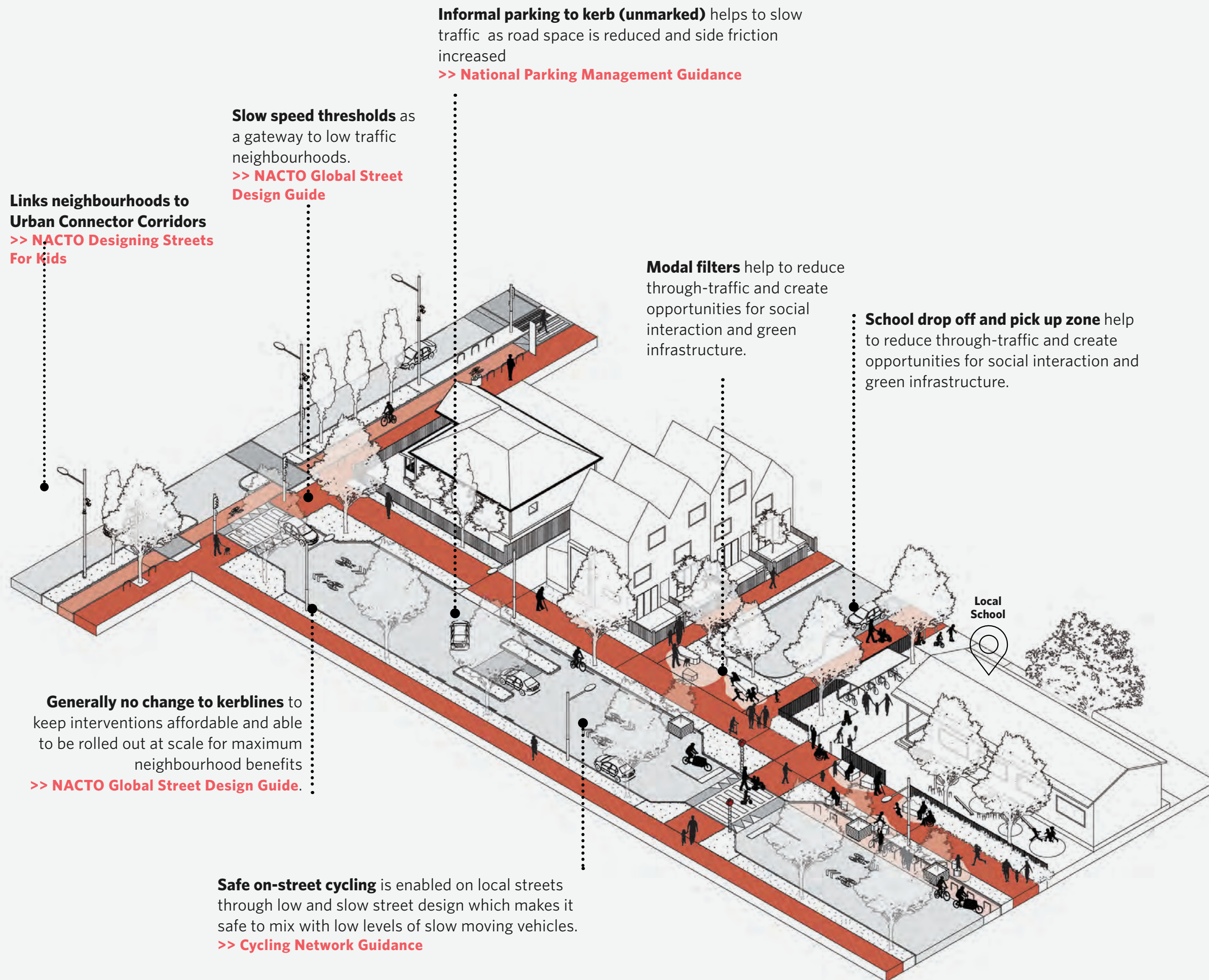


Healthy Streets in the guide

Local Streets



Typical Street Width: 20m
Typical Speed Limit: 30km/h
Typical Land Use Context:
Residential and neighbourhood amenity



Illustrations and associated guidance are indicative only.

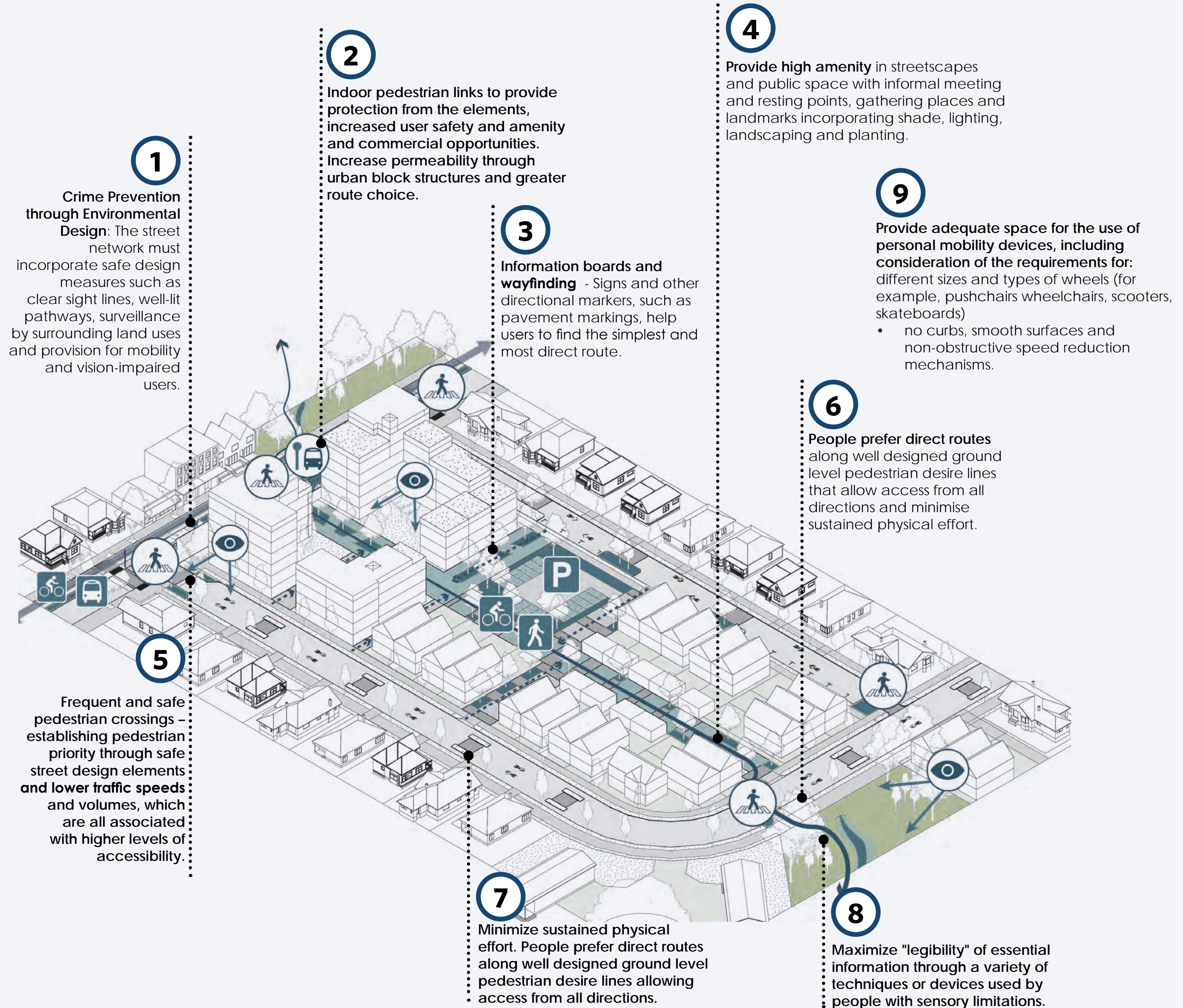
Access for all

Access for all means neighbourhoods and streets that are:

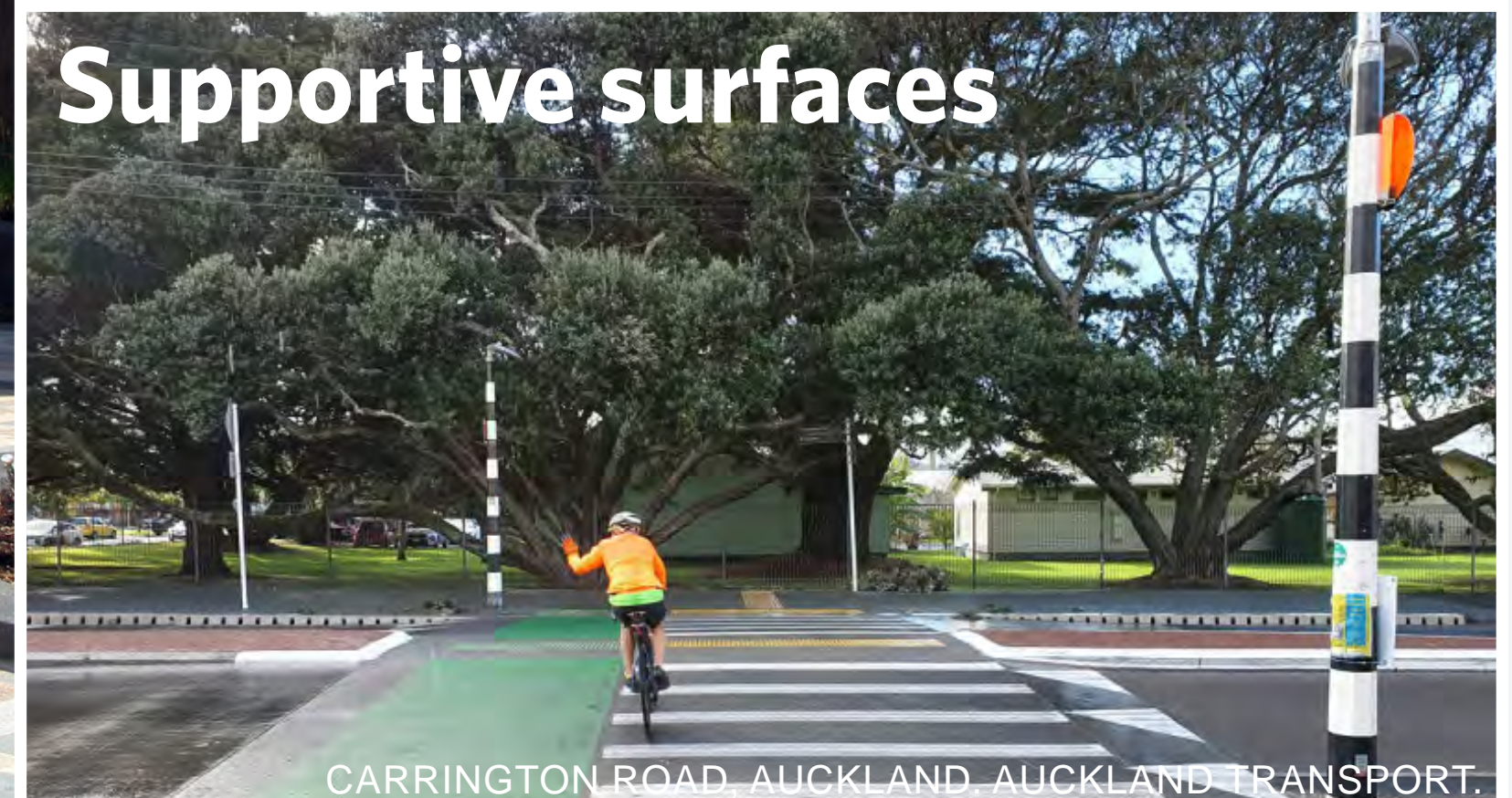
- Safe
- Inviting
- Local
- Offer travel choice
- Diverse
- Easy to navigate



How is access for all addressed in the guide?

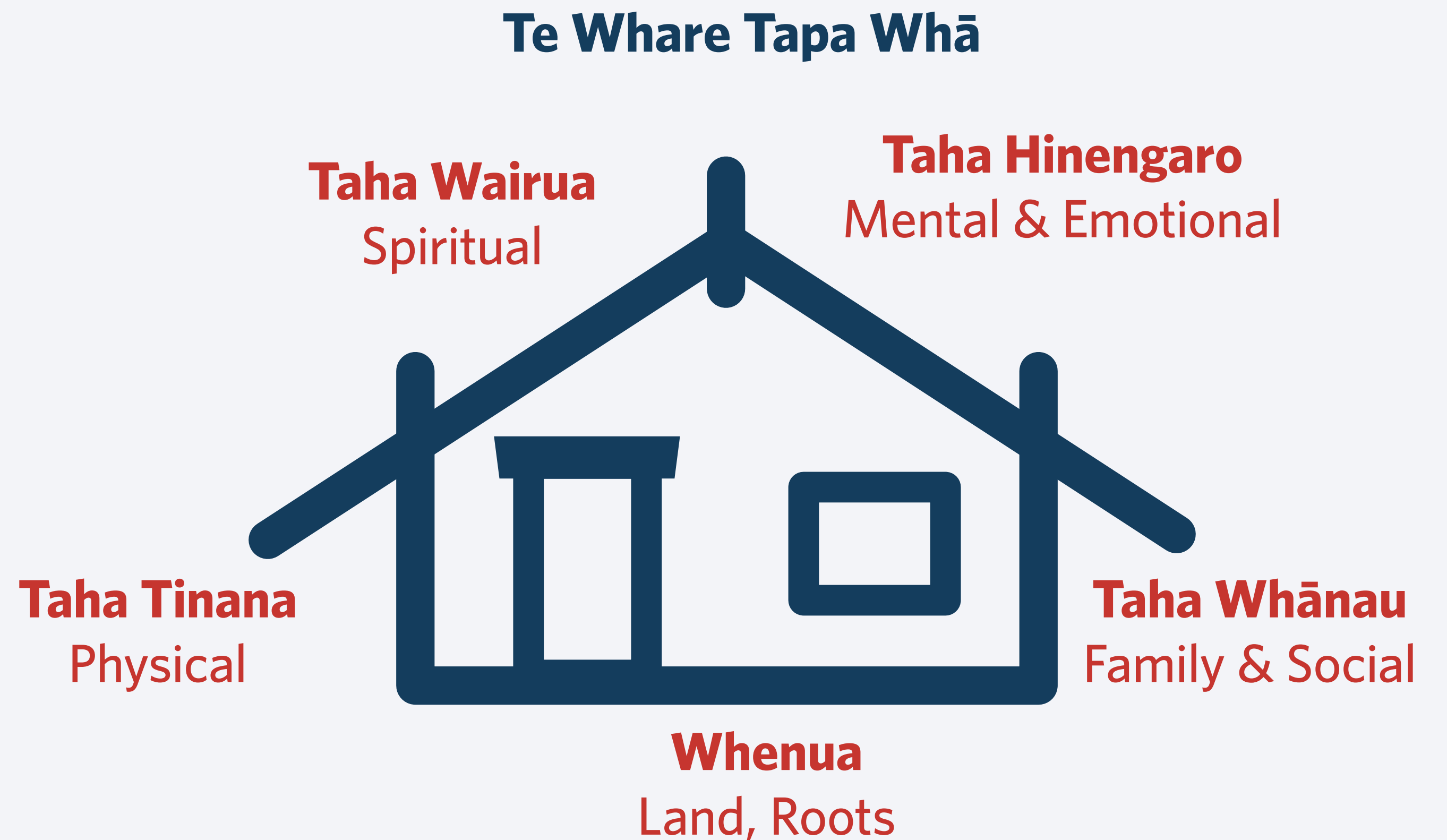


Access for all in the guide





Urban streets need to take a holistic approach

- Urban streets need to support both movement and place.
- Urban streets play a critical role in supporting the wellbeing of our communities on a daily basis.
- The Aotearoa Urban Street Guide takes a holistic approach to street design supporting each element of Te Whare Tapa Whā.



Find out more

WAKA KOTAHI
NZ TRANSPORT
AGENCY

Search for   Menu

[Creating great streets - About the guide](#) [He Whenua, He Tangata | People and Place](#) [Resources and community of practice](#)

Aotearoa urban street planning and design guide

Supporting inclusive access and safe, vibrant communities through street design.

Creating great streets - About the guide →

Purpose and content of national approach.

He Whenua, He Tangata | People and Place →

Objective and principles of shared relationship between land, people and place.

Resources and community of practice →

Resources and shared learning opportunities



Thank you

