

## Creating streets for people

Whether you're planning a greenfield development or upgrading an existing street, the Tauranga Street Design Guide and Tool will help you put the community at the heart of what you're doing.

### 11 design principles that put people at the heart of street design

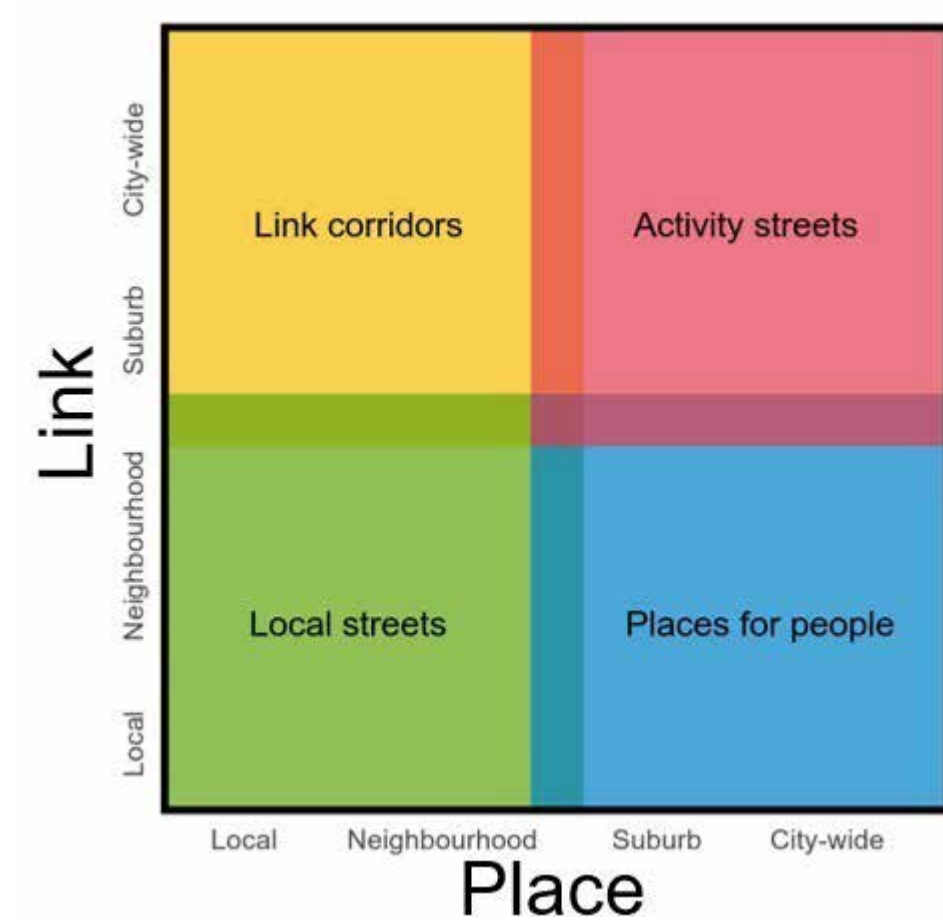
These design principles should be recognised and respected when designing streets in Tauranga.

These principles interlink with the Tauranga Moana Principles which build on the Te Aranga Design Principles.



### Link and Place

The Link and Place status in Tauranga varies from local to city-wide. The status reflects how significant the street is in the scale of Tauranga's network, whether it only has local significance or significance to the wider city, its residents and businesses. There are four typical street typologies in Tauranga based on Link and Place key attributes, as identified in the matrix. The attributes of each of these **street typologies** is described in further detail in the Street Design Guide.



The **Link status** refers to the significance of connections associated with movement, for example, roads connecting different parts of Tauranga have a city-wide status, and roads linking residential streets have a local status.

The **Place status** reflects how far people are prepared to travel to be there. A typical low density residential street would have a local status as only people who live on the street and their visitors would go there. While a street that attracts people from across the city would have a city-wide status.

### Street Design Tool

An open-source, intuitive tool that can help inform place versus movement functions, and supports all design formats for all types of streets. It will help guide you from design to consent application.

One of the objectives of this Street Design Tool is to give greater flexibility and freedom to people designing streets in Tauranga, while still providing outcome consistency so we can deliver legible, safe streets. The Street Design Tool will identify street elements that are mandatory and those which are prohibited depending on the context. While highlighting a wide range of elements that are discretionary. In large subdivisions, it is desirable to establish a consistent approach across the entire neighbourhood. For smaller developments or street upgrades the neighbouring street sections will play a greater role in indicating the appropriate design elements for the street but consistency should guide the design outcomes.

Examples of elements that require consistency between street sections include the road centre line and type of cycle facility, along with providing for desire lines across intersections. Strong collaboration between Tauranga City Council, designers and developers is required to ensure that the desired outcomes are achieved. There will be many locations where the street typology changes between street sections. In these situations, gateway treatments, or transition zones will help communicate the change of context to people.

**STEP 1**

Using the embedded GIS mapping tool, identify the street or segment of street, and complete the section project identification sheet to enable accurate reporting.

**STEPS 3,4 AND 5**

Once all the information has been entered in Step 2 and the street typology identified, the tool will outline the range of appropriate elements for the street.

Based on the characteristics and street typology some elements may not be selectable (prohibited), and others may be mandatory. The ranking categories show the range of selection options.

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

If an element is chosen that requires criteria to be met, the user is prompted to complete details in the form, based on pre-determined criteria or a full response.

This part of the Street Design Tool is worked through in three steps:

Step 3: Identify the appropriate Link elements

Step 4: Identify the appropriate Place elements

Step 5: Identify the indicative location for underground services and utilities.

**STEP 6**

Once the tool has been run and all elements confirmed, the user is able to view and download a full report. This provides evidence of the process and decisions worked through. This report can be used to support a Resource Management Act consenting application.

**STEP 2**

The GIS map selection will gather all the information relating to the Link and Place functions of your street or street section. This includes the following:

- Adjacent Land Use (as per structure plan or City Plan zoning)
- If the street/adjacent property is covered by a City Plan overlay
- Qualitative assessment of how far people will travel to the street and how long they will spend in the street
- Street classification (as per the City Plan)
- If the street is on the Cycle Plan
- If the street is on a freight plan, or does it have a high (>5%) proportion of heavy vehicles
- If the street is on a bus route, and how many buses per hour accommodates.

Any information that isn't automatically populated will prompt the user to pick an appropriate response. The status of Link and Place and the appropriate street typology are then calculated based on these inputs.

The tool then identifies the street typology, represented by a dot on the matrix, as shown through the tool. Further information regarding the common aspects of each of these typical street typologies is provided in the Street Design Guide.

**STEP 3**

Identify the appropriate **Link** elements

**STEP 4**

Identify the appropriate **Place** elements

**STEP 5**

Identify the indicative location for underground services and utilities