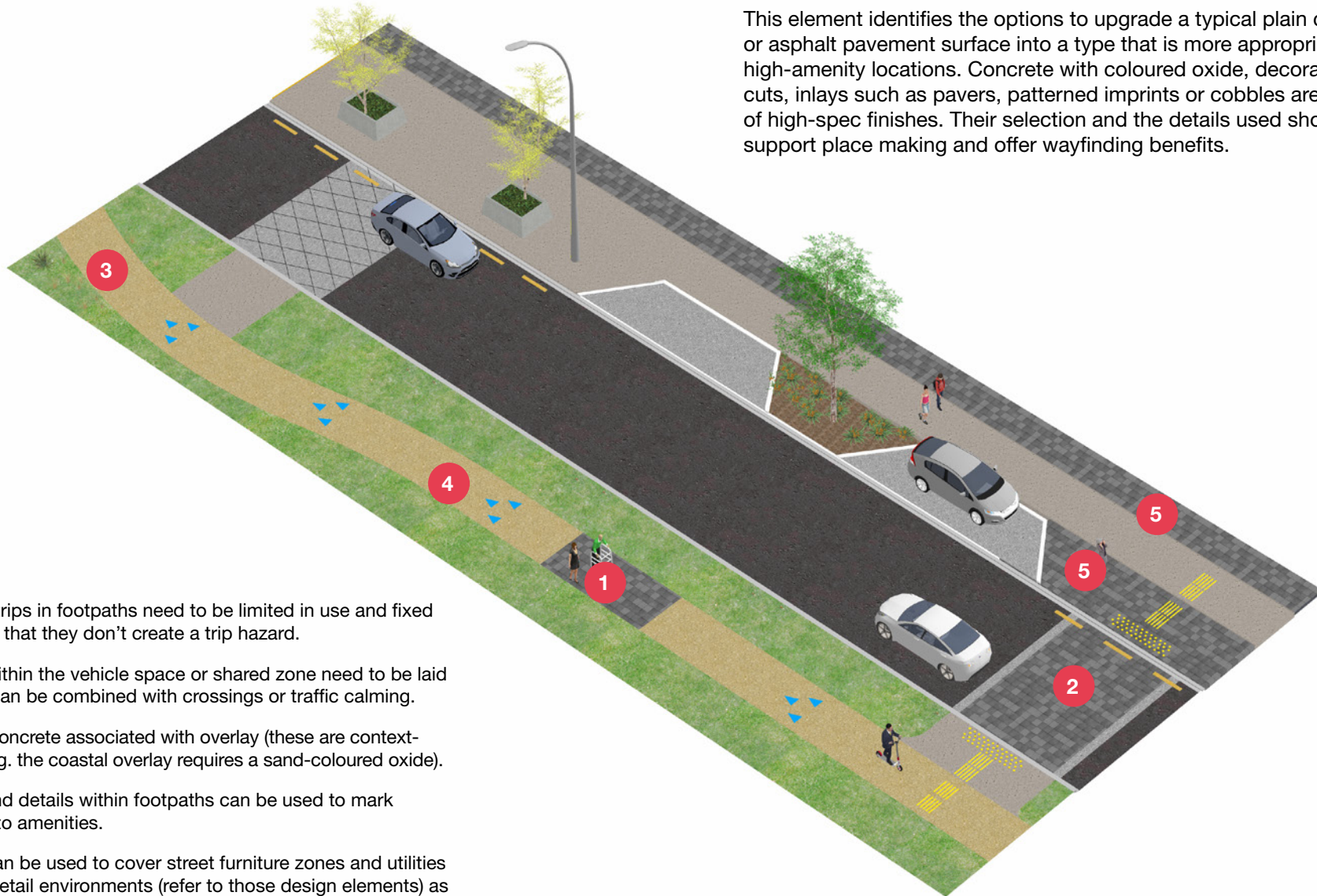
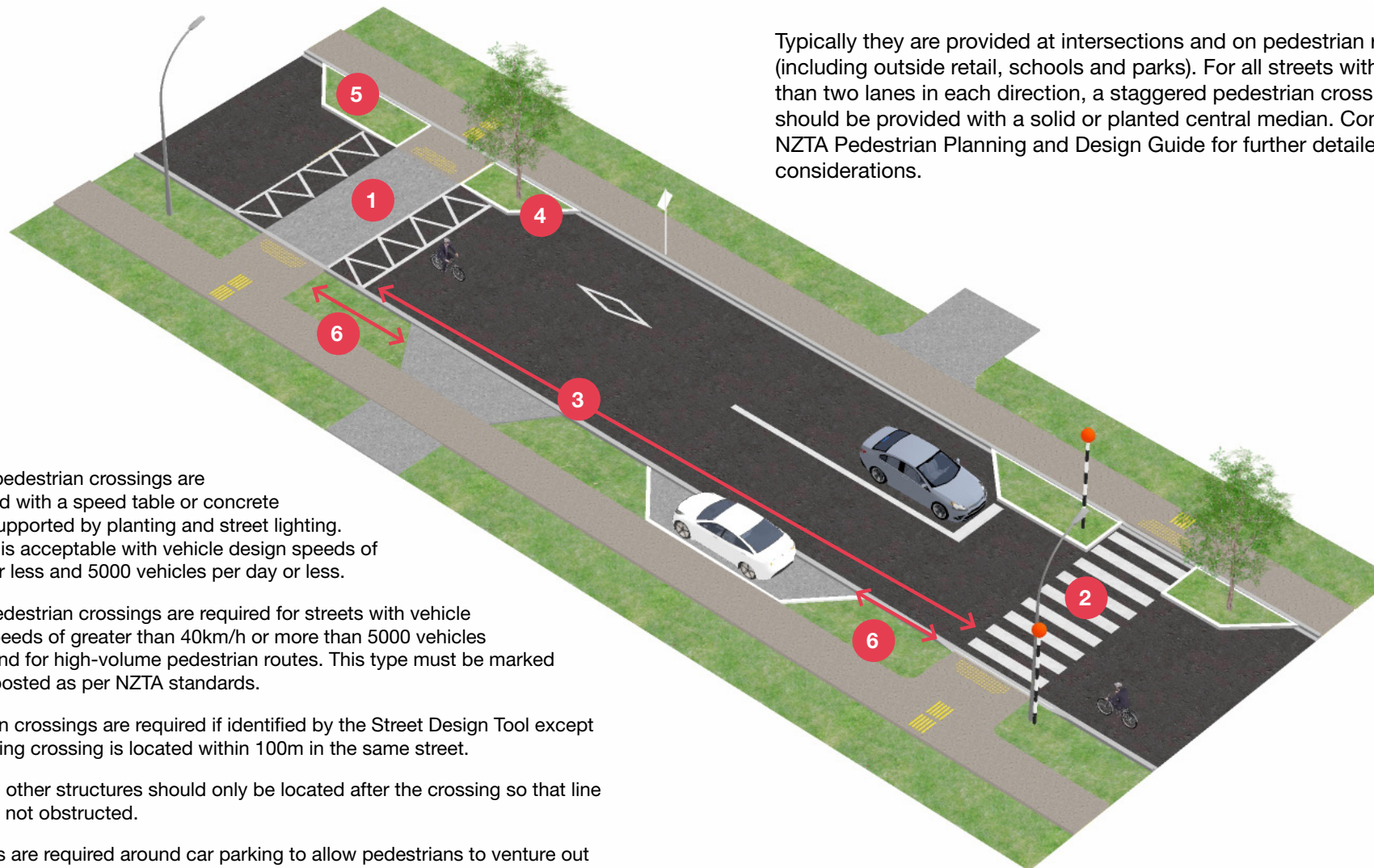


This element identifies the options to upgrade a typical plain concrete or asphalt pavement surface into a type that is more appropriate to high-amenity locations. Concrete with coloured oxide, decorative saw-cuts, inlays such as pavers, patterned imprints or cobbles are examples of high-spec finishes. Their selection and the details used should support place making and offer wayfinding benefits.



- 1 Cobble strips in footpaths need to be limited in use and fixed in place so that they don't create a trip hazard.
- 2 Cobbles within the vehicle space or shared zone need to be laid flat. They can be combined with crossings or traffic calming.
- 3 Coloured concrete associated with overlay (these are context-specific; e.g. the coastal overlay requires a sand-coloured oxide).
- 4 Imprints and details within footpaths can be used to mark directions to amenities.
- 5 Cobbles can be used to cover street furniture zones and utilities spaces in retail environments (refer to those design elements) as well as adding amenity.

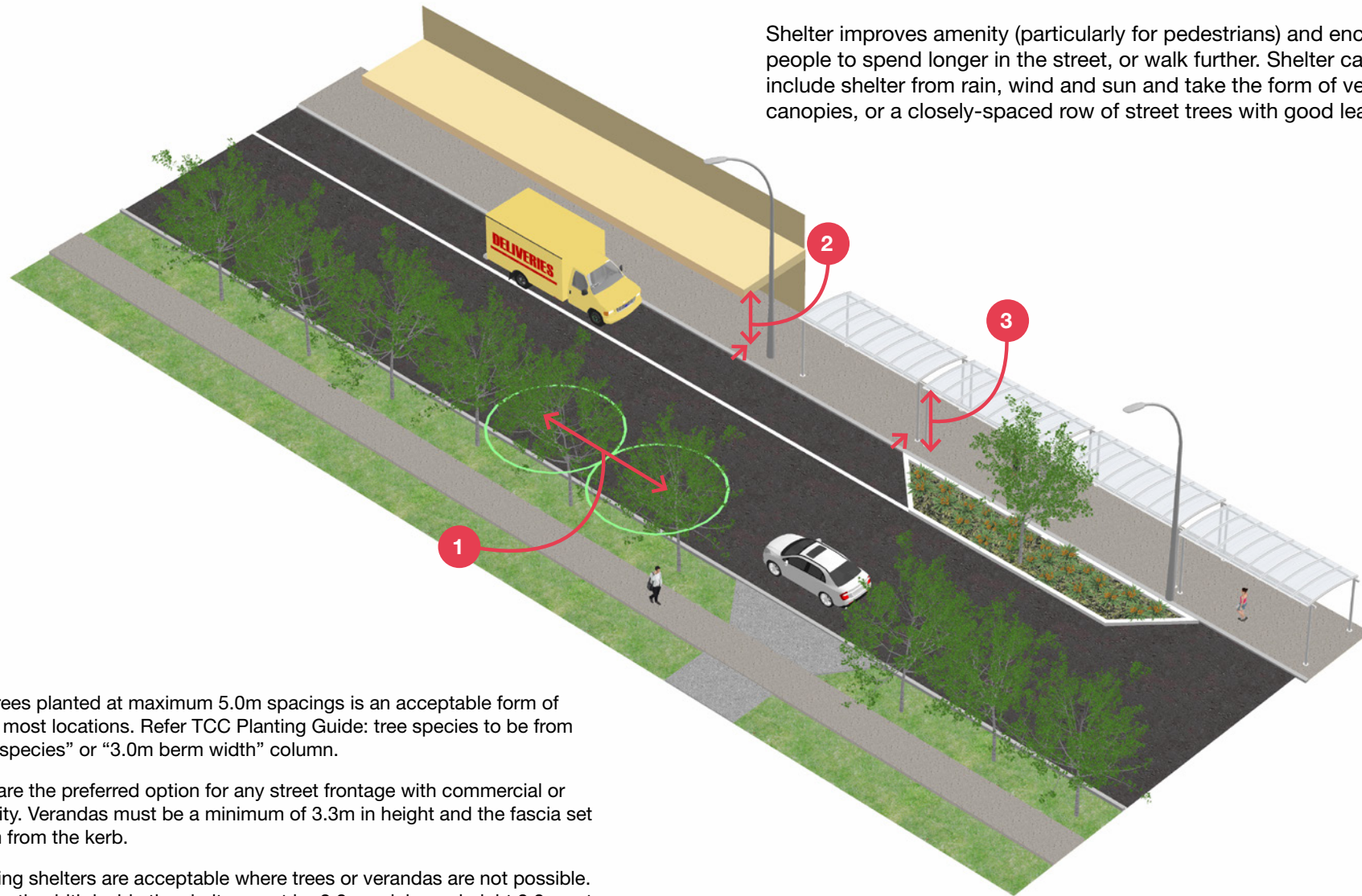


Typically they are provided at intersections and on pedestrian routes (including outside retail, schools and parks). For all streets with more than two lanes in each direction, a staggered pedestrian crossing refuge should be provided with a solid or planted central median. Consult NZTA Pedestrian Planning and Design Guide for further detailed design considerations.

- 1 Informal pedestrian crossings are associated with a speed table or concrete surface supported by planting and street lighting. This type is acceptable with vehicle design speeds of 40km/h or less and 5000 vehicles per day or less.
- 2 Formal pedestrian crossings are required for streets with vehicle design speeds of greater than 40km/h or more than 5000 vehicles per day and for high-volume pedestrian routes. This type must be marked and signposted as per NZTA standards.
- 3 Pedestrian crossings are required if identified by the Street Design Tool except if an existing crossing is located within 100m in the same street.
- 4 Trees and other structures should only be located after the crossing so that line of sight is not obstructed.
- 5 Build-outs are required around car parking to allow pedestrians to venture out into carriageway safely. This feature also supports traffic calming to achieve a lower design speed.
- 6 Minimum separation between a formal pedestrian crossing and a vehicle crossing or a car park is 2.0m.



Shelter improves amenity (particularly for pedestrians) and encourages people to spend longer in the street, or walk further. Shelter can include shelter from rain, wind and sun and take the form of verandas, canopies, or a closely-spaced row of street trees with good leaf cover.



- 1 A row of trees planted at maximum 5.0m spacings is an acceptable form of shelter for most locations. Refer TCC Planting Guide: tree species to be from the "large species" or "3.0m berm width" column.
- 2 Verandas are the preferred option for any street frontage with commercial or retail activity. Verandas must be a minimum of 3.3m in height and the fascia set back 0.6m from the kerb.
- 3 Freestanding shelters are acceptable where trees or verandas are not possible. Clear footpath width inside the shelter must be 2.0m, minimum height 3.0m set back 0.6m from the kerb. Shelter structure should be removable if installed over top of any utilities.