Asset Ownership Guidelines

Asset Management and Systems

Auckland Transport
An Auckland Council Organisation

1. Guideline Definitions

AC – Auckland Council

AT - Auckland Transport

ATCOP - Auckland Transport Code of Practice

CCO – Council Controlled Organisation

LGACA (2009) – Local Government Auckland Council Act (2009) is the legislation that established AC and the CCOs.

Legal road has the same meaning as ***road*** in the Local Government Act 1974 (Section 315). In short, it covers the total area of land between road boundaries including:

- carriageway (formed road)
- footpath including kerb and channelling
- cycle ways, cycle paths
- land that is legally designated as road but is not currently formed as carriageway or footpath (road reserve)

NZTA – New Zealand Transport Agency

Ownership – is used in this guideline to reflect AT's responsibility in terms of management and control of the assets, rather than in the legal sense where the owner would have their name on the title (for land) and the right to sell an asset at will. Under this definition AT may choose to delegate the maintenance/renewal/asset management planning and funding responsibilities.

SLA – Service Level Agreement

SOI – Statement of Intent

Terminology is used in this document to describe whether an aspect or statement is a requirement under law/mandatory or good practice:

- *Must* – indicates something that is mandatory or required by law
- *Should* – indicates a recommendation
- *May* – indicates something that is optional and may be considered for use.

2. Guideline Summary

The Mayor's vision outlines turning Auckland into the world's most liveable city by 2040. The Auckland Plan has identified that an efficient and integrated network of roads and public transport is vital to delivering this vision. As a Council Controlled Organisation (CCO), AT is responsible for delivering the region's transport services – from roads and footpaths to cycling, parking and public transport. Through the Statement of Intent (SOI) and to contribute to the achievement of priority areas and targets contained in the Auckland Plan, AT is required to prioritise and optimise investment across transport modes and related infrastructure.

AT has developed a set of guidelines to ensure that the transport services will be delivered on a consistent basis around the Auckland region. These guidelines identify the approach that AT will apply when managing the transport assets. The approach identified in the guidelines is cognizant with the Level of Service identified in the Integrated Transport Programme and Asset Management Plan.

The Auckland Transport Asset Ownership Guideline provides guidance on the ownership and maintenance responsibilities of the assets both in the road corridor or associated with the road corridor and passenger transport (PT) facilities. Auckland Transport is keen to ensure transparency and clarity exists around the ownership and maintenance roles.

3. Background

AT has a stewardship responsibility for managing and controlling the assets within the road corridor and for PT facilities. While legal ownership of some of these assets (some buildings and land) lies with AC, AT, under the legislation is responsible for managing these assets as though it was the owner. Under the LGACA (2009), AC is one of the main funding providers to AT for the management and control of these assets (another is NZTA). To ensure that sufficient funds are sought by AT for the management of these assets, clarity around the ownership and responsibility for individual asset classes is important. The term "ownership" is used in this guideline to reflect AT's responsibility in terms of management and control of the assets, rather than in the legal sense where the owner would have their name on the title (for land) and the right to sell each asset at will.

4. Purpose and Scope

The purpose of the asset ownership guideline is to ensure clarity of ownership and responsibility for maintenance is agreed between asset owners. The written agreements between asset owners subsequently forms the basis of funding agreements between AC and AT for the on-going maintenance and management of the relevant assets. The guideline underpins achieving a consistent and coherent approach to the management and maintenance of road corridor assets across the Auckland region.

This guideline clarifies the ownership of:

- The road carriageway
- Stormwater assets and treatment devices in the road corridor
- Street trees, gardens, berms adjacent to or within the road corridor
- Street furniture and artworks in the road corridor
- Bridges, particularly those associated with rail over-bridges
- Footpath network
- Cycling path network
- PT Facilities (wharves, rail stations and bus shelters)
- Retaining walls and Seawalls

It also identifies any asset areas where ownership is still to be resolved and agrees between the parties involved.

5. Guidelines

5.1 Objectives

The objectives of the Asset Ownership Guideline are to:

- Clarify and document the ownership of the broad classes of assets associated with the road corridor and PT networks

- Identify Service Level Agreements (SLA) between AT and AC for the purposes of managing and maintaining the assets located within the road corridor and PT network.

5.2 General Requirements

The Chief Executive Officers from AC and AT signed a memorandum on 14th October 2010 (Responsibilities for activities in the road corridor, Attachment 1) to facilitate the business as usual approach and to ensure key activities were able to be undertaken immediately after transition to the new Council structure in 2010. The Memorandum identified high levels of responsibility of both organisations and enabled AT to ensure continuity in the delivery of key services. This document was further clarified by a second Memorandum from the AC CEO to senior management in AC dated 1st March 2011 (Seamless Transition Council and CCO's, Attachment 2). This document provided greater detail for selected asset classes in terms of service delivery accountabilities.

These memorandums formed the basis for agreements between operational units within both organisations for the delivery of works and maintenance in the road corridor. Subsequent to these guiding memorandums, business units within AT and AC have developed detailed SLAs.

5.2.1 Service level Agreements

AT has worked closely with various Units within AC to create a common understanding of assets classes and the management/maintenance of those assets. These agreements have been documented in writing in the form of a SLA that has been accepted and signed by both parties.

Service Level Agreements are in place between:

- Road Corridor Management and AC Parks
- AT and the Stormwater Unit of AC

These agreements record ownership, maintenance, renewals, upgrades and funding responsibilities associated with vegetation/trees and the provision of stormwater assets and treatment devices for operational purposes. The SLA with AC Parks is shown in Attachment 3 and that with AC Stormwater is in Attachment 4.

AT is also working closely with the Built Environment Unit within AC to ensure roles and responsibilities associated with urban design and the design of new roads are clear and consistently applied throughout the region. While a SLA has not been developed, teams are contributing to the documents and guidelines each party is developing. AT and AC are also collaborating in terms of the Unitary Plan and associated documents such as the Auckland Design Manual to ensure consistency between the organisations.

5.2.2 Asset Ownership Summary

A summary of the asset classes for which AT has responsibility is included in Attachment 5. The table identifies in detail the different asset classes associated with the road corridor and PT facilities and services. While the ownership of many of the assets is clear, there are a number for which ownership us still to be resolved. Those still requiring clarification or further discussion between the parties involved are discussed below.

1. Seawall and Retaining Walls

   The ownership and maintenance of seawalls and retaining walls may lie with AT where the wall is adjacent to a road and provides a physical structure to support the road corridor/reserve, however, this must be assessed on a case-by case basis to confirm legal ownership. Where a wall is located on the boundary of the road reserve and supports private property, ownership also needs to be assessed on a case-by-case basis.

2. Pedestrian access to railway stations

   Pedestrian access to railway stations may be via an at-grade crossing, but is often via a foot-bridge or underpass. The ownership and maintenance of these foot-bridges and underpasses is not always clear and should be considered on a case-by-case basis until a condition assessment has been completed and ownership resolved. Typically, Kiwirail own the foot-bridge access to the rail platforms, however, where the foot-bridge passes over a State Highway, NZTA have an ownership role. AT owns the foot-bridges that provide station access over the road corridor.

3. Underpasses

   Underpasses are typically owned and maintained by AT where the underpass provides access under the road corridor. However, some underpasses may be privately owned. In this case there should be a legal mechanism (a designation, strata title, deed of grant or encroachment lease) identifying the ownership, and hence the maintenance responsibilities. The AT Policy on Road Surface, Airspace and Subsoil Encroachment provides details of the lease arrangements for subsoil encroachments. Rural underpasses for cattle/stock are typically owned by the adjacent landowner but maintained by AT.

4. Rural Bus Shelters

   AT is responsible for the provision and maintenance of bus shelters within the Auckland bus network. The network also includes stops in rural areas. Some of the rural shelters are owned and maintained by AT with others owned and maintained by Adshel under a contract with AT. The Ministry of Education (MoE) is responsible for the school bus network, with the shelters associated with school bus stops

owned/maintained by the MoE or AT (where local Boards or other groups have requested AT to provide a shelter for waiting school children). Total Span and other organisations have also donated shelters. Maintenance of these is typically the responsibility of the MoE. AT has also taken responsibility recently for some bus shelters located on State Highways. Ownership and maintenance of rural shelters needs to be assessed on a case-by-case basis to determine on-going responsibility.

5.2.3 Asset Ownership Databases

AT relies on two primary database systems to maintain a register of assets. These databases are RAMM (for roading assets) and SPM (for carparks and PT facilities). Additional assets such as property/land may be recorded in SAP, on spreadsheets and other proprietary systems. AT does not hold a register of green assets (such as street trees) but relies on that held by AC Parks.

6. Clarification of Ownership

At times the ownership of a particular asset may be unclear, particularly where historic documentation is missing or the assets has not been included in the AT database (RAMM) or in GIS. The issue of ownership is likely to arise when an asset requires maintenance or repair and AT is requested to undertaken such work. Under these circumstances AT must first clarify ownership of the asset. Maintenance would be completed at ATs expense where AT owns the asset but the costs of maintenance or repairs shall fall to the property owner should the ownership be shown to be private.

The steps below provide a process to follow when investigating the ownership of an asset on a case by case basis.

- A service request is raised via a complaint or a service request.
- RCM Engineer and Contractor will visit site to make initial assessment, tidy up, make safe and stabilise site as far as practical (at ATs expense).
- If ownership is unknown then it is passed to AT assets team to confirm ownership. The intention is that the assessment will be completed within 7 days, or 3 days if urgent. AT Assets should investigate the ownership of the asset by:
    - Discussing the initial assessment with the RCM Contractor and Engineer to understand the history, nature and condition of the asset
    - Searching RAMM, GIS and the relevant property file – followed by property boundary survey to ascertain the legal boundaries, as required
    - Seeking advice from the AT Legal Advisor
    - Reporting the outcome to RCM Engineer for further action.
- The property owner who initiated the service request must be advised of the investigation process and the outcome by RCM.
- If AT ownership is confirmed then assessment/condition rating is carried out by AT Assets and then maintenance works are carried out in line with existing structures maintenance programme as required.
- If ownership is confirmed as the property owners then they are required to carry out the repairs.

7. Monitoring and Review

These guidelines shall be reviewed in 12 months and thereafter as part of the three year review cycle aligned to the LTP.

8. Related Documents

These guidelines are related to the following documents:

- AT Asset Management Plans (2012)
- ATCOP
- Service Level Agreement between AC Parks and AT
- Service Level Agreement between AC Stormwater Unit and AT
- AT Policy on Road Surface, Airspace and Subsoil Encroachment

9. Document Status

Owner (contact for updates, clarity etc.)	Siri Rangamuwa (Asset Management Planning Manager)	
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ATTACHMENTS

1. *Memorandum: Responsibilities for activities in the road corridor, 14th October 2010*
2. *Memorandum: Seamless Transition Council and CCO's, 1st March 2011*
3. *Table: Summary of Asset Ownership for Road Corridor and Public Transport Facilities*

Attachment 1

Memorandum: Responsibilities for activities in the road corridor, 14th October 2010

Memorandum

From: Doug McKay, Interim Chief Executive, Auckland Council
David Warburton, Interim Chief Executive, Auckland Transport

To: Auckland Council and Auckland Transport staff

Subject: Responsibilities for activities in the road corridor

Date: 14 October 2010

Introduction

The purpose of this memorandum is to outline the agreed allocation of responsibilities for activities that take place in the road corridor, (defined as from boundary to boundary), between the Auckland Council and Auckland Transport. The arrangements outlined in this memorandum replace an earlier proposal documented in the paper *"Auckland Streetscapes: Allocation of Responsibilities in the Road Corridor"* dated 6 September 2010.

Arrangements currently in place will continue on day 1 with these changes taking place as arrangements can be made.

Primary responsibility rests with Auckland Transport

The primary responsibility for activities in the road corridor, both urban and rural, will rest with Auckland Transport. The split between Urban and Rural is loosely defined by either speed limits or Metropolitan Urban Limits but in the future will have no relevance as new contracts are entered into.. This reflects the statutory position established by the Local Government (Auckland Council) Amendment Act 2010, which gives Auckland Transport statutory responsibility as the road controlling authority, and confers a range of powers in relation to roads (as defined in section 315 of the LGA 1974; i.e. boundary to boundary)

This means that Auckland Transport will have operational responsibility for the management and control of all assets and activities in the road corridor. In exercising these responsibilities, Auckland Transport will work closely with Auckland Council and local boards to ensure that its actions are consistent with Council policies and Local Board Plans. For some activities, service delivery will be undertaken through contracts, some of which will be managed by Auckland Council and others by 3rd party independent contractors, eg tree pruning, furniture repairs, light bulb replacement etc.

We recognise that the detailed day to day operation of activities within the road corridor will require close interaction and cooperation between the two organisations. To this end, we will be establishing a joint road corridor advisory team, made up of the relevant managers from both organisations, to develop an agreed set of operational protocols between the two organisations, to oversee the coordination of processes, and to address any operational issues that may arise and handling of complaints and regulatory.

Assets fully under Auckland Transport control

The following road assets will be fully managed and controlled by Auckland Transport:

- Road pavements: Road surface, base and formation (note: roads in parks, except legal roads, remain with Auckland Council but Auckland Transport will be responsible for their maintenance through a contract with the Auckland Council)
- Parking: On-street parking, and parking equipment (pay and display, VMS)
- Traffic signals and traffic control equipment
- Signs and markings
- Street lighting
- Footpaths and vehicle crossings
- Cycleways (where not exclusive recreational)
- Bus shelters
- Road drainage: Kerb and channel, catchpits, soakholes and treatment devises, catchpit leads and under channel subsoil
- Road Structures: Road bridges, foot bridges, culverts, underpasses
- Street furniture: benches and bike stands

Auckland Transport will also be responsible for the management and control of the following road assets, with their management being consistent with Auckland Council policies and Local Board Plans:

- Trees and street vegetation
- Rubbish bins
- Street art, monuments and banners
- Public toilets in the road reserve

Auckland Transport will also be responsible for the management and control of the following assets that generally lie outside the road corridor:

- Wharves serving public transport and freight (note non-transport wharves remain with Council), including ancillary facilities
- Public transport facilities and Busway stations, including ancillary facilities
- Park and ride facilities
- Railway stations (land lease & improvements)
- Britomart Transport Centre
- Stand-alone car parking buildings
- Off-street car parks (other than those that are specifically associated with other council facilities, libraries, community centres etc)

Service delivery

To ensure that the delivery of services within the road corridor on Day 1 operates as seamlessly as possible, existing contractual arrangements will be retained wherever possible. In some cases, contracts for activities in the road corridors will be more appropriately managed by Auckland Council at Day 1. These are generally contracts associated with solid waste disposal, street trees and vegetation, and maintenance of "non-transport" facilities in the road corridor, such as public toilets, street art, monuments etc.

The joint road corridor advisory team will determine the specific arrangements that are needed for contract management arising from this arrangement.

Doug McKay
Interim Chief Executive
Auckland Council

David Warburton
Interim Chief Executive
Auckland Transport

Attachment 2:

Memorandum: Seamless Transition Council and CCO's, 1st March 2011

Memo

To: Roger Blakeley; Andrew McKenzie; Patricia Reade; Grant Taylor; Alan Brookbanks; Shelley Watson; Natalie Verdouw; Wendy Brandon; Clive Manley; Trish Langridge

cc: David Warburton, CEO Auckland Transport

Date: 1 March 2011

From: Doug McKay, CE Auckland Council

Subject: Seamless Transition Council and CCO's

FYI. Transport and Council are proactively driving an operational transition over the next few years as per the attached workplan and scope. This builds on an in-principle agreement as to who's responsible for what that David Warburton and I developed and signed off on 14 October 2010.

There are both quick wins and an acknowledgement some contracts etc...may take a few years to change.

I thought it was a good example of how Council and a CCO are getting on with it proactively, assembling the data and the facts over the key areas of joint responsibility. The objective being to make it clear who's responsible for what, and get to the scale and focus benefits as soon as we can.

Regards

Doug McKay
Chief Executive

Service Delivery within Road Land
Transitioning to implement the CE's Memo of 14 Oct 2010

1.0 Background

The Local Government (Auckland Council) Amendment Act 2010 set out Auckland Transport's functions, the core function being to manage and control the Auckland transport system (Section 46 (c)). Included in the detailed list of functions are "the functions and powers of a road controlling authority and a local authority under the Land Transport Act 1998 (Section 46(i)(g). Section 50 of the Act states that the Auckland Council is prohibited from performing functions and exercising powers conferred on Auckland Transport.

In this context, the memo from the CE of AC and the CE of AT dated 14 October 2010 outlined changes to the traditional local government allocation of responsibilities for activities within the road corridor to comply with AC and AT's enabling legislation.

This paper provides details of how AT and AC will implement the changes required to comply with the legislative framework.

The attached 'Table 1 – Service Delivery within Road Land – Accountabilities' provides an easy reference guide showing how responsibility for delivery will be allocated, following the transition from current legacy arrangements.

2.0 Principles

The following key principles will apply:

1. Our drivers for change are - simplicity for our customers and staff; a seamless, innovative service delivery model; active collaboration across organisations and departments.

2. The transition period will be as short a period as possible, without incurring additional costs from terminating existing contracts early.

3. Roll-over provisions in current contracts affected by the changes will, generally, not be activated.

4. Given the cross-organisation nature of the delivery model within the road corridor, the parties will work collaboratively to ensure that all future contracts meet AT requirements, are compatible, complimentary and incentivise best-practice. AT will lead the restructuring of contracts including specifying contract form, delivery models and any preferred geographical clustering.

5. Where AC is delivering to AT requirements, AT will participate in the tender evaluation process for all future contracts. Reciprocal arrangements may be appropriate to build collaboration and consistency.

3.0 Transition Plan

There are approximately 19 AT contracts and at least 20 AC contracts (still being collated) affected by the changes. These are operational contracts, where continuity of service must not be compromised by delays in transition.

The first tranche of changes can be implemented on 1 July 2012, when a number of new Transport, Stormwater and Parks contracts will commence. Work on defining the new scope of these contracts must commence in February 2011, with tenders going to the market in the third quarter of 2011.

A Gantt chart showing all the contracts and their interrelationships is still in development. However it is planned that the new *integrated collaborative contracts* (ICC)[1] will be rolled out in three tranches over the next four years.

During the transition period leading up to July 2012, a range of positive changes can be implemented and monitored, these include, but are not limited to:

- Contract management of catch pit cleaning, where it is a standalone contract or a separable portion, migrates to AC Stormwater Ops
- Town Centre upgrades, that alter the carriageway or footpaths, migrate to AT PMO (when design input?)
- Contract management of berm maintenance, where it is a standalone contract or a separable portion, can migrate to AT RCM
- Management of flooding responses can be migrated to AC Stormwater Ops (traffic control by AT)
- A joint team can commence work on aligning contract specs and engineering standards to ensure that AT requirements are clearly defined in future contracts.

AT will lead these initiatives and the collaborative model, with participation from the relevant AT and AC departments. The target date for implementing these transition initiatives is July 2011, which ostensibly provides a one year period of operating under the new accountabilities, ahead of formal inclusion in new contracts from July 2012.

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[1] Integrated Collaborative Contracts (ICC) – the various Transport, Stormwater, Parks and Solid Waste contracts must be *integrated* to cover all aspects of delivery within the road corridor. The contracts must all be *collaborative* in nature to ensure all staff and service providers deliver a one-stop, dig-once service.

Table 1 - Service Delivery within Road Land - Accountabilities

Delivery by AT	Delivery to AT requirements by AC	Delivery by AC
1. Street Cleaning		
• Bus shelter cleaning • Road and channel sweeping • Footpath wash and sweeping • Kerb and channel cleaning • Water table cleaning • Removal of dead animals • Incident clean-up.	• Artworks and water fountain cleaning • Graffiti and poster removal • Special Event cleaning.	• Installing litter bins and public recycling bins • Public place loose litter • Litter and illegal dumping (including prosecution) • Refuse bag, recycling and inorganic collection • Public toilet cleaning • Abandoned vehicle removal.
2. Street Vegetation		
• Maintenance of grass berms.	• Maintenance of street trees • Maintenance of street gardens • New tree planting.	
3. Street Furniture and Infrastructure (non transport)		
• Street Lighting • Town centre revitalisation and upgrades that involve Shared Space roads or where the carriageway or footpaths are altered.	• Installation, maintenance and renewal of non transport related street furniture and infrastructure • Street banners and removal of third party installations • Lighting/water attached to buildings and assets (e.g. drinking fountains) • Licensing cafés for table, chairs on footpath • Licensing street vendors • Town centre revitalisation and upgrades that are adjacent to, but do not alter, the carriageway or footpaths.	
4. Stormwater		
• Isolated rural catch-pits and culverts on rural roads discharging to water tables or where there is no pipe network.	• Bulk stormwater systems in the road corridor • Maintenance and renewals of all stormwater infrastructure, including catch-pit cleaning (excluding kerb and channel). • Flooding within the road corridor (traffic control by AT) • Private connections.	• Stormwater system planning and control, using a 'catchment' approach • Flooding response plan.
5. Bylaws: Making and enforcement traffic and parking		
• Parking enforcement.	• Temporary signs • Events and street trading • Waste management • Fire and alcohol management.	• Animal Management.

Notes:

1. All other transport related infrastructure will be delivered by AT (Capex, Opex and Renewals)
2. All activities 'Delivered to AT requirements by AC' will be undertaken in a collaborative partnership, to meet AT contract document and level of service standards. This will be a KPI for area Team Leaders, as will transparency, high levels of communication and responsiveness.
3. AT must be involved at the concept stage for Town Centre and/or Comprehensive redevelopments.
4. AT will be given the opportunity to review all consent applications that affect the road corridor.

Attachment 3

Summary of Asset Ownership for Road Corridor and Public Transport Facilities

Table: Summary of Asset Ownership for Road Corridor and Public Transport Facilities

Transport Network		Asset Group	Asset Type	Ownership	Notes
Network	**Mode**				
Road Network	Road	Carriageway	Carriageway Surface	AT	
			Carriageway Base	AT	
		Bridges & Major Culverts	*Road Bridge*	AT	Bridges that carry AT roads across state highways and the rail corridor belong to AT.
			Major Culvert	AT	Where the culvert passes under a road or path.
			Pedestrian Bridges	AT	NZTA own pedestrian bridges over motorways. KiwiRail owns pedestrian foot bridges which provide access to rail platforms.
			Underpasses	AT	Where the underpass provides pedestrian across the road corridor.
		Retaining Walls	Retaining Wall	AT	Retaining walls that support the road structure and protect transport assets from slip risks are likely to be owned by AT (assess on case by case basis). Walls associated with parks and landfills are owned by AC.
		Sea Wall	Sea Wall	AT	Sea walls that support the road structure and protect transport assets from slip risks are likely to be owned by AT (assess on case by case basis). Walls associated with parks/reserves are owned by AC.
		Corridor Structures	*Guard rail*	AT	
			Fence	AT	
			Gate	AT	
			Bollard	AT	
			Barrier	AT	
			Sight rail	AT	
			Hand rail	AT	
			Gantry	AT	
			Vehicle Crossings	Private/AT/AC	Vehicle Crossings are typically owned and maintained by the adjacent private property owner. AT/AC may consider ownership responsibilities on a case by case basis.
			Culverts associated with vehicle crossings	Private/AT/AC	
			Pedestrian Refuge	AT	

Transport Network		Asset Group	Asset Type	Ownership	Notes
Network	Mode				
Road Network	Road	Corridor Structures	*Roundabout*	AT	
			Speed Humps	AT	
			Ramp	AT	
			Traffic island	AT	
		Artwork	Sculptures/Artwork	AC	
			Memorials and Plaques	AC	
			Monuments	AT	Monuments in road corridor only.
		Drainage	*Kerb & Channel*	AT	
			Catchpits/filters	AT	Catchpit sump, grate, back entry and any SW treatment devices installed in catchpits.
			Minor culverts	AT	
			Soakholes	AT	Soakholes serving road catchpits.
			Catchpit Leadpipes (to first AC owned manhole or to AC owned SW pipe)	AT	Where a private line is connected to a leadpipe between two catchpits, leadpipe ownership is AT. Where a private line is connected to a catchpit leadpipe that is connected to a stormwater mainline, ownership of the leadline downstream of the connection is AC. Ownership upstream is AT.
			SWCs (no kerb)	AT	
			SW Treatment devices	AT/AC	If AT installed the device as part of a road project then it belongs to AT. If AC installed is as part of a SW project or larger development then it belongs to AC.
			Grass Swales	AT	
			SW manholes	AT/AC	In the road reserve. AC may take opportunity to upgrade during road works. Some are solely owned by AT as on SW system that drains road corridor only.
		Street lighting	*Street Lighting*	AT	
			High Mast Lighting	AT	
		Traffic Systems	*Traffic Signals*	AT	
			SCATS	AT	
			CCTV	AT	
			Speed Camera	AT	

Transport Network		Asset Group	Asset Type	Ownership	Notes
Network	Mode				
Road Network	Road	Traffic Systems	*VMS*	AT	
			Fibre Optical Cable	AT	
		Signs & Markings	*Traffic Signs*	AT	
			Road Markings	AT	
			Edge Marker Post	AT	
		Corridor Fixture & Street Funiture	*Seats & benches*	AT	
			Cycle stands	AT	
			Weigh stations	AT	
			Public Toilets	AC	
			Drinking Fountains	AT	Fountains in road corridor only.
			Litter Bins	AT	Litter bins in road corridor and AT owned carparks.
	Walking & Cycling	Footpaths	Footpaths	AT	
			Shared cycle paths	AT	
		Cycleways	Off-street Cycleways	AT	
		Bridle Paths	Bridle Paths	AC/AT	Bridle paths through Parks and reserves are the responsibility of AC. Only bridle paths in road corridor are the responsibility of AT.
	Parking	Parking	Parking General	AT	AT has stewardship responsibilities for parking - this includes management and control of the assets, although the legal ownership of some of the car parking buildings may rest with Auckland Council (on the title).
			Pay & Display Machines	AT	
			Parking enforcement equipment	AT	
			Off-street carpark pavements (not P&R)	AT	
			Parking control systems (not ticketing)	AT	
			Parking ticketing systems (not P&D)	AT	
			Parking Buildings (incl lifts)	AT	
			Carpark buildings: Structures	AT	

Transport Network		Asset Group	Asset Type	Ownership	Notes
Network	Mode				
Road Network	Road	Parking	*Carpark buildings: FF&E incl building utilities*	AT	
			Carpark buildings: ICT systems	AT	
			Park & Ride	AT	
Green Assets			*Street Trees*	AT	
			Street Gardens	AT	
			Road Berms	AT	
PT Network	PT General	PT Network General	Ticketing systems, AIFS	AT	
			Information systems, Realtime	AT	
			Communication systems, CCTV	AT	
			PT Structures (pedestrian)	AT	
			Fibre Optic Cable	AT	
	PT - Bus	Busway Stations	*Buildings*	AT	
			Canopies	AT	
			Pedestrian Bridges	AT	
		Bus Stations	*Buildings*	AT	
			Canopies	AT	
		Bus Network Lifts and Escalators	Bus Network Lifts and Escalators	AT	
		Bus Shelters	Bus Shelters	Some AT, some Adshel	
		Bus Stops	Bus Stops	AT	
		Bus Network FF&E	Bus Network FF&E	AT	
	PT - Rail	Train Stations	Britomart	AT/KiwiRail	
			Other Train Stations	AT	
			Rail Network Lifts and Escalators	AT	

Transport Network		Asset Group	Asset Type	Ownership	Notes
Network	**Mode**				
PT Network	PT - Rail		*Buildings*	AT	
			Platforms	AT	
			Canopies	AT	
			Pedestrian Underpasses	AT	
		Rolling Stock	EMU	AT	
			DMU	AT	
			Carriages	AT	AT own improvements to existing "old" units.
		Maintenance Depots	Maintenance Depots	AT	
		Stabling Sites	Stabling Sites	AT	
		Rail Network FF&E	Rail Network FF&E	AT	
	PT - Wharves	Wharves	Wharf structure	AT	Some of the wharves are owned privately, the recreational wharves are owned and managed by AC, others are owned by AT
		Wharves	Breakwater	AT	
		Ferry Terminal	Ferry Terminal Buildings	AT	
		Wharf FF&E	Wharf Fuelling facilities, hoists, FF&E	AT	
		Pontoons	Pontoons	AT and Service operators	Fullers and other service operators own pontoons used for passenger ferry boarding