


City East West Transport Study

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An Auckland Council Organisation

ACRONYMS R US

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And my favourite:
ACTION



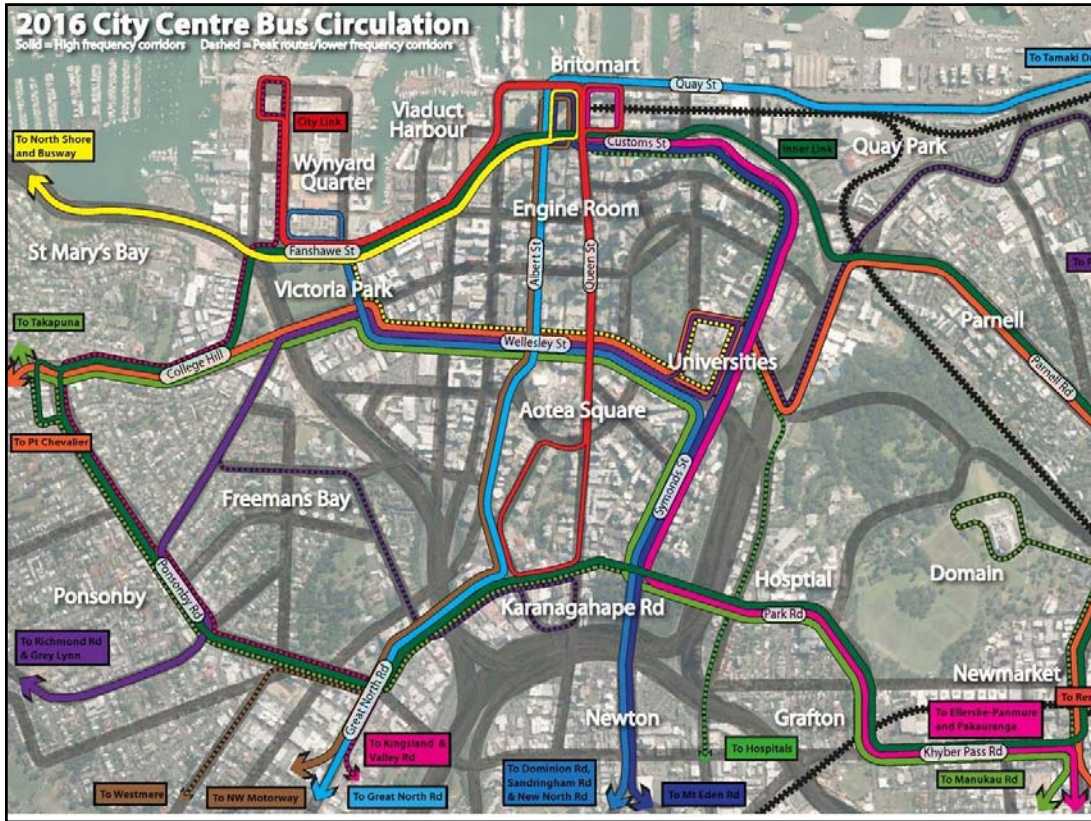
aurecon Boffa Miskell

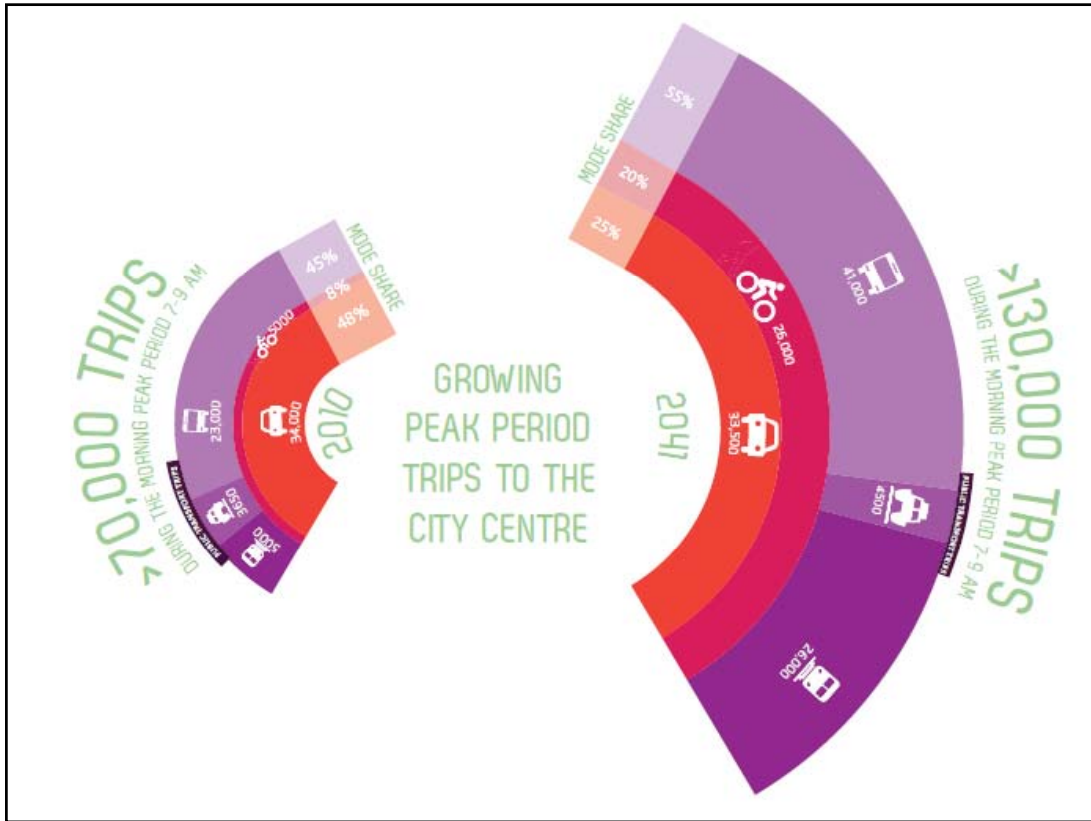
**City East West
Transport Study**

Prepared for Auckland Transport
Prepared by Aurecon and Boffa Miskell
07 June 2013

DRAFT

Why did we do CEWT?







RD WONG © 2012



But how?

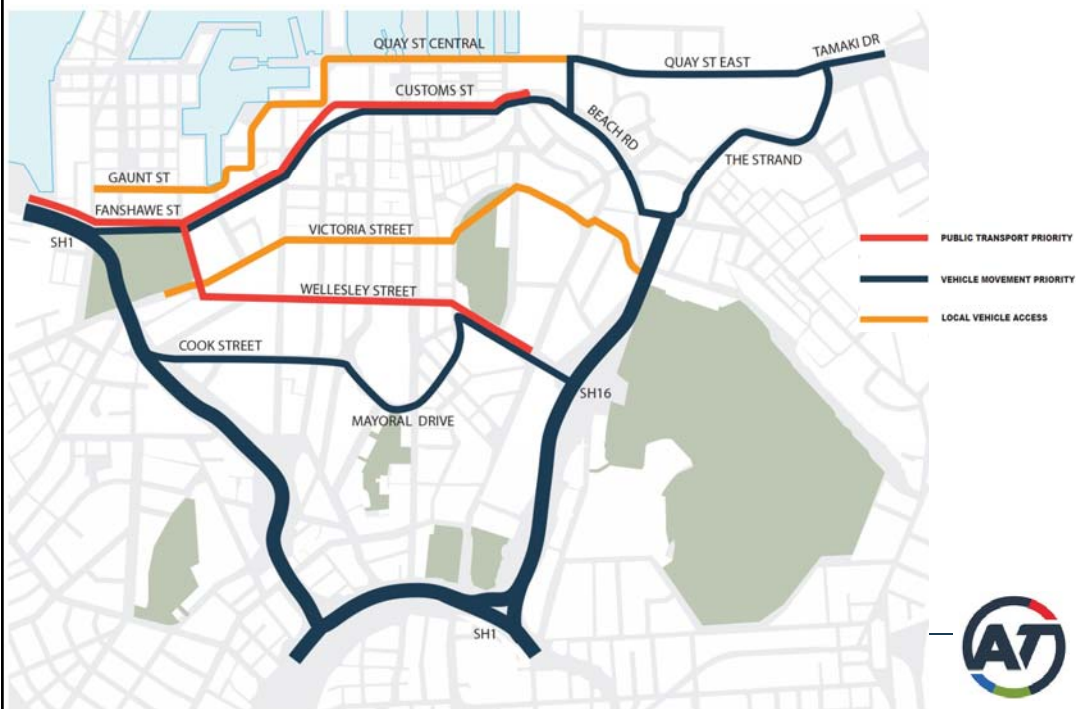
Summary network

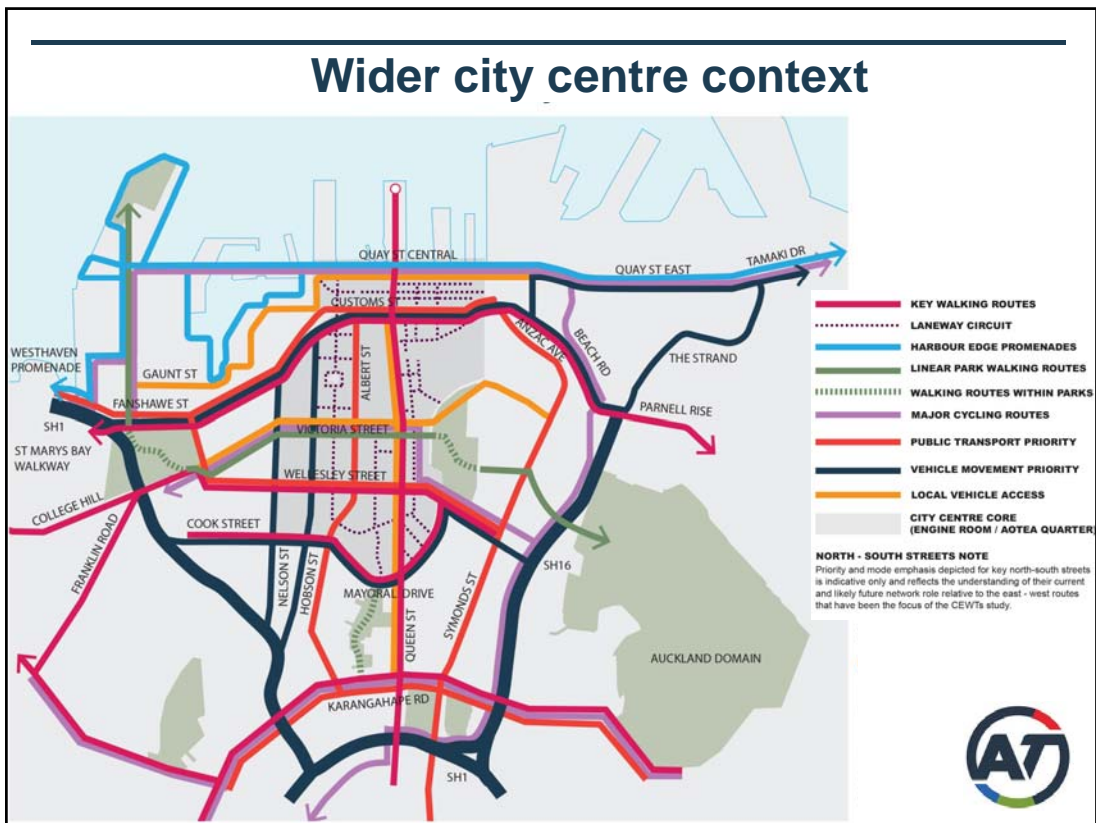
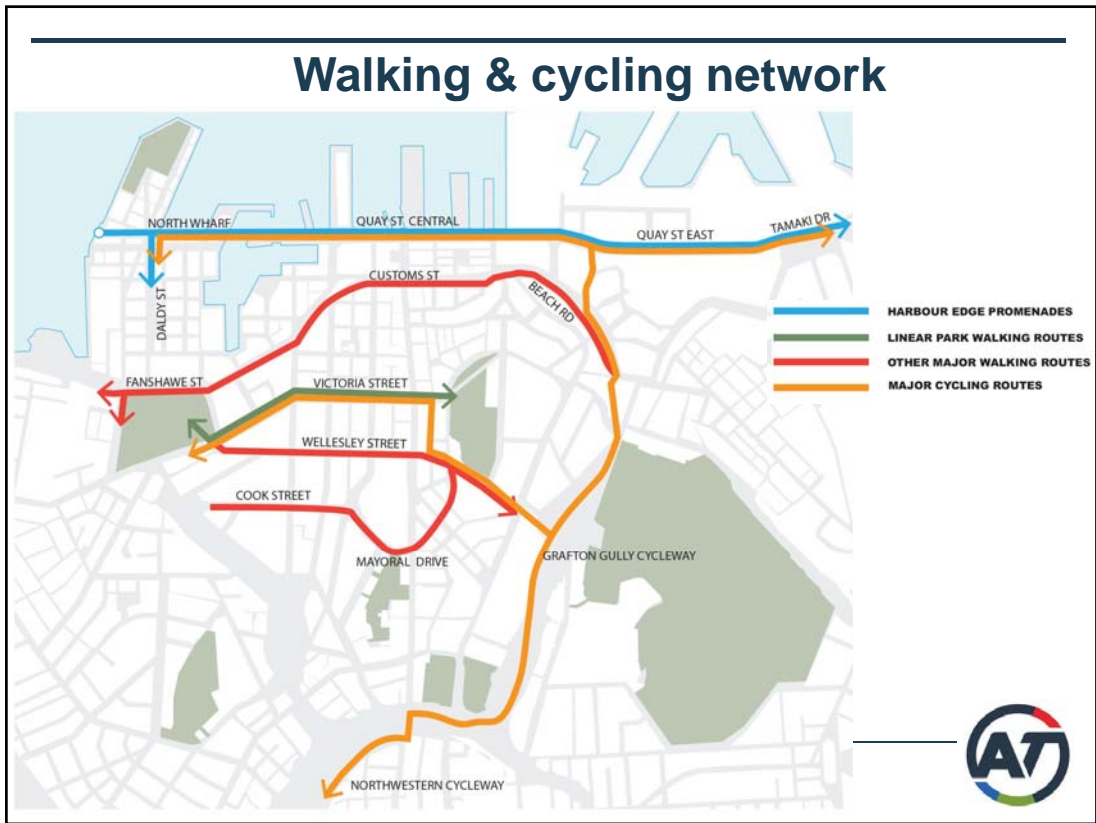


- 1 QUAY STREET HARBOUR EDGE BOULEVARD**
Quay Street reduced to 4 lanes to enable flexible application of the multi-modal waterfront avenue design concept generally as per the currently proposed Quay Street Concept Design with a predominant emphasis on public space in the central core. Maintain freight function for the port in the east and access to central wharves.
- 2 FANSHAWE STREET URBAN BUSWAY**
Urban busway with sufficient vehicle capacity to support State Highway operations, and high quality north-south pedestrian connections.
- 3 CUSTOMS STREET CITY CENTRE CORE ACCESS**
Dedicated bus lanes while maintaining through traffic access function. Design improvements to maximise pedestrian capacity and quality for pedestrian through movement, bus users and adjacent retailers, especially North-South crossing experience.
- 4 BEACH ROAD EASTERN ACCESS**
Bus lanes and dedicated cycle lanes, and general traffic access, especially near SH16 connections. Design improvements to maximise pedestrian capacity and quality, especially North-South crossings.
- 5 VICTORIA STREET LINEAR PARK**
Linear park on Victoria Street as per City Centre Masterplan vision. Cross-town east-west cycle connection also identified for Victoria Street.
- 6 WELLESLEY STREET CIVIC CONNECTOR**
East-West bus corridor through midtown between Learning Quarter and Victoria Park. Maintain general traffic connection in the East between Mayoral Drive and Grafton Gully State Highway connection.
- 7 WELLESLEY STREET CIVIC CORE**
Wellesley Street reduced to 4 lanes with bus and access only through midtown civic core with higher pedestrian capacity and quality for pedestrian through movement, bus users and adjacent retailers/cultural facilities. Unlocks significant public realm benefits on Queen Street.
- 8 COOK STREET / MAYORAL DRIVE VEHICLE PRIORITY ROUTE**
Cook Street to maintain general traffic emphasis, especially near State Highway connection. Mayoral Drive to be encouraged as general traffic route around Aotea Quarter/Queen Street Valley.
- 9 STATE HIGHWAY NETWORK**
Emphasise and encourage use of the State Highway network for through movement and city centre ring route function. Continue to maintain vehicle capacity at interchanges but better manage transition to city streets.

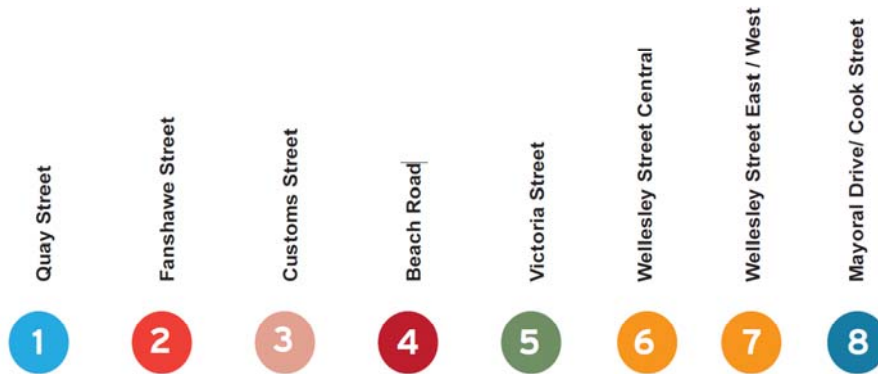


Vehicle movement network





Corridors Considered



Quay St

Strategic Direction

The strategic direction for Quay Street is to become a multi-modal harbour edge boulevard with a predominant emphasis on public space and pedestrian movement within the city centre core in the west and balancing pedestrian and cycle provision with a continued emphasis on freight movement for the Ports of Auckland in the east.

Quay Street Central will be transformed as a landmark harbour edge street between Lower Hobson Street and Britomart Place that unites the CBD Engine Room with the waterfront, as envisaged by the City Centre Masterplan and Waterfront Plan.

Quay Street East will also enhance pedestrian and cycle connections but will see an increased multi-modal emphasis, with maintaining appropriate freight access to the Ports of Auckland a key consideration.



Quay St



Fanshawe St



Fanshawe St



Customs St



Customs St



Victoria St

Strategic Direction

The strategic direction for Victoria Street is to become a broad tree-lined linear park between Albert and Victoria Parks, as envisaged by the City Centre Masterplan.

The linear park will be the city centre's urban green link and principal east-west walking route across the midtown area. The linear park will provide a significant place-making function, with a series of green public spaces for rest, play and social activity for residents, workers and visitors to the City Centre. It will be integrated with and enhance the main entrance to the future Aotea Station planned for Victoria Street, delivering a landmark public space outside what is planned to be Auckland's busiest rail station.

As a slow street Victoria Street has the potential to support an east-west cycling function as part of a midtown cycle route linking to regional cycle routes (such as the Grafton Gully Cycleway) to the east and west of the city centre core.

The Victoria Street linear park will become a key asset and attractor for people working, living and visiting the dense midtown core of the city centre, and strengthen the identity and legibility of the city centre as a whole.

Victoria St



Wellesley St



Wellesley St Central



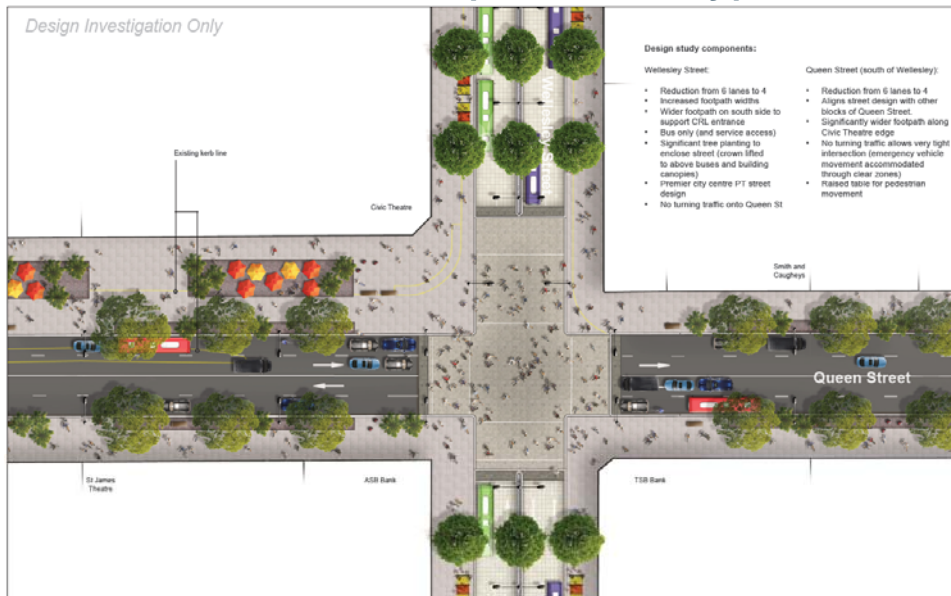
Queen St (at Wellesley)



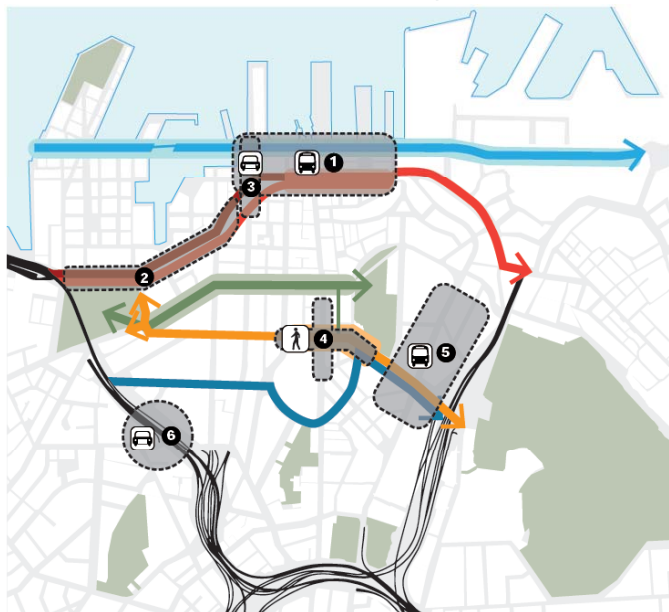
Queen St (at Wellesley)



Queen St (at Wellesley)



CEWT Study further investigations



- 1 BRITOMART BUS OPERATIONS**
Bus operational issues to be resolved i.e. Downtown Bus Interchanges, and bus operations around Britomart Transport Centre.
- 2 FANSHAWE URBAN BUSWAY**
Further investigation into provision of a high quality public transport corridor that also allows good pedestrian connections along and across Fanshawe Street.
- 3 HOBSON STREET FLYOVER**
Further understanding of interactions between Quay and Hobson Streets are required.
- 4 WELLESLEY STREET CIVIC CORE AMENITY FOR PEDESTRIANS AND BUS USERS**
Further investigation to determine ways to deliver high amenity street for pedestrians and bus users (space allocation/design improvements). Include investigations into through closure to general traffic and potential benefits to Queen Street.
- 5 LEARNING QUARTER BUS OPERATIONS**
Further investigation into bus operations at Wellesley Street East (i.e. connections with Symonds Street, provision for bus stops and bus turnaround to return to Wellesley Street westbound).
- 6 STATE HIGHWAY RING ROUTE**
Investigations into improving utilizations of state highway network for movements across and to city centre. Includes consideration for vehicles travelling from east into western part of city centre.

Summary of Learnings

- Be truly multi-disciplinary – teach urban designers about traffic engineering and vice versa
- Include non-transport issues as objectives
- Engage with your biggest critics and take the time to drag them along with you
- They will be your biggest supporters at the end
- High quality graphics sell ideas
- A ‘coffee table book’ summary is helpful, don’t rely on technical jargon and numbers and theory
- Selling the concept afterwards is as important as coming up with the idea
- Acronyms help

Thank you.

Questions?

