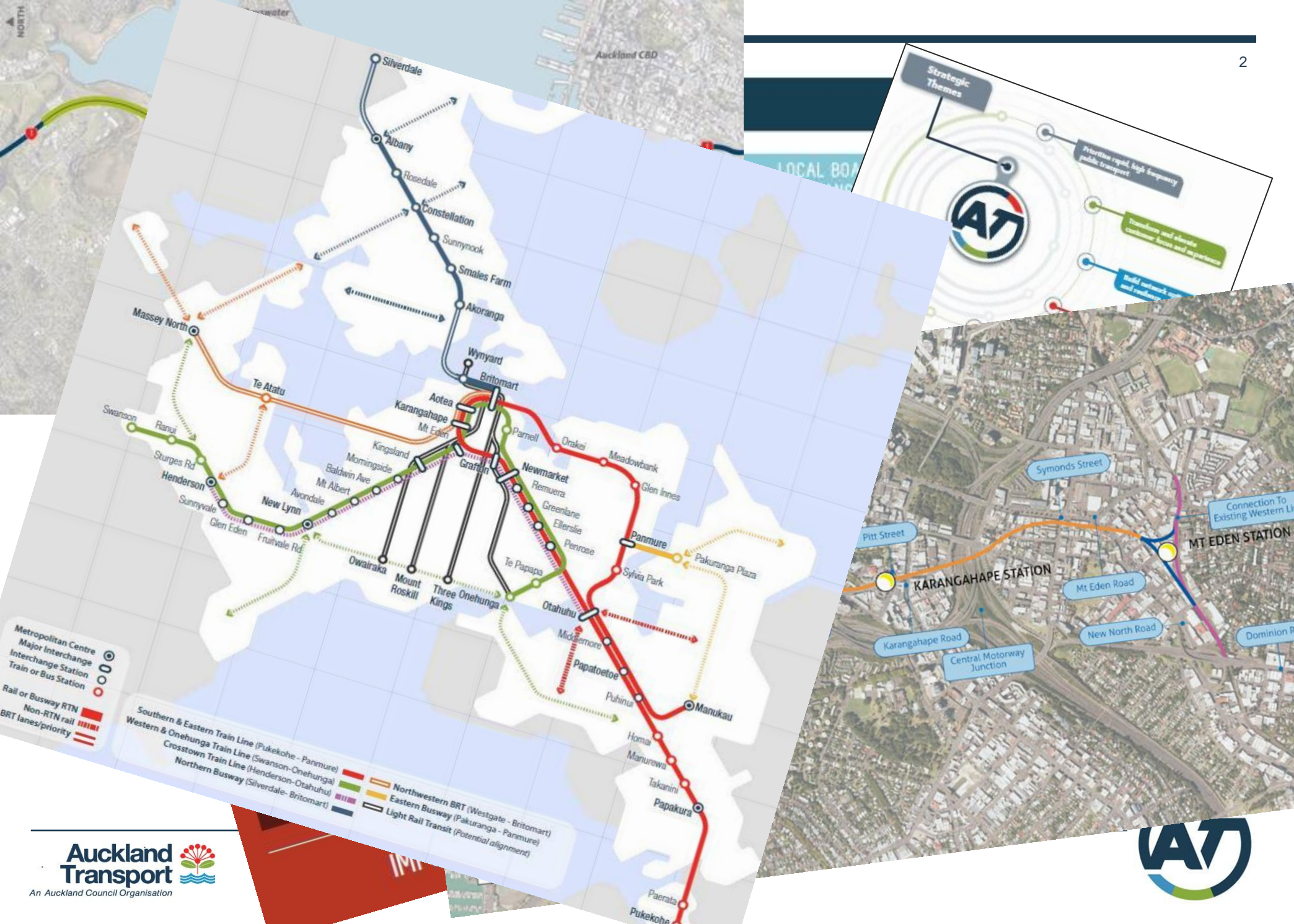


IS A 'FRAMEWORK' A SMARTER WAY?

Daniel Newcombe,
Strategy & Planning Group







EXTRA! EXTRA!

READ ALL ABOUT IT!

Council releases **ANOTHER** plan!

and set an example of good practice in enabling disabled people to realise their potential through work.

Not only do they give due recognition to those employers who have demonstrated a high standard of equal opportunities, they also provide an incentive to other employers by showing that employing disabled people

Short-listed in 2004 for the Regional Remploy Leading the Way Awards at which commendations for both employer and employee were received for making a difference at work.



Framework

Framework

- ~~A plan~~
- ~~A strategy~~
- ~~A formal document~~
- ~~Official status~~
- ~~Public consultation~~
- ~~Political approval~~

Framework

- Stylised approach
- Explain complex project purposes and interdependencies in a simple and repeatable way
- Highly visual, limited text
- Focus on outcomes, not details
- Bridges between strategy and project delivery
- Provides context for investment decisions by NZTA, Auckland Transport and Auckland Council, as well as private investors

An aerial photograph of the Auckland city center, showing the harbor, various buildings, and the waterfront. A large, white, diamond-shaped frame is superimposed over the center of the image, containing the title text.

DOWNTOWN FRAMEWORK SEPTEMBER 2014

**Auckland
Council**
Tā Kaitiaki • Te Kaitiaki



STRATEGIC DIRECTION

VISION, STRATEGIC, AND PLANS

CONSULTED ON AND ADOPTED

These include:

- The Auckland Plan
- The City Centre Masterplan
- The Waterfront Plan
- The Proposed Unitary Plan
- Integrated Transport Programme
- Economic Development Strategy
- Major Events Strategy

THE DOWNTOWN FRAMEWORK

INTEGRATION

Integrates the vision, thinking and projects across the Council family

DISTILLS THE VISION

Distills the strategic direction for the Downtown area

SETTING THE SCENE

Provides the strategic, spatial and timing context for projects and decision making.

PROVIDES THE LENS

The Framework tests projects against wider aspirations through common principles and organising ideas

ONE STOP SHOP

Home for key information to link initiatives and projects, and to inform decisions (both from the Council family and development community).

THE EVOLVING PICTURE

Frameworks are living documents that capture the latest project information as they go through option testing and detailed investigation, and focus the debate on the 'hot issues' needing resolution.

IMPLEMENTATION PLAN

Lays out the flow of projects in the coming years.

PROJECTS

- Multiple project workstreams
- Option testing
- Detailed investigations
- Public consultation and stakeholder engagement



PART 02 CHALLENGES AND PRINCIPLES



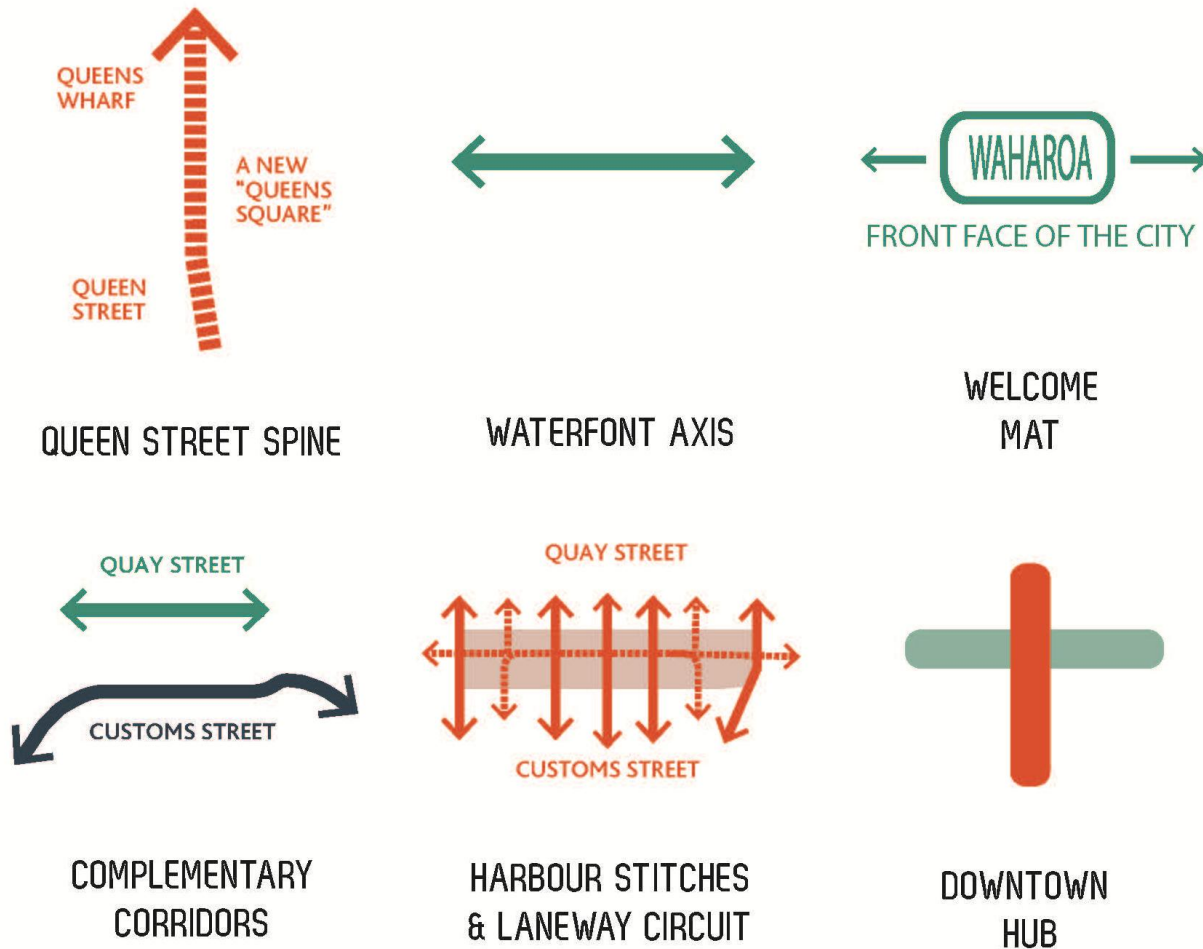
PART 04 UNDERSTANDING THE KEY THEMES



PART 01
INTRODUCTION
TO THE DOWNTOWN
FRAMEWORK

ORGANISING IDEAS

BUILDING ON THE CITY CENTRE MASTERPLAN, DOWNTOWN WILL LOOK TO STRENGTHEN ITS LOCATIONAL ADVANTAGE AS THE MOST PIVOTAL POINT IN THE CITY WHERE QUEEN STREET MEETS THE HARBOUR'S EDGE.



MULTI-MODAL NETWORK

DOWNTOWN IS A MAJOR DESTINATION AND THE NETWORK HUB FOR ALL TRANSPORT MODES. FUTURE INVESTMENT WILL ALLOW EVEN GREATER NUMBERS OF PEOPLE TO ACCESS.

WALKING

Throughout the city centre, pedestrians are considered the most important mode. The future transport network in the Downtown area is predicated on high quality, well connected pedestrian spaces and linkages. Whilst the area will still retain some busy roads, the greater pedestrian provision (more crossings, shorter intersection cycle times, etc.) and significant increase in public space will be transformational in providing improved pedestrian amenity and capacity.

CYCLING

The high quality people-focused spaces of the Downtown area will naturally make this a popular location to cycle to and through. Quality cycle routes are to follow Beach Rd and Quay St (linking to Westhaven Wynyard Quarter and the popular Tamaki Dr), as well as Nelson St to link to cycle routes further afield. The general reduction in traffic volumes on some streets, and vehicle speeds in general, will help boost the ability to cycle in the Downtown area.

RAIL

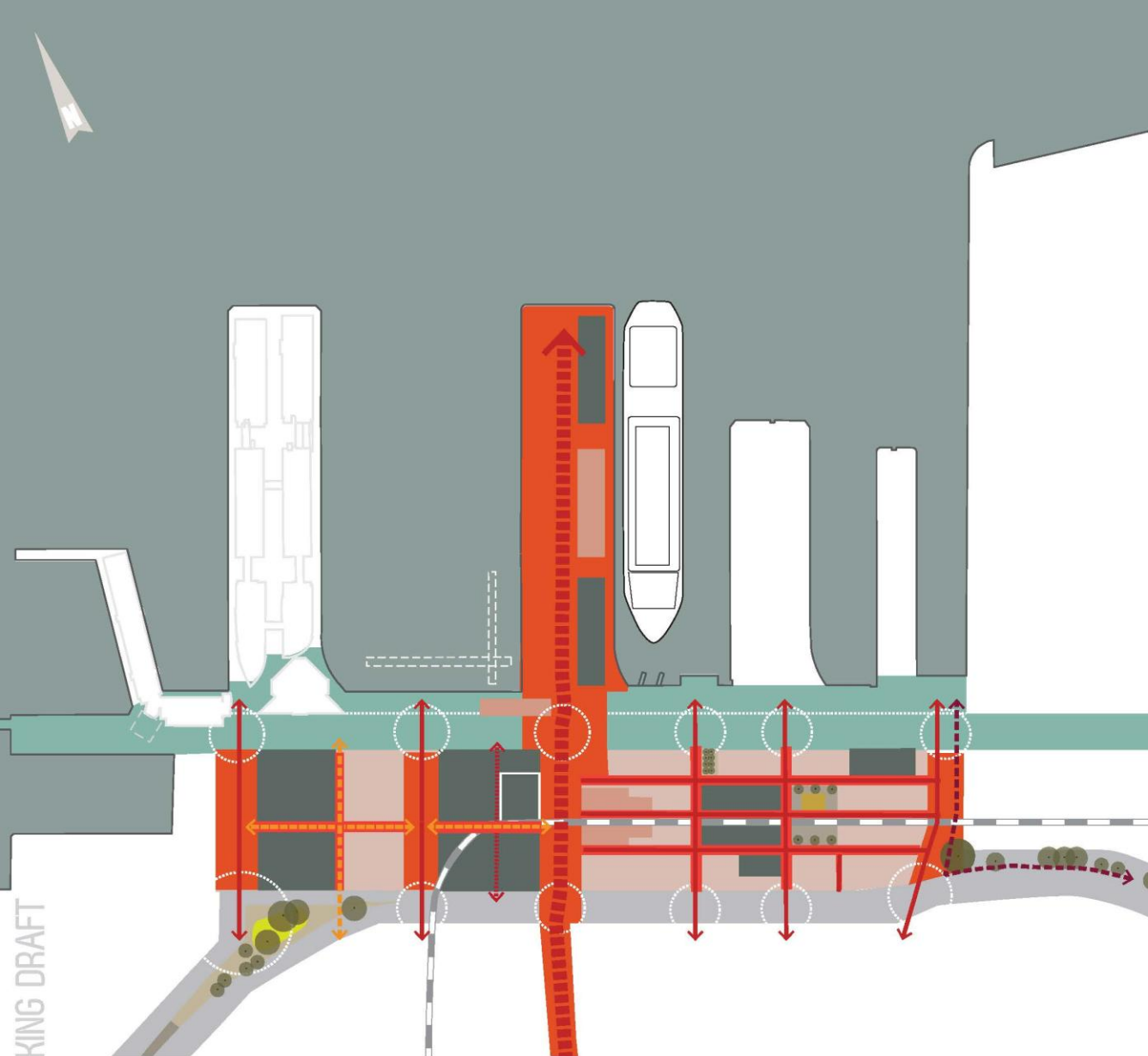
The City Rail Link (CRL) will be a transformational project for the city centre. Within the Downtown area, as well as increasing the number of pedestrians interchanging services and accessing the city centre, the main CRL implication is the construction impacts on the staging of public and private sector developments (for instance, Lower Queen St changes cannot occur until the CRL tunnelling is completed).

BUS AND COACH

The new bus network will provide a better, simpler, smarter, more legible bus system. It is based on a small number of high quality bus corridors, connecting with Britomart, including an urban busway along Fanshawe St. This major reconfiguration of bus operations will reduce the number of bus services and also bus stops in the area. The Intercity coaches are relocated from the area, and the Airbus service will need to be reconfigured, as will the City Link bus service. The movement function on Customs St will be facilitated by removing the need for bus stops. No bus layover will be provided in the area. Buses remain vital for the city centre, as analysis shows a rough doubling in bus demand to city centre over the next 30 years, even with CRL in place.














FERRY

Ferries bring in close to 4000 people into the city centre in the morning peak period, with nearly half of those passengers coming from Devonport and Waiheke Island. It is predicted that ferry patronage growth will be relatively modest when compared to bus and train. This is driven by certain ferry markets being mature (e.g. Devonport) or captive (e.g. Waiheke) and the limited growth permitted by the Proposed Auckland Unitary Plan for the inner harbour North Shore ferry terminals. However, outer growth areas show predicted strong growth in patronage from Hobsonville, West Harbour, Pine Harbour and to a lesser extent Half Moon Bay and Gulf Harbour. The Downtown Ferry Terminal is close to peak capacity and its redevelopment is crucial to enable more peak services to operate. The short term direction for ferries is likely to focus on improved services to growth areas, starting with a proposed significant boost to the Gulf Harbour ferry service, and the bringing of inner harbour ferry services up to a higher level of service, as envisaged in the Regional Public Transport Plan.



WORKING DRAFT

KEY

-  Queen Street Spine
(Queen Street > Queens Square > Queens Wharf)
-  North - South Harbour Stitches (Public Realm)
-  Quay Street Waterfront Boulevard & Welcome Mat
-  Existing Laneway Connections
-  Future Potential Laneway Connections
-  Future Potential Through Site Link
-  Beach Road Cycleway Connections
-  Underground Rail (Post-CRL)
-  Fanshawe/Customs/Beach
-  City Centre East-West Movement Corridor
-  Major Future Development Opportunities
-  Harbour Stitch North-South Intersections
-  Future Ferry Basin Redevelopment



The harbour edge is where the city meets the sea and along with Queen Street is a key organising axis for the city centre.

It encompasses streets (such as Quay Street and Jellicoe Street) and an array of wharves, quays and squares. It draws from a rich history, the energy of a working waterfront and intrinsic values of the water.

The harbour edge is the face of Auckland and represents our maritime identity and a place for welcome and celebration. It is our front door, a welcoming mat, and the place where we connect with our harbours.

It is recognised that a world-class waterfront is a key element in becoming the world's most liveable city through encouraging tourism and investment, and recognised and loved as an attractive, vibrant city by Aucklanders and visitors alike.

WORKING DRAFT

QUAY STREET



**NOW FOR
SOMETHING
COMPLETELY
DIFFERENT**

A background image showing the silhouettes of several people sitting around a table in a meeting room, with a bright light source (like a window) behind them, creating a high-contrast, blue-toned scene. The word 'USER' is superimposed in large red letters.

USER

Success

Design

Outcome

Risk

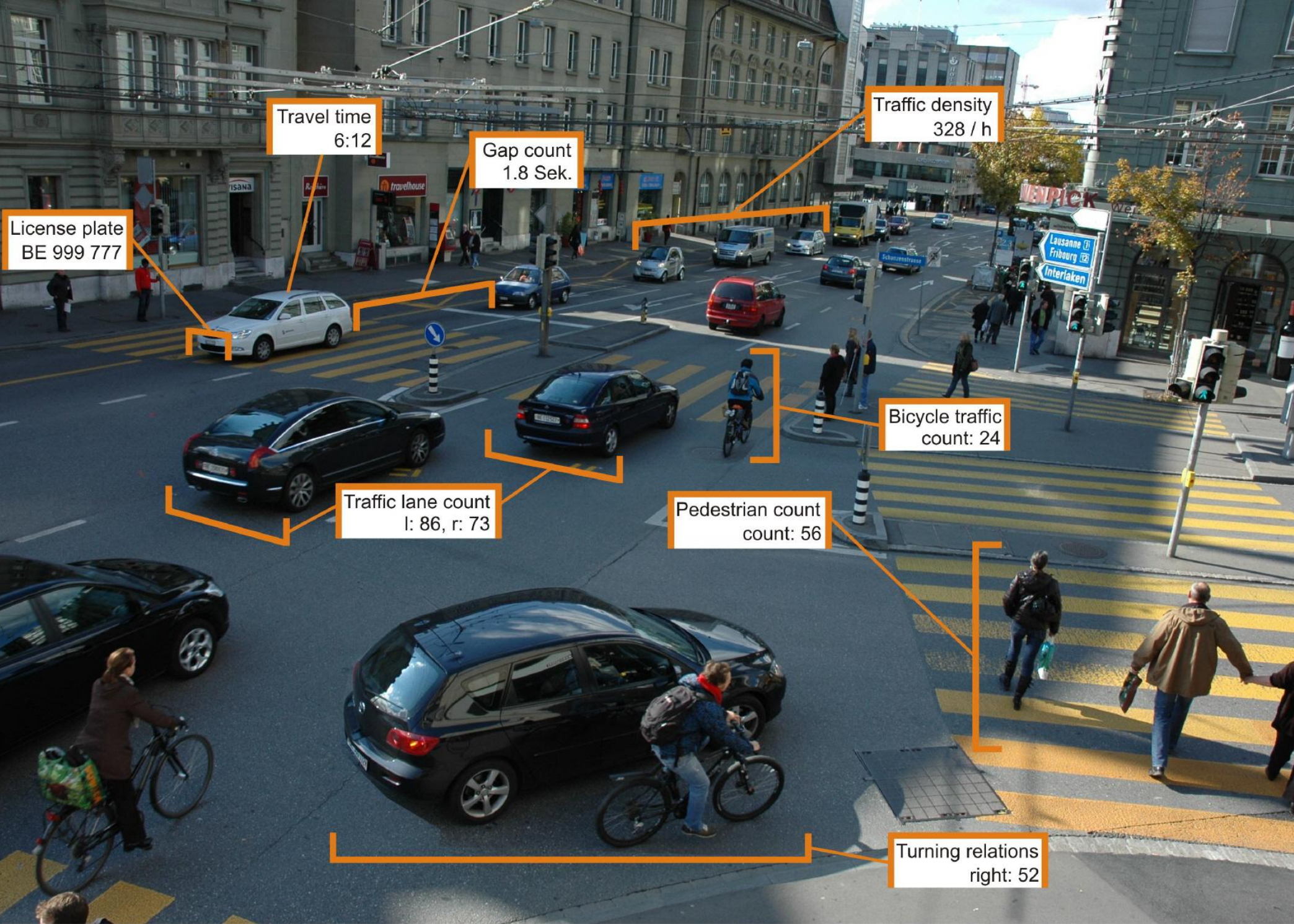
Funding

ing

Volumes

Delivery

Integration



Travel time
6:12

Gap count
1.8 Sek.

Traffic density
328 / h

License plate
BE 999 777

Bicycle traffic
count: 24

Traffic lane count
l: 86, r: 73

Pedestrian count
count: 56

Turning relations
right: 52



Choice



EXIT NOW



Link road route M54-M6 Public Consultation

Option C

Proposed with a length of 1.8km, Option C for the M54 and M6 link road route is a dual carriageway with a central reservation and a total length of 1.8km. It will connect the M54 and M6 at a junction north of the M54, a total length of 1.8km.



Proposed changes

Introduction
In June 2011, we successfully bid for £4.2million additional transport funding to improve the road network between The Level and Falmer) and the surrounding areas. The funding will be used to improve the road network and to increase use of sustainable transport. We have also received other complimentary measures to increase use of sustainable transport. We have used this information to develop more detailed proposals for the link road route. We have also used this information to develop more detailed proposals for the link road route. We have also used this information to develop more detailed proposals for the link road route.

The Proposals

- To introduce a Bus & Cycle Lane in both directions on the dual carriageway between Lewes Road and the A27 bypass at Falmer. Taxis would be permitted to use the bus lane.
- To provide improved facilities for pedestrians and cyclists at the Vogue Gyrotratory.
- To improve the junctions at Saunders Park and Coombe Road.
- To widen the shared cycle & pedestrian path adjacent to Lewes Road north of Coldean Lane.
- To provide an enhanced cycle and pedestrian network in the north of the area with improved signage.
- To extend the 30mph speed limit northwards to the A27 Falmer interchange.
- To provide more buses on the popular Service between Falmer and the A27, as well as improved services.

The Benefits

The benefits arising from these proposals would be significant and wide ranging, including:
• More people travelling by bus because of the shorter journeys and improved reliability.
• More people cycling because of the improved facilities.
• A reduction in the amount of car traffic as some people choose to travel instead by bus, cycling or walking.
• A reduction in carbon emissions.
• Improved safety for all road users.
• Improved access to the Universities and A27, meaning more people can walk and cycle.

Brighton & Hove City Council



Do NOT
rely on
SATNAV

Diversion



ROAD
CLOSED

BUSINESSES
OPEN
AS USUAL

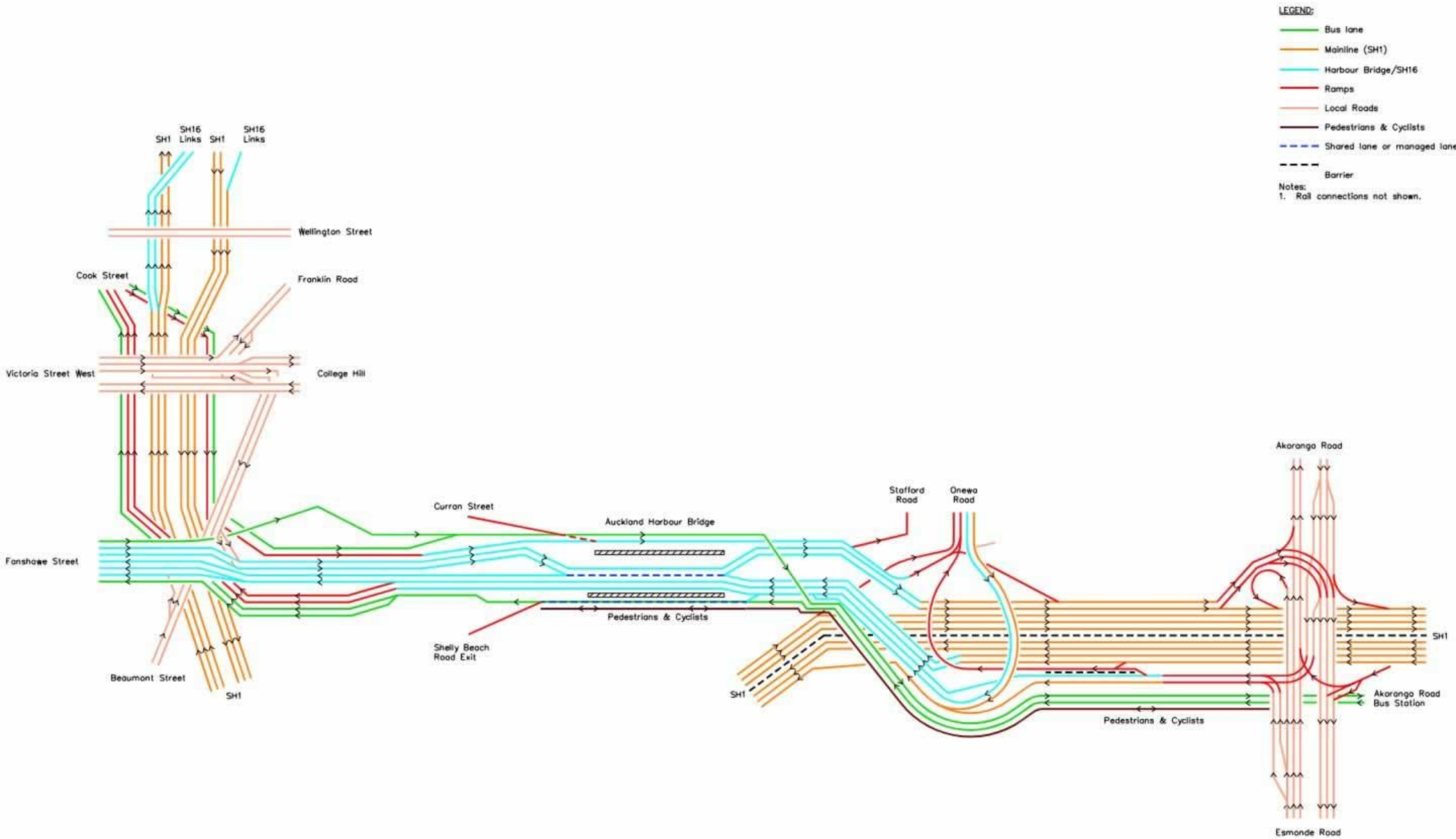
THIS BEER STATION
GENEROUSLY SPONSORED BY:

THE
WHITE LION
DELPH

3 DELPH LANE, DELPH OX3 1TX
TELEPHONE 01457 820018

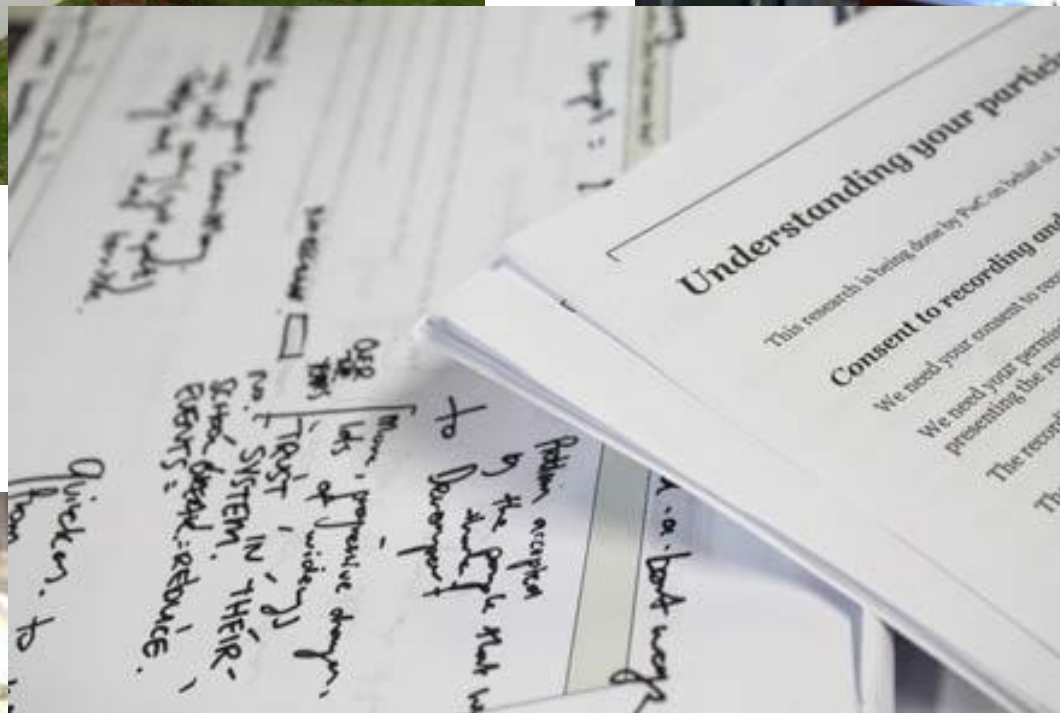
WWW.BEEKWALE.CO.UK











TRENT

What we learned



WARNING

**ASSUMPTIONS
AHEAD**



Only when you understand users' needs can you come up with possible solutions. And it might be a problem you didn't know you had or a solution you never knew you needed.

KATES DIGITALLY INTEGRATED

LIKE THE
SMART
APPROACH
TO WHOLE
LIFESTYLE

NOTE

AWESOME

More
Dynamic
Information

blokes play
games —
chicks rebote

geoloc
and
tagging
great

FRIENDS/
COMPUTERS
PLANS

PAYERS

— RAISED?
COAST?

Are you
there

Can change
to make safer,
wider, better

Uncertainty
+ safety
concerns
head on - crash

Uncertainty
can
slow traffic

Trial stuff
early

COMPI

DYNAMIC

LA

MARKINGS

I'M PUTTING
ALL THIS
STUFF IN
MY IDEA!
NICE.

EASY FIX

NB/AM?

SB/PM?

of BUS

Is traffic
flow tidal
e-sual flow
benefit

SAFETY
CONCERNS
CONTRA FLOW

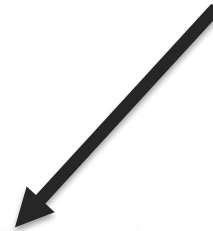
- DEVELOPMENT
- EDUCATION
- ADVERTISING
- RATIONAL / RULES
- DETECTION

WOW!!





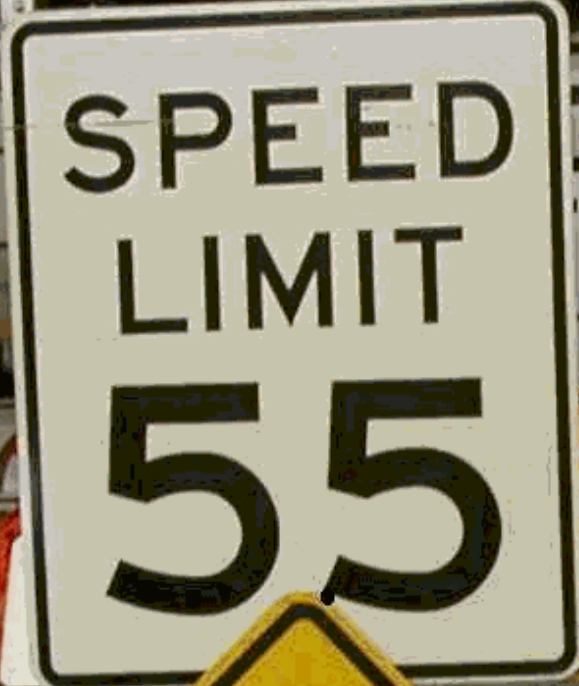
Professional



IPENZ
ENGINEERS NEW ZEALAND

DRIVE
SAFELY









Thank You