

ACCESS FOR EVERYONE

PREPARED WITH:
AUCKLAND DESIGN OFFICE
TRANSPORTATION GROUP CONFERENCE , MARCH 2019

MRCagney

A space-themed background featuring a large view of Earth on the right, a smaller view of Earth on the left, and the Moon in the center. The sky is dark blue with stars and a bright light source on the left.

THE BEST IDEAS . . .
can come from anywhere

A background image of space featuring the Earth and the Moon. The Earth is on the right, showing blue oceans and white clouds. The Moon is on the left, showing its dark, cratered surface. The sun is visible on the far left, creating a bright glow and lens flare effect.

THE BEST IDEAS

can come from anywhere

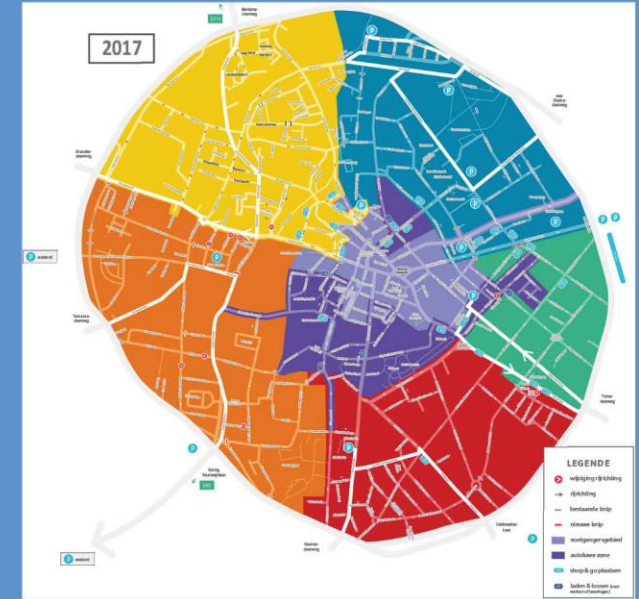
- **Parking Strategy**
- **Waste Operations**
- **Service & Delivery Strategy**
- **Climate Action Plan**
- **Residential neighbourhoods**
- **Development Response Legacy Plan**
- **Construction Access & Temp Traffic Management**
- **Retail Strategy**

Vismarkt 1968



The following high-level benefits are expected:

- People would get more public space,
- People would be able to move safely,
- People would be able to live, work and study in a healthy environment,
- People would be able to easily reach their destination, and
- Businesses would be able get the supplies and services they need.



CITY CENTRE GROWTH

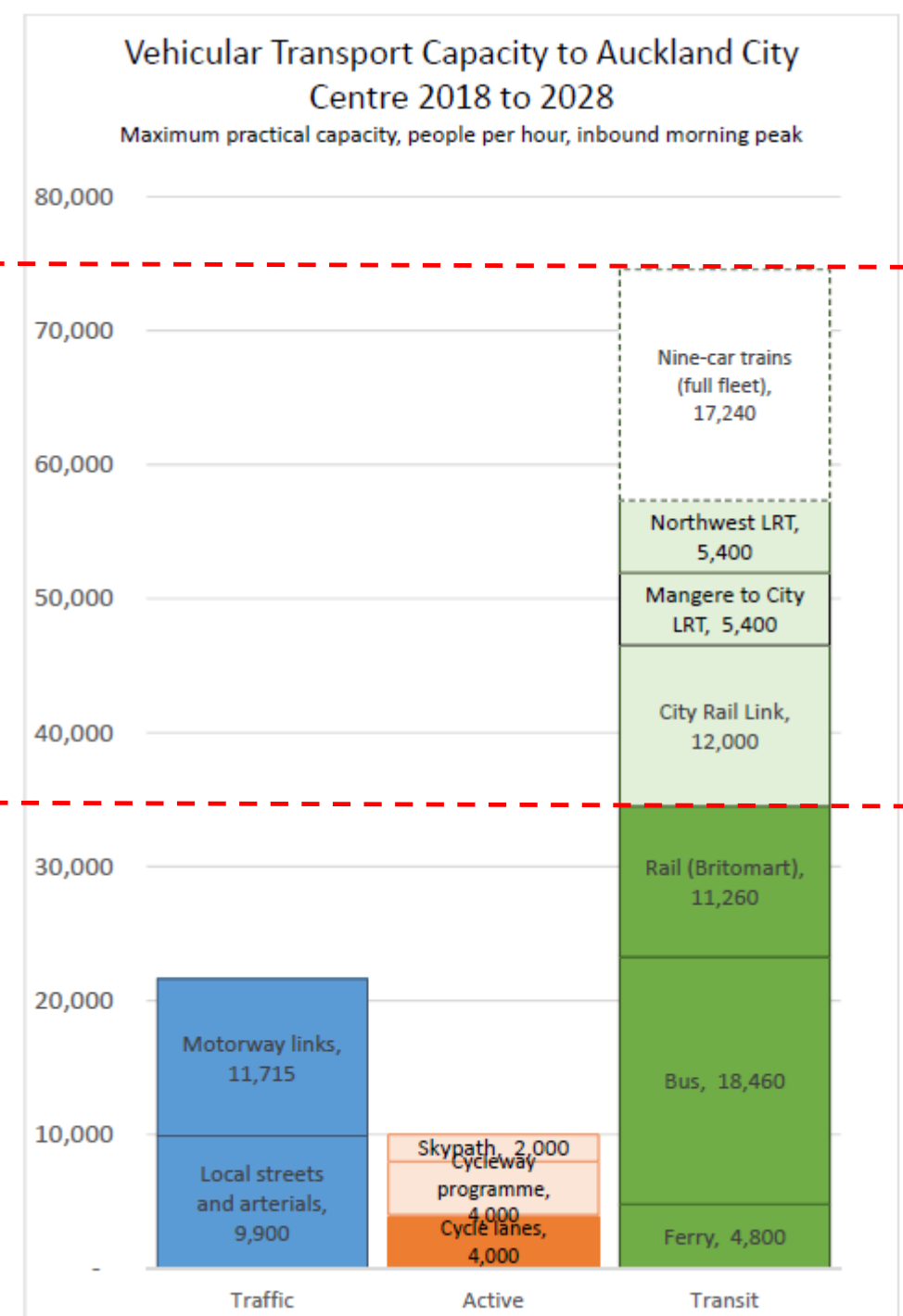
- Residents have doubled over the last ten years to 65,000
- In 5 years there will be 15,000 more people
- In 20 years the number of residents will have nearly doubled

- Number of jobs is 140,000
- In 5 years there will be 13,000 more jobs
- In 20 years the number of jobs in the city centre will have increased by 50%



TRANSIT CAPACITY

- Non-car capacity will more than double
- CRL - 12,000 people/hour capacity
- Combined light rail - 11,000 people/hour capacity
- Walking and cycling - 8,000 people/hour
- Car capacity has been flat for 15 years

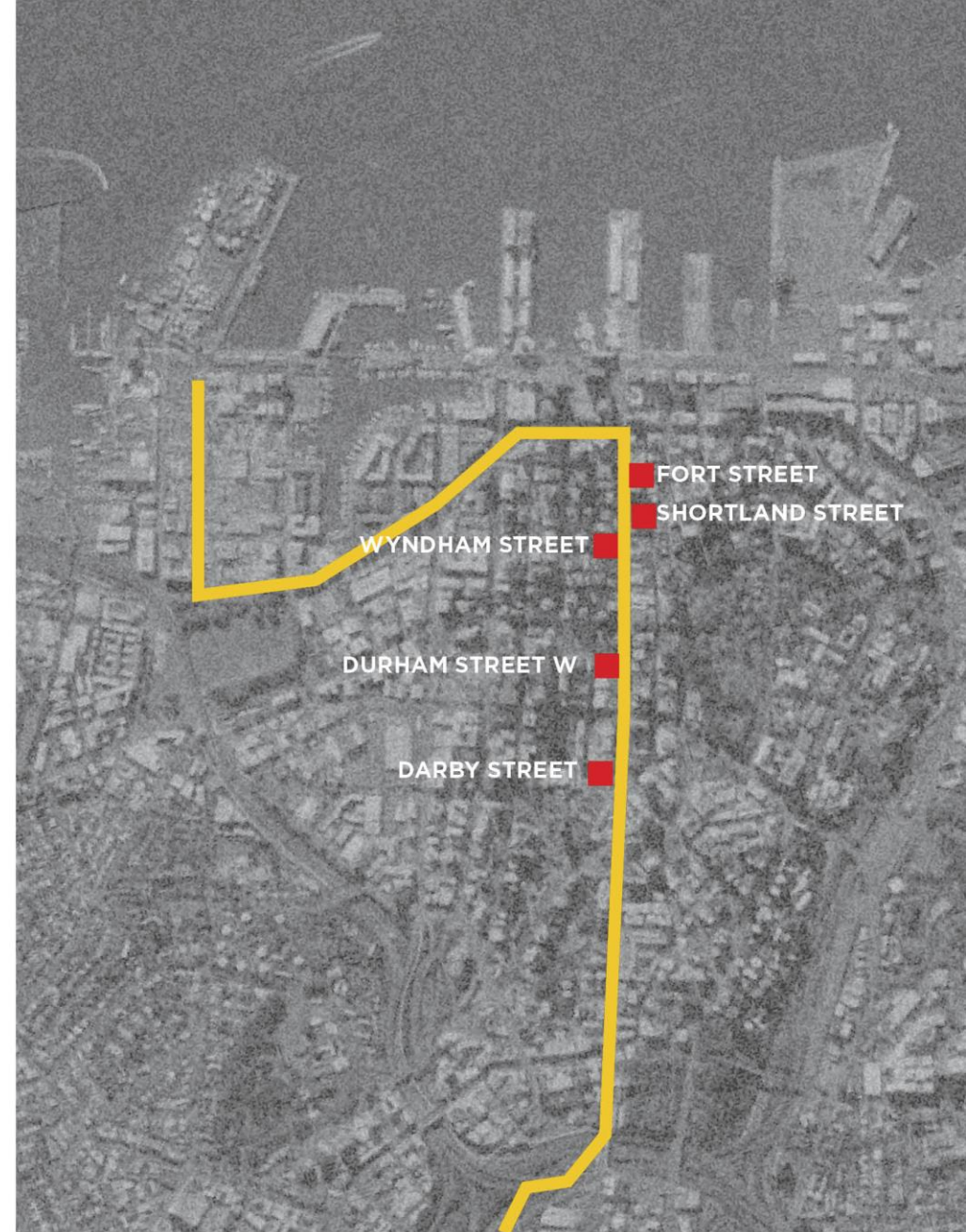


Future hourly PT capacity

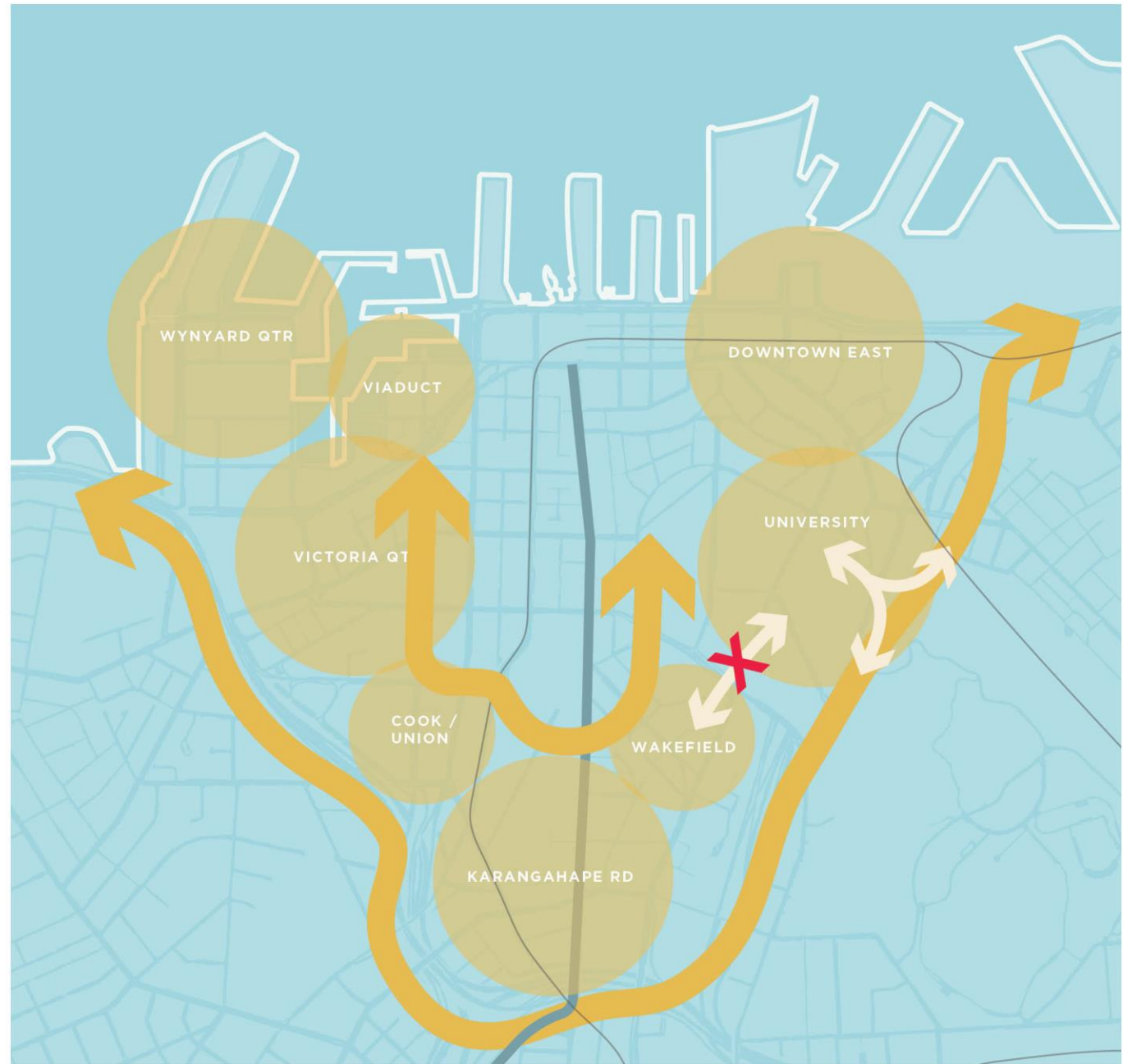
Existing hourly PT capacity



ACCESS FOR EVERYONE



*Reroute TRAFFIC
not PEOPLE*



A4E TRAFFIC PLAN



A **TRAFFIC PLAN** to enable:

Public Transport

Cycleway access

Road Safety

City Logistics

Air Quality - Zero Emissions

Public Realm

Temporary Traffic Management

Walkability

Agglomeration and Job Density

Universal Design and Accessibility

Residential Environment

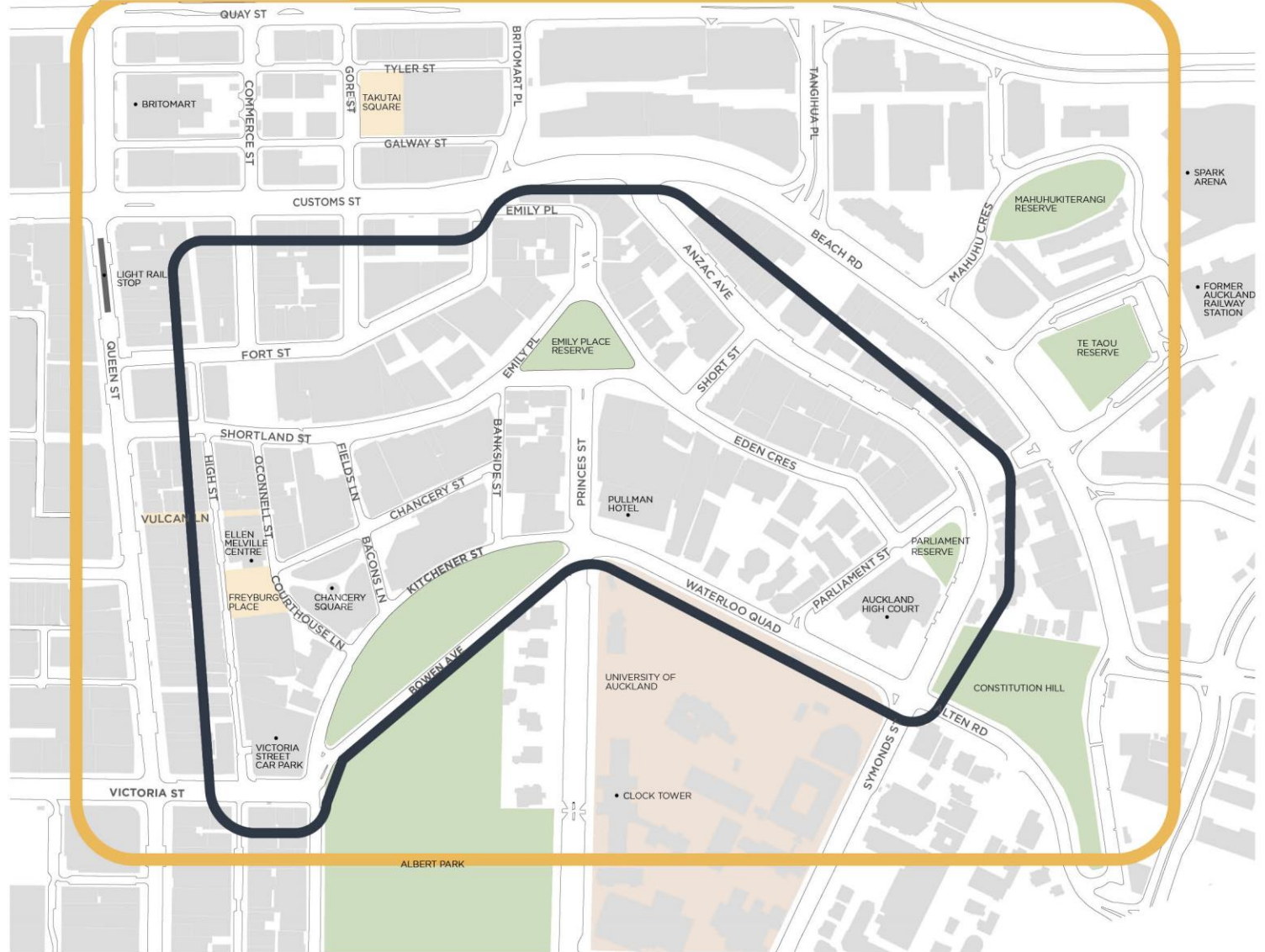
Construction Disruption

CITY LOGISTICS: solving the growing challenge of service and deliveries
ROAD SAFETY: reorganising traffic to reduce harm
CYCLEWAY NETWORK: freeing up space for efficient modes



ACCESS FOR EVERYONE

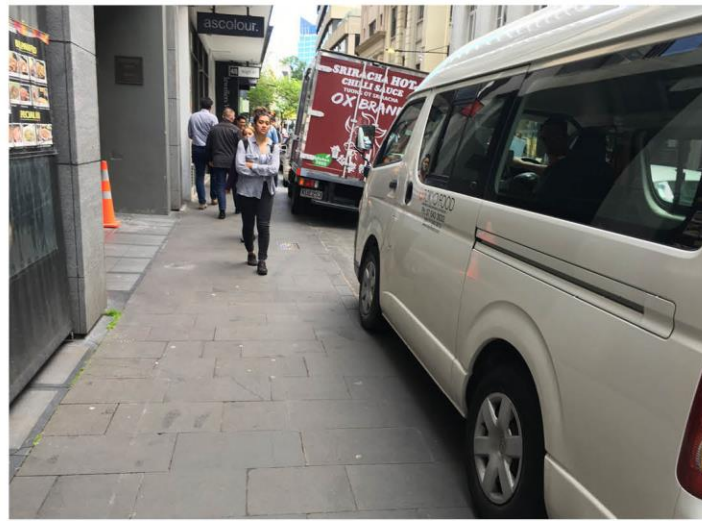
Downtown East Zone



Legend

- Downtown East Zone
- Focus of field work

CITY LOGISTICS



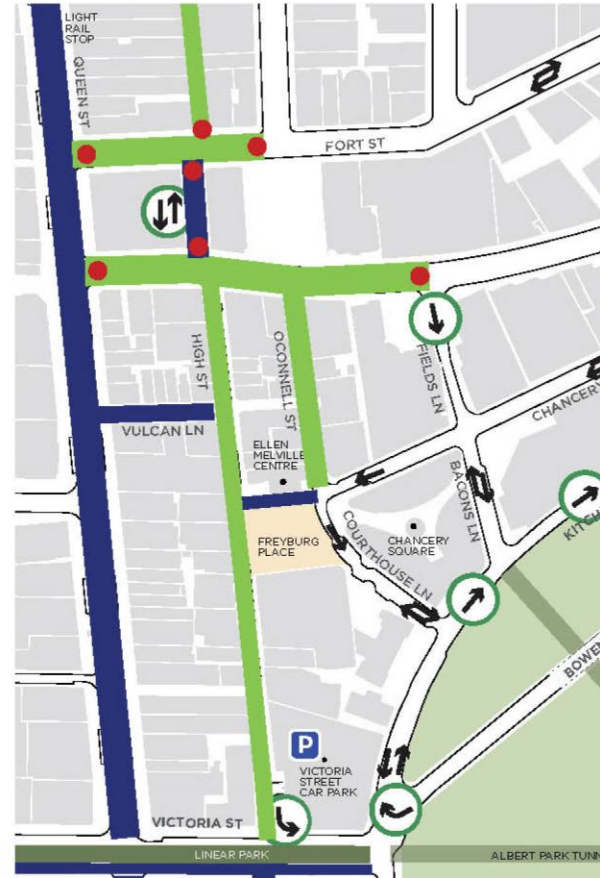


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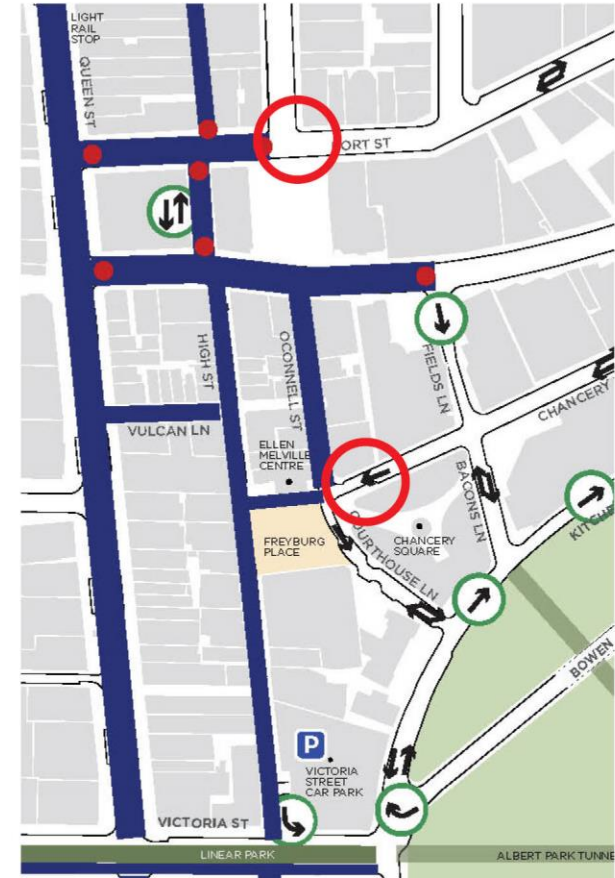
00:00 to 06:00



06:00 to 11:00



11:00 to 00:00

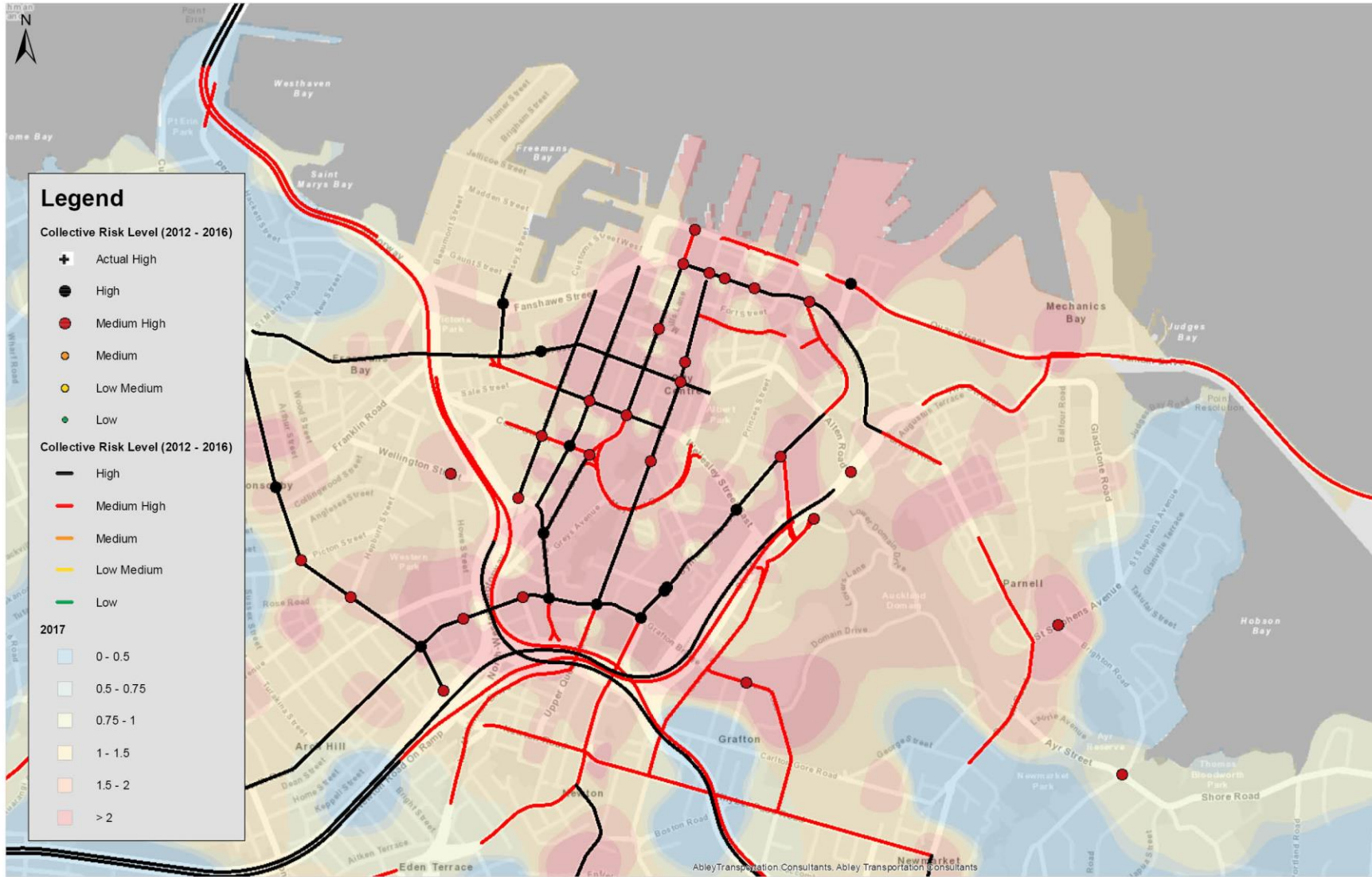


Delivery hub



***RESTRICT,
INCENTIVISE, ENABLE***

HIGH
MED HIGH



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City Centre
High & Medium High Collective Crash Risk Locations



Scale 1:15,000 @ A3

Date: 09/05/2018
Job Code:



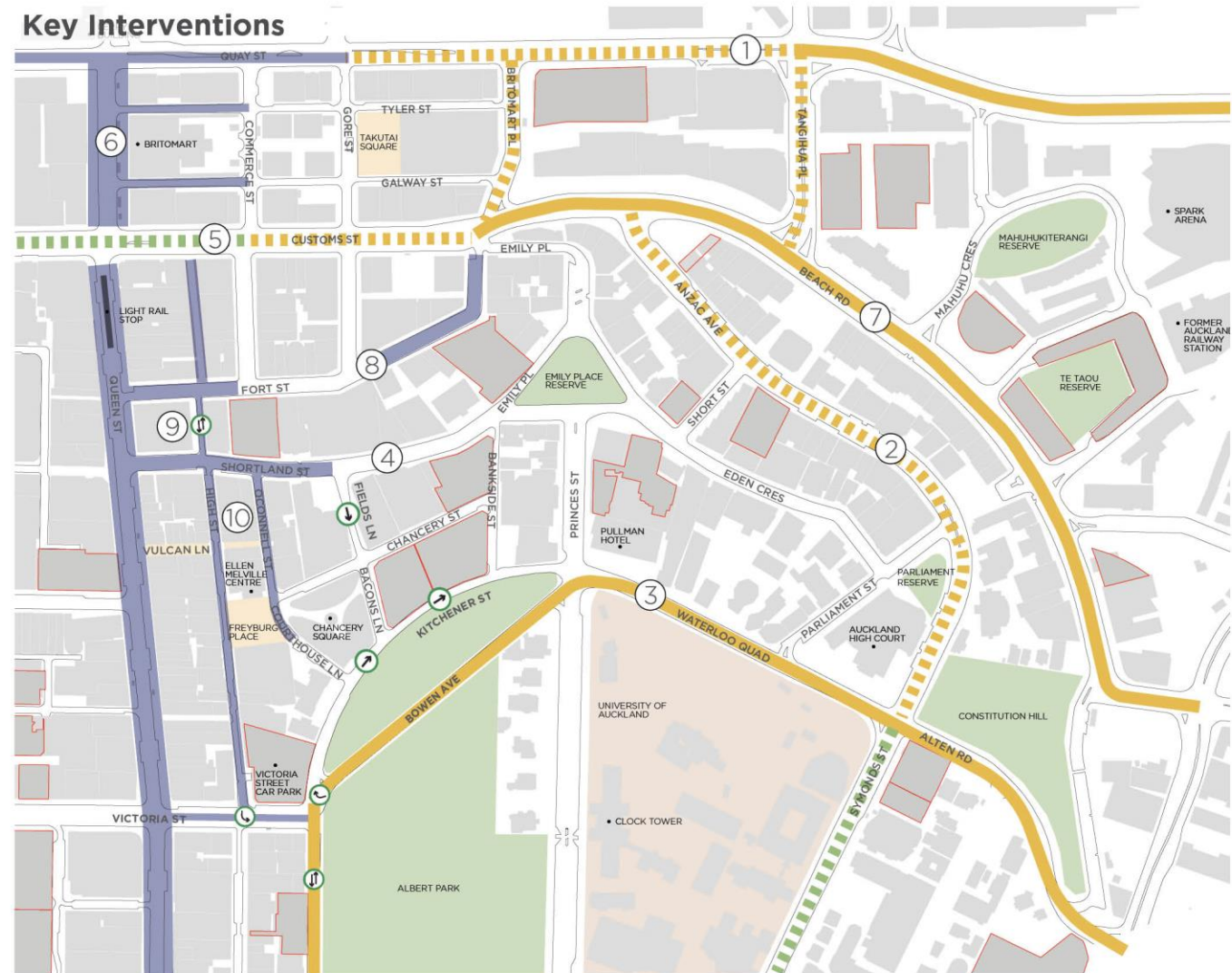
ROAD SAFETY

Functional Harmony

A clear hierarchy of streets designed so streets do not serve incompatible functions, e.g. high pedestrian streets would have low traffic volumes.

- Primary traffic access street
- Transit street - restricted
- Secondary traffic access street
- Limited access: ped. priority
- Off street car park

Key Interventions

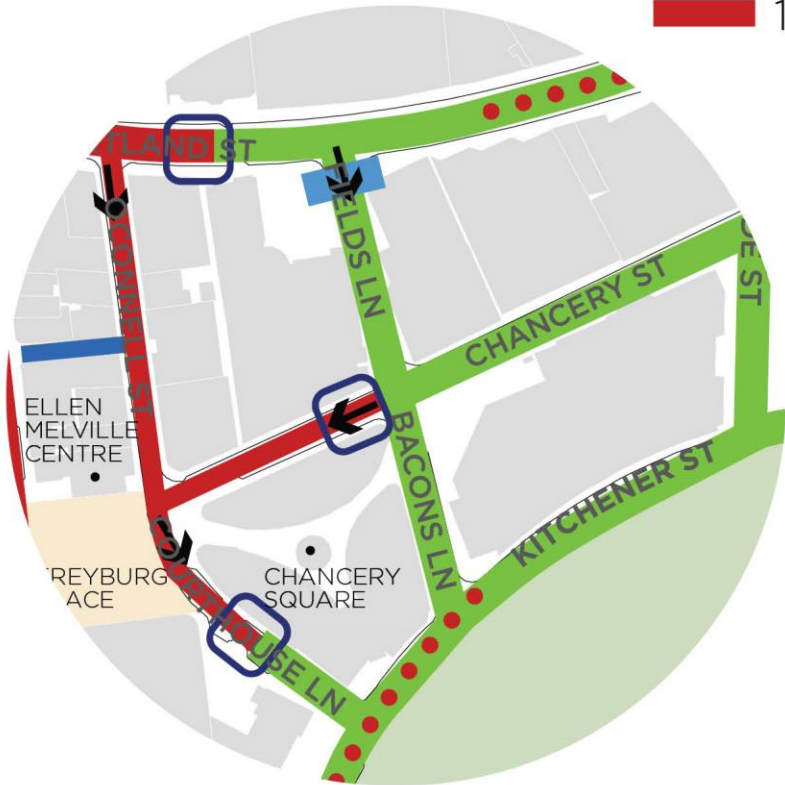


ROAD SAFETY

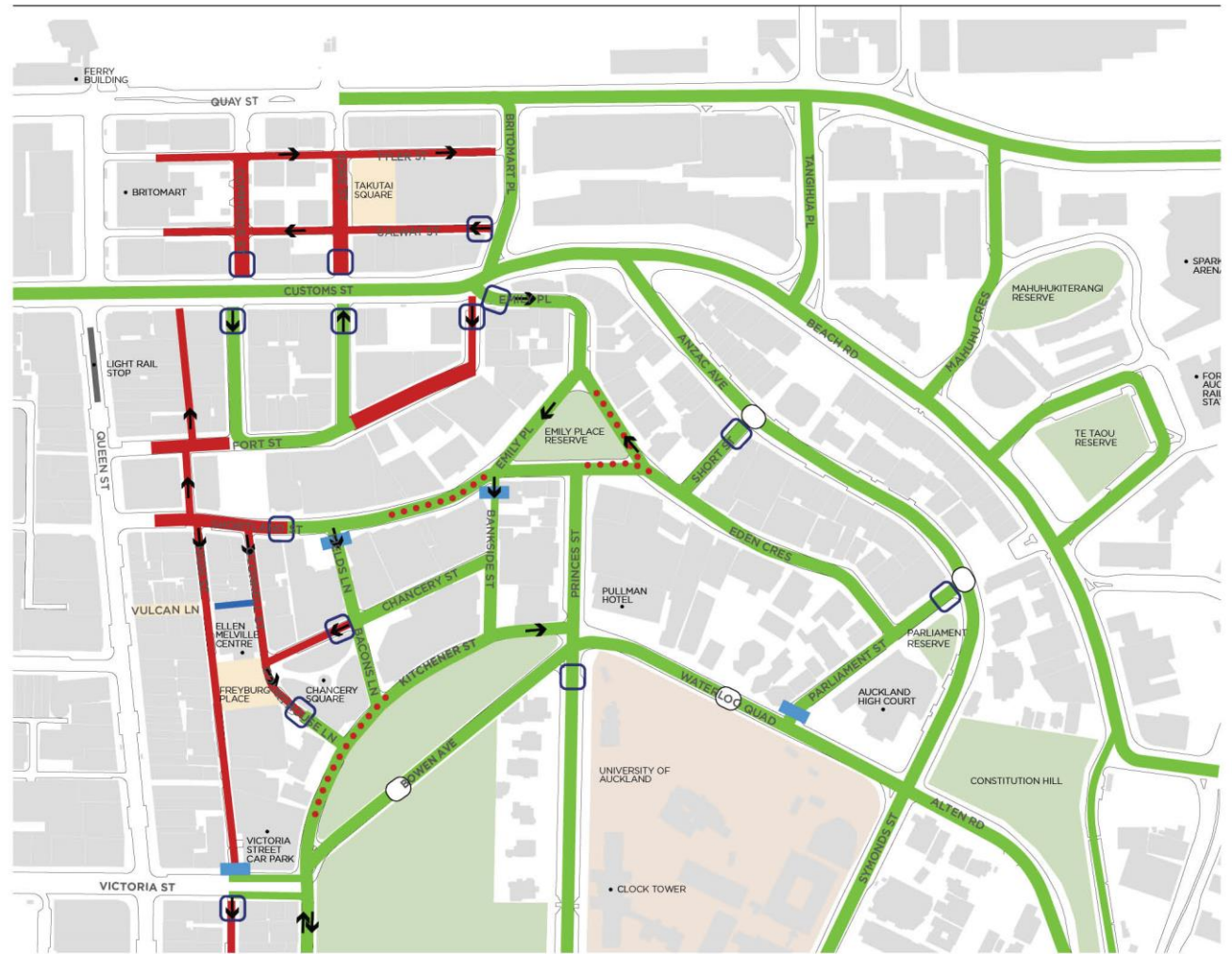
Speed Control and Separation

The proposed speed limits aim to match users' understanding of the road environment.

- 30 km/h
- 10 km/h

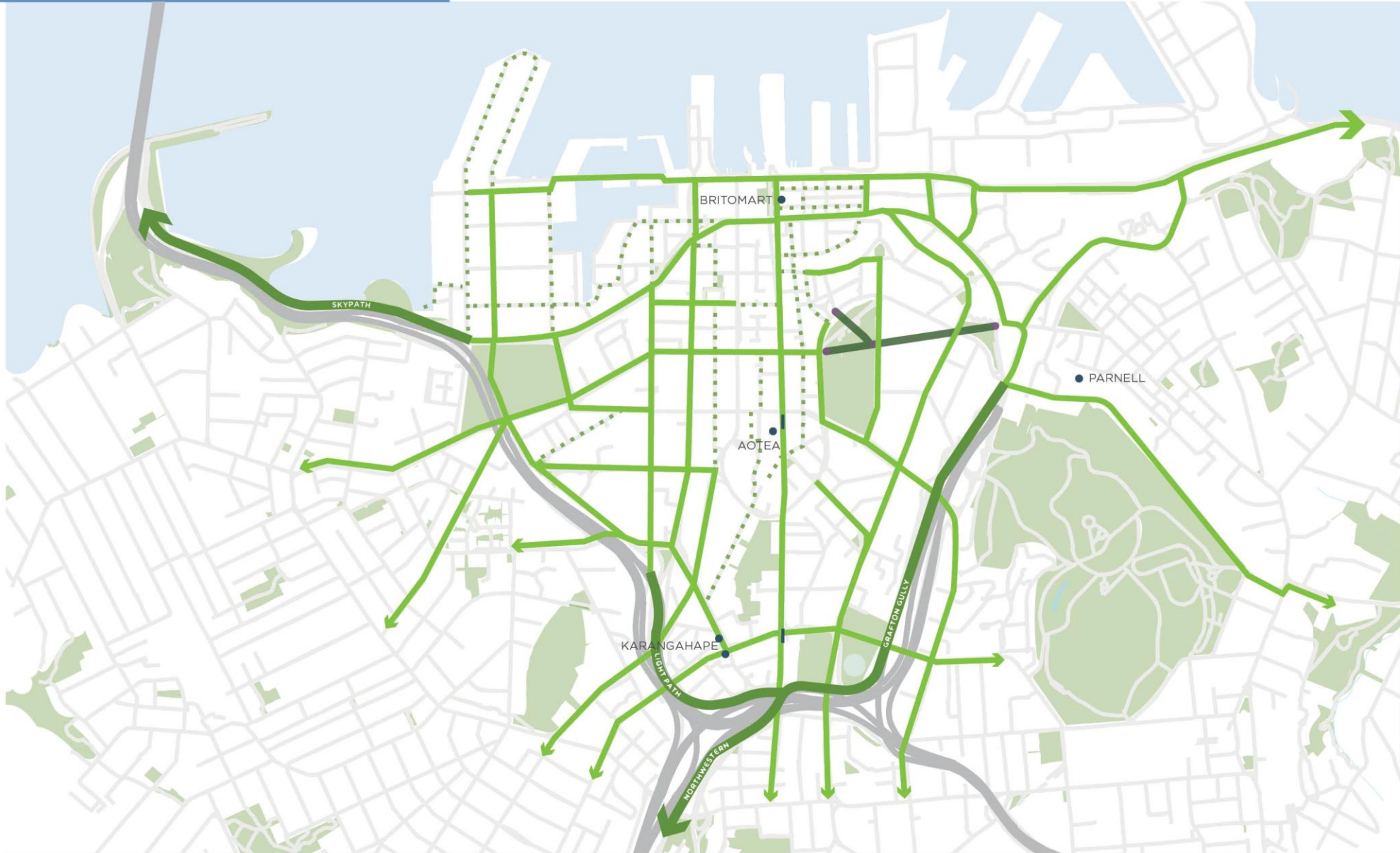


ACCESS FOR EVERYONE



- Raised side street crossing
- Gateway treatment
- Pedestrian island crossing
- Traffic calming (steep streets)

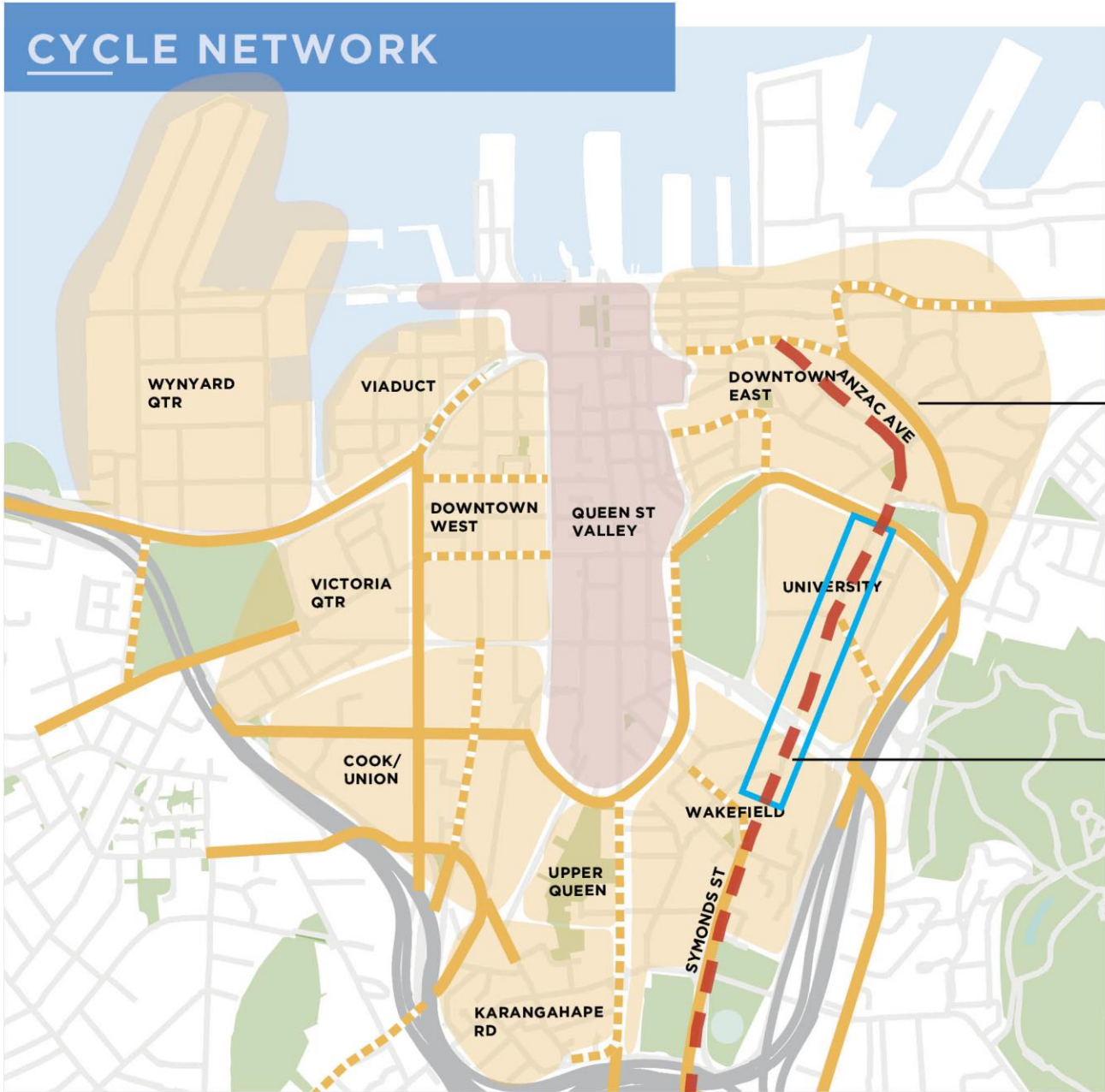
CYCLE NETWORK



CYCLE NETWORK



CYCLE NETWORK



TRANSIT STREET LUBJANA, SLOVENIA





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