

Selected urban and transport planning work

Spatial analysis, policy, street design and implementation across Tāmaki Makaurau Auckland.

Arson Rashidmardani

GRADUATE URBAN / TRANSPORT PLANNER



FIELD NOTE / NEWTON



FIELD NOTE / ONEHUNGA

Selected planning work across Auckland

Transport • land use • climate resilience • delivery

I am interested in the point where transport planning becomes tangible: a safer crossing, a legible network, a policy choice, a delivery sequence. My work connects spatial evidence with the people who experience a place and the institutions that can change it.



CURRENT POSITION

Bachelor of Urban Planning (Honours), University of Auckland
Completion: December 2026 • GPA: 6.91/9.00
Status: New Zealand citizen • Full driver licence



SELECTED AUCKLAND PROJECTS / AERIAL: ESRI WORLD IMAGERY

Planning focus

ACCESS

Walking, cycling and public transport that people can use safely and confidently.

INTEGRATION

Land use, movement, public realm and climate treated as one system.

DELIVERY

Options, trade-offs, responsibilities, phasing and monitoring made explicit.

Core capabilities
spatial analysis
policy evaluation
street and network design
clear technical writing

Diagnose the network before drawing it

Individual • URBPLAN 712 • 2026

The Human Cost of a Car-First Environment

- Green pathways and Moonys under bridge are avoided due to poor safety, despite providing a traffic-free route.
- Pakuranga Road's 6-lane carriageway generates extreme traffic volumes with insufficient mid-block crossings.
- Uncontrolled driveways from adjacent commercial uses create frequent conflict points, visibility is severely compromised by road width.
- High risk is compounded by proximity to Pakuranga College and William Green Domain: destinations generating significant demand from the most vulnerable road users.



REWIRING HIGHLAND PARK

The brief asked which pathway could best support a low-carbon urban future. I treated the question as both a scenario comparison and a place audit.

READ

Walking, cycling, safety and accessibility audits exposed missing crossings, driveway conflicts and a fragmented catchment.

COMPARE

A walking-and-cycling pathway was tested against a technology-led pathway, including public acceptability, co-benefits and implementation risk.

TRANSLATE

The evidence became a network of immediate safety fixes and longer-term rapid-transit, cycling and public-realm moves.

2.9 Mt

CO₂E REDUCTION IN SOURCED 2041 SCENARIO

30 km/h

PROPOSED CATCHMENT-WIDE SAFER SPEEDS

OUTPUT / 19-PAGE INDIVIDUAL STRATEGY

From local fixes to a 30-year network

Individual • strategy + street sections

The network wide vision

- **Light Rail Rapid Transit:**
 - Grass lined tramways
- **Cycling Infrastructure**
 - Median running, 1.5 meter wide per lane, buffering median to allow for overpassing.
- **Green Pathways:**
 - Two new crossings of the botany creek, and new pathways allow for traffic-free crossing of the intersection through green areas.
 - Cloverleaf pattern provides access in all directions
- **Intersections:**
 - New intersection:
 - Along Pakuranga Road at intersection of Aberfeldy Avenue and Hutchinson Avenue.
 - Passive detection systems:
 - Radar technology detects incoming passengers, pedestrians, or light rail vehicles and preemptively changes signals to prioritise movement of active and transport modes.
 - Reduced turning radii and no more free flowing left-hand turns.
- Combined with preliminary interventions, this created a safe, attractive, sustainable network where active and public transport modes are prioritised.

The Pakuranga Road Corridor

- Pakuranga Road is transformed from an arterial to a boulevard:
 - Radical road space reallocation gives way to:
 - Grass tramway medians integrating transit shelters
 - A continuous protected median cycleway runs the length of the corridor, separated from both general traffic and light rail through planting strips and footpaths.
- Footpaths are elevated to a continuous path that never drops to street level – driveways and side streets climb up to meet pedestrians, not the other way around.
- The combined effect shifts Pakuranga Road from Auckland's most hostile pedestrian environment to the active travel spine of a 30-year vision for Highland Park as a walkable, people-centred centre

The Intersection: Redesigned

- **Dutch-style protected intersection:**
 - Conflict eliminated through geometry, not signage
 - Free right turn pockets removed and converted to cyclist queue areas
 - Corner radii reduced, turning speeds physically constrained to survivable levels for pedestrians and cyclists
 - Intersection raised to footpath level, vehicles ascend, pedestrians never descend
 - Passive radar detection replaces push-button activation, the system recognises vulnerable users automatically
 - Simultaneous green phase halts all vehicle movements while pedestrians and cyclists clear
- **Composite result:**
 - A legible, predictable intersection safe for all users regardless of age or ability

A network, not a list

Raised crossings and driveway treatments address current harm. Protected cycling, a Dutch-style intersection and transit integration reshape the corridor. The phases allow the vision to grow without waiting for one perfect capital project.

Implementation Phasing

Intervention	0–5 Years	5–15 Years	15–30 Years
Average speed cameras (30km/h)			
Mid-block crossings – Pakuranga Rd & Bucklands Beach Rd			
Driveway treatments – raised crossings			
Moony's Bridge lighting activation			
Footpath resurfacing and tree crown lifting			
Two new pedestrian and cyclist bridges over Botany Creek			
Dutch-style protected intersection redesign			
Cloverleaf underpass redesign of Moony's Bridge			
Pakuranga Road corridor transformation			
Median cycleway on Pakuranga Road spine			
Full pathway network completion			
Land use intensification along the corridor			
Highland Park as walkable, people-centred centre			

0-5

5-15

15-30

SAFETY + MAINTENANCE

NETWORK REDESIGN

CORRIDOR TRANSFORMATION

Make the street perform for people

Group • URBPLAN 325 • 2025

Context Public Life Survey

The High Street District is very busy, and particularly used by pedestrians. Vehicular traffic volumes along High Street are relatively low, except near the exit of Victoria Street Car Park. Pedestrians typically utilise the left side of the High Street due to more space. However, congestion is still an issue due to planters. There are few areas to sit and rest, except at Freyberg Square and along the lane-ways, which are well used.

Medium-Long Term Analysis

High Street's future has strong potential for increased foot traffic, local population and investment. High Street is within the City Rail Link's Te Wai Horotiu station walking catchment. This will likely negate High Street's current throughfare role to Britomart station. However, the increased overall foot traffic will likely greatly offset this. Te Wai Horotiu station will also drive the continued growth of the City Centre's jobs and residential population¹. 1200 student housing units are already under construction within 300m of High Street². The Downtown carpark redevelopment may also spark future interest in redeveloping the Victoria St Carpark.

¹ (Auckland Council, 2024b)
² (Gibson, 2024; Lorne Street Development, n.d.)

Figure 16: Healthy Streets Check
Note: Author's own work



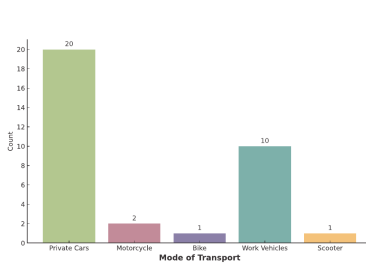
Figure 14: Te Waihorotiu Station
Note: (Link Alliance, 2024)



Figure 15: Public Life Survey
Note: Author's own work



Figure 17: Material usage
Note: Author's own work



Action Plan Evaluation & Monitoring

Monitoring will be conducted by establishing a notice board where users can leave comments about how the project works or how it could be improved. Strong engagement with businesses will also serve as a key way of gathering feedback. All feedback used will be utilised to adapt the plan to perform better. At the end of the project's life cycle, a formal evaluation will take place, and learnings from the project will be utilised to inform decisions about potential maintenance or transition to permanent infrastructure.

Figure 22: Final Healthy Streets Check
Note: Author's own work

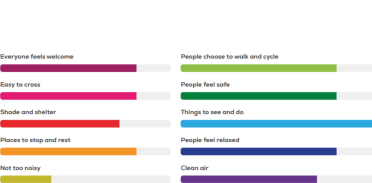
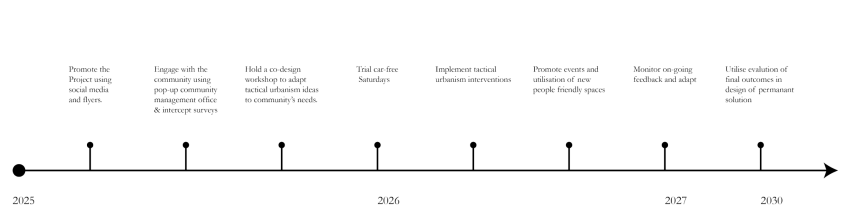


Figure 23: Project Timeline
Note: Author's own work



GROUP FRAMEWORK

A walking audit, public-life survey and movement analysis were turned into a tactical-to-permanent pedestrian-priority plan. The proposal joined daily servicing needs with a stronger public realm.

2 × 30 min
DAILY SERVICING WINDOWS

25
INTERVENTIONS MAPPED

3.6 m

BOLLARDS

PARKLETS

CO-DESIGN

PEDESTRIAN PATH

TWICE-DAILY SERVICING

REST + ACTIVITY

SOCIAL LICENCE

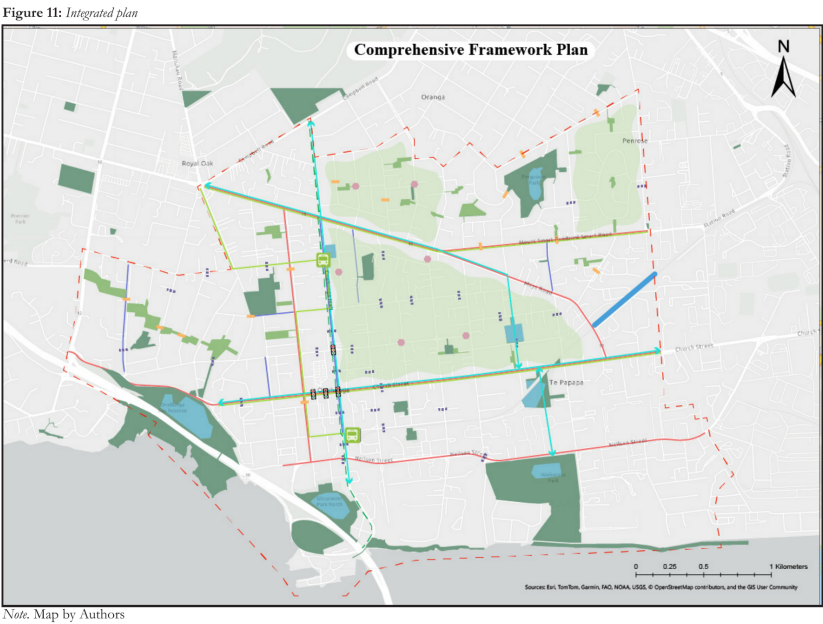
AUTHORSHIP / GROUP PROJECT; FRAMEWORK CO-DEVELOPED

Integrate modes, land use and blue-green systems

Group framework • individual key move • 2025

Integrated Framework Plan

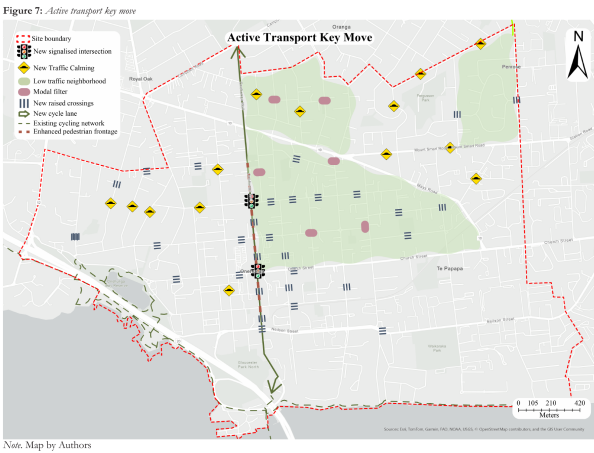
- This is the comprehensive framework plan map – showing all key move interventions across the precinct.
- There are strong synergies between the private vehicle and public transport key moves. Both bus and T2 lanes require road space reallocation. Future expansion or addition of bus services on corridors with T2 lanes is much easier
- The reconfiguration of the Onehunga Bus Station is improved by the removal of car parks from the Green/Blue network key move.
- The creation of low traffic neighbourhoods from the Active Modes key move works in tandem with the Private Vehicles key move of focusing traffic onto major arterials
- The new green space created will further add to safe cycling routes throughout the precinct



Key Moves:

Active Transport

- Around 30 new raised crossings, ensuring a safe pedestrian experience across the entire precinct
- The creation of three low-traffic neighbourhoods through the utilisation of modal filters and traffic calming, discouraging through traffic, improving safety and quality of life
- 14 new traffic calming interventions, aimed at key intersections with a history of pedestrian crashes
- Enhanced pedestrian frontage alongside Onehunga Mall, helping the already successful Onehunga Mall precinct
- The creation of a cycleway along Onehunga Mall, connecting to the SH20 regional cycleway, the Pike Point foreshore cycleway, and the Green Lane cycleway through (One Tree Hill)
- Signalisation of Key intersections along Onehunga Mall, addressing the most significant point of conflict by retrofitting dangerous and congested roundabouts



The framework treated active travel, public transport, vehicle movement and blue-green infrastructure as one system. Arson developed the individual blue-green key move and contributed to the integrated group strategy.

~30

RAISED CROSSINGS

12-15

MIN RAIL FREQUENCY

450 m

PASSING LOOP

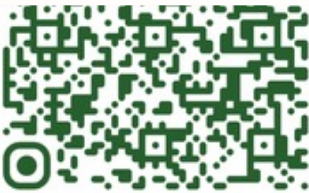
BLUE-GREEN MOVE / 96,000 M³ RETENTION / ~120,000 M² NEW GREEN SPACE / 8 KM RIDGELINE PARKS

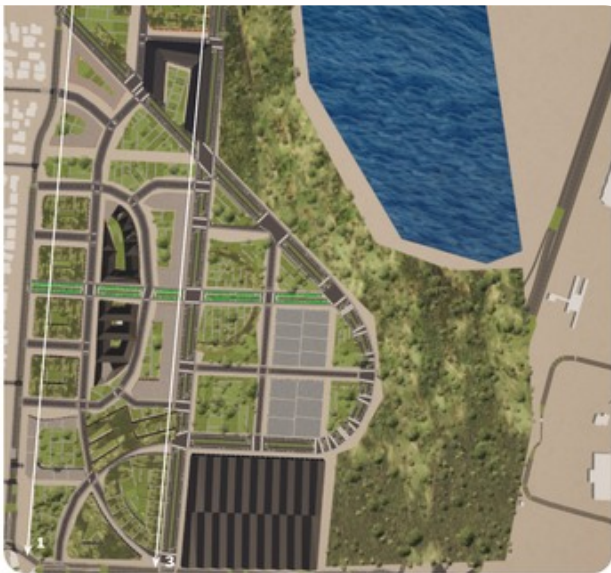
A blue-green urban village

Individual • URBPLAN 326 • 2025

High-quality urban living is prioritised through the embedding of an educational facility, pool and recreation centre, playground, skate park, linear park, botanical garden, community garden, and sporting facilities in a **central community node** located in the newly redeveloped golf course, ensuring that open space is equitable for all residents.

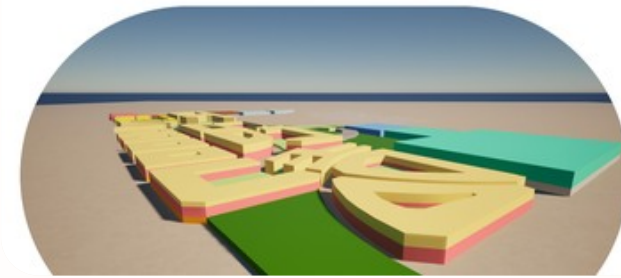
Through utilising roads multifunctionally, water is seamlessly transported to the **nearby wetland**, alongside on-site rainwater capture through **rainwater collection and green roofs**, ensuring that environmental constraints become **ecological assets**.



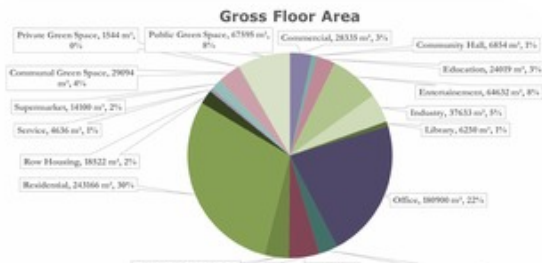












Hono Wai
Arson Rashidmardani
The Details
Movement



parking, flood risk, and sustainability. Centralised garage: west apartment buildings, ping buildings with active spaces above flood levels pedestrian environments.

reform into diverse commercial public art, community fields, playgrounds, approaches to open communities, and provide is within walking distance.

radius to three-bedroom to age in place, moving per change. This supports, and downsizers within minute inclusive growth.

near, community hall, retail supermarket allow for travel needs. Further transit station further reduces existing social connections.

Open Space

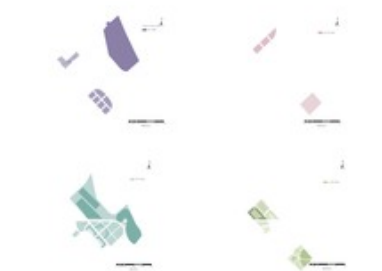


Open Space
Wetland
General Open Space
Park
Playground & Skate Park
Suburban Farmers Market
Community Garden
Sports Fields
Interactive Public Art
Botanical Garden
Cultural Park

Cross Sections



Implementation Plan



Hono Wai transforms AF Thomas Park into a transit-supportive, blue-green urban village. A central community node, permeable movement network and multifunctional streets organise growth while rainwater capture, green roofs and a nearby wetland turn constraints into ecological structure.

~3,300
DWELLINGS

126
DWELLINGS / HA

03
A1 PANELS

Policy, access and climate analysis

Individual + group work • 2024–2026

INDIVIDUAL

Transport Access

03 PARTICIPANTS

05 CRITERIA

07 INTERVENTIONS

A deliberative mini-public compared options for disabled travellers. A free door-to-door paratransit service emerged as the preferred response.

GROUP

Policy Hierarchy

04 PLANS

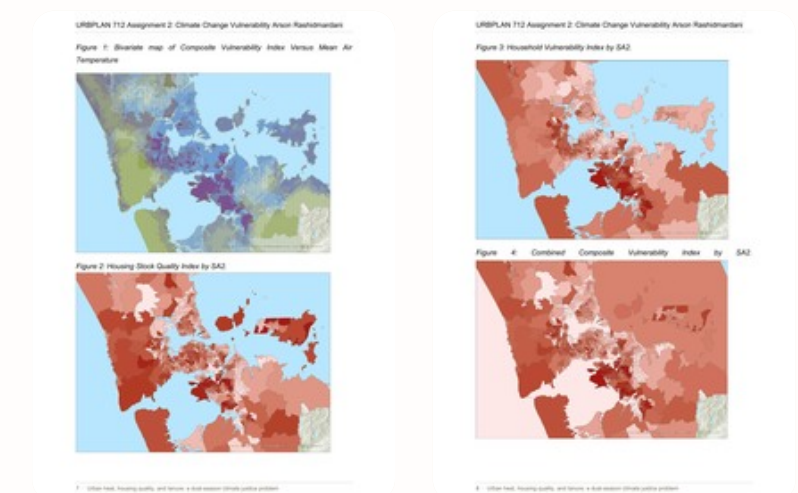
01 EVIDENCE GAP

ACTION RECOMMENDATIONS

The GPS-LT, Auckland Plan 2050, TERP and RLTP were tested for alignment. Recommendations centred on transparent evidence, refreshed strategic alignment and congestion charging.

INDIVIDUAL

Climate justice, mapped



A dual-season, SA2-level assessment linked heat exposure, housing quality and tenure. A spatially targeted Rental Warrant of Fitness translated vulnerability mapping into an implementable response.

OUTPUT / COMPOSITE VULNERABILITY INDEX + INTERVENTION

Supporting planning capability beyond transport

Consent • feasibility • regeneration • methods

STATUTORY PLANNING

20 Sovereign Place

- Full AEE
- 3 dwellings / 675 m²
- AUP + notification + s104

INDIVIDUAL • URBPLAN 735

DEVELOPMENT FEASIBILITY

11 Domain Road, Panmure

- \$15m modelled budget
- 22% vs 13% IRR estimates
- TOD + delivery risk

INDIVIDUAL • URBPLAN 222

COMMUNITY REGENERATION

Newton

- 18-page proposal
- 19-point action plan
- Engagement-led delivery

INDIVIDUAL • URBPLAN 225

METHODS

GIS mapping • field audit • scenario comparison • policy evaluation • stakeholder mapping • phasing • visual communication

Clear analysis, tested options and implementable proposals.

I bring a transport lens grounded in Auckland, strengthened by policy and statutory range, and made useful through clear maps, writing and implementation thinking.



Arson Rashidmardani

Auckland, New Zealand • NZ citizen • available after degree completion, December 2026

arsonrashidmardani@gmail.com [+64 22 479 9615](tel:+64224799615) arsonrashidmardani.com [LinkedIn](#)