

**URBPLAN325 Assignment 1 Part 2 Individual Report**

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**Context:** The High Street Permanence Framework is a design intervention aimed at making High Street “a lively, green and people-first space where walking, cycling, and public life all thrive. High Street will be a safe, inviting, energetic street. Balancing the need for movement with moments to pause, connect and enjoy the vibrant urban fabric of the district. With the intelligent permanent design, High Street will be transformed into a healthier, more vibrant experience where the city comes alive through tactical urbanism.”

**Analysis:** A preliminary site analysis stage informed the High Street Permanence Framework’s design. A walking safety audit illustrated that High Street’s current design does not provide a comfortable pedestrian environment due to narrow footpaths, lack of greenery, and space to sit. A public life survey indicated strong pedestrian traffic on High Street and illuminated the lack of seating along High Street.

**Figure 1:** *Initial healthy streets check*

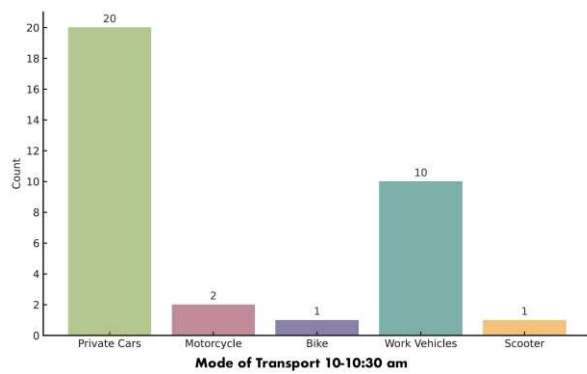


*Note.* Author’s work

A walking safety audit illustrated that High Street’s current design does not provide a comfortable pedestrian environment due to narrow footpaths and a lack of greenery and space to sit, as seen in Figure 1. A public life survey indicated substantial pedestrian traffic on the High Street, leading to congestion and use of the carriageway. The survey also indicated low motor vehicle traffic, as seen in Figure 2, and a lack of seating along High Street. Therefore, whilst potential intervention should prioritise pedestrians due to significant congestion, motor vehicle traffic must still be maintained to facilitate the loading of commercial goods.

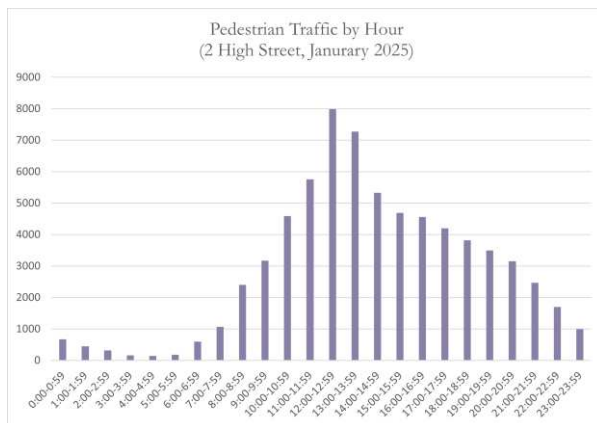
Throughout history and the present, High Street has operated as a laneway providing local access rather than a regional thoroughfare (Auckland Council & Auckland Tourism, n.d.). However, High Street does experience significant pedestrian traffic, as seen in Figure 2, due to its location between the Queen Street District and Albert Park/Universities District, as seen in Figure 3.

**Figure 2: Mode of transport**



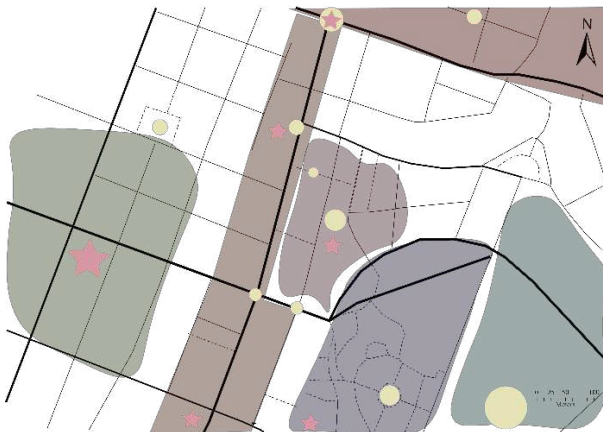
*Note.* Authors work

**Figure 3: Pedestrian traffic by hour**



*Note.* (Heart of the City Auckland, n.d.) Adapted by Author

**Figure 4: Lynchian analysis**



*Note.* Authors work

The need for any design intervention to be quickly implementable to allow High Street to capitalise on the tremendous amount of public and private investment the area is slated for was identified. These include the City Rail Link and a series of large-scale residential developments. (Auckland Council, 2024; Gibson, 2024; Lorne Street Development, n.d.)

SWOC analysis illuminated that the major constraint is the narrowness of the High Street, whilst the significant opportunity is the central nodes of activity nearby. Existing strengths include a pedestrian square, shared spaces and pedestrianised laneways, whilst weaknesses include narrow pathways and an unwelcoming pedestrian environment.

**Figure 5: Strengths & weaknesses map**



*Note. Authors work*

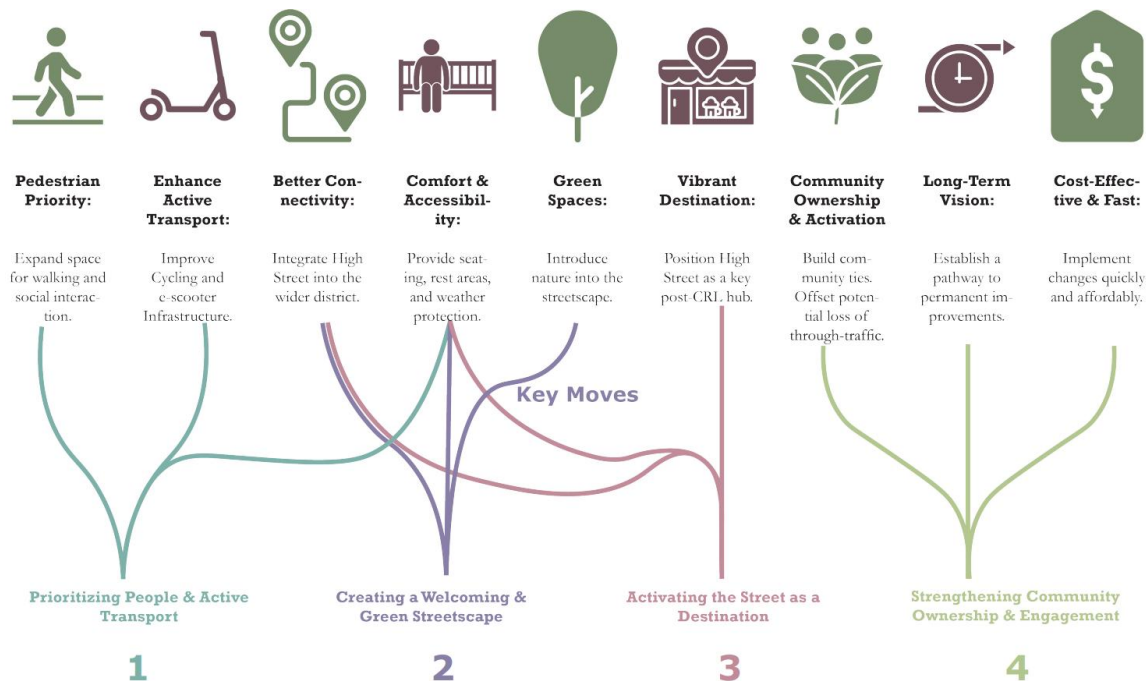
**Figure 6: Opportunities & constraints map**



*Note. Authors work*

**Objectives & key moves:** Primary objectives were identified to address these weaknesses and propel High Street into a welcoming attraction. These objectives were then distilled further into four key moves.

**Figure 7: Objectives & key moves**



*Note.* Authors work

Prioritising people and active transport were seen as essential in improving the experience of the High Street for most users, which are pedestrians or micro-mobility users. Creating a welcoming and green streetscape went hand in hand with activating the street as a destination. Strengthening community ownership and engagement formed a central tenant of the project. Creating a social licence for the project through community engagement and ownership was recognised as critical to the project's long-term success. Doing so ensured the proposed changes remained permanent and aligned with our long-term vision for High Street as a pedestrian-first environment.

**Final design:** The final design contains a suite of interventions to improve pedestrian traffic flows. Retractable bollards will provide pedestrianisation during the day, whilst the existing boardwalk will be further extended and planted to facilitate pedestrian movement with a total 3.6m pathway in addition to the carriageway. Retractable bollards allow vehicular traffic to be facilitated outside busy periods. Existing pedestrian crossings alongside the High Street will be raised, and a mural in association with local artists will be painted to calm vehicular traffic during unpedestrianised hours.

Most existing loading zones will be transformed into parklets, which bring benches, trash cans, bike parking, and much-needed trees into the site. Alongside fairy lights along the length of the High Street, these interventions promote the district as an attraction and improve nighttime safety. Moreover, engagement with local businesses will promote extending business hours and utilisation of Freyberg Square for weekend and night markets, alongside mobile laundromats, food trucks, and live music nights to promote High Street as an attraction. A co-design process will be undertaken, and a pop-up community management office will ensure widespread community input and ongoing feedback will be monitored through a noticeboard.

**Figure 8: Final design**



*Note.* Authors work

**Figure 9: Final healthy streets check**



*Note.* Authors work

**Figure 10: Oblique render**



*Note.* Authors work

**Figure 11:** *Cross-section*



*Note.* Authors work

## References

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