MRCAGNEY

Visual Communication &
Design Portfolio

MAY 2019

INTRODUCTION

At MRCagney we offer Graphic Design services.
We make complex data and research about transport, housing and urban issues, into beautiful, simple information.

We turn the "boring," into cheerful, easy to understand, graphics.

Because MRCagney is a small agency, we are able to work closely and quickly with our clients, ensuring the client gets what they want, often in circumstances with a tight timeframe.

The following document contains a small sample of our Design work.

We are especially experienced in these visualisation tools:

- *Creative Cloud (Illustrator, InDesign, Photoshop etc)*
- *Sketch Up*
- *CAD*
- *GIS*
- *GIF making*

How to use this document:

This document is divided into categories of design outputs. This includes cartography, GIS, layout design for reports and powerpoint presentations, infographics, Photoshop renders, CAD renders, Sketch up renders, diagrams, illustrations, GIFs, posters, icons and photography.

Please do not hestitae to get in touch for a discussion about how we can help with your projects: emcinnes@mrcagney.com ***or*** *0211763953*

A bit about MRCagney's Designer, ***Emma:***

"I'm very passionate about cities, bikes and creating safe, inclusive and welcoming urban environments that look after and work for everyone.

My graphics draw from the colour palettes of cities, and heavily influence my work.

My understanding and passion for cities combined with my visualisation skills, gives me the unique ability of being able to understand and communicate complex research into clean, simple, and fun graphics. I work at the intersect of design and urban issues and this enables me to take a more holistic approach to design."

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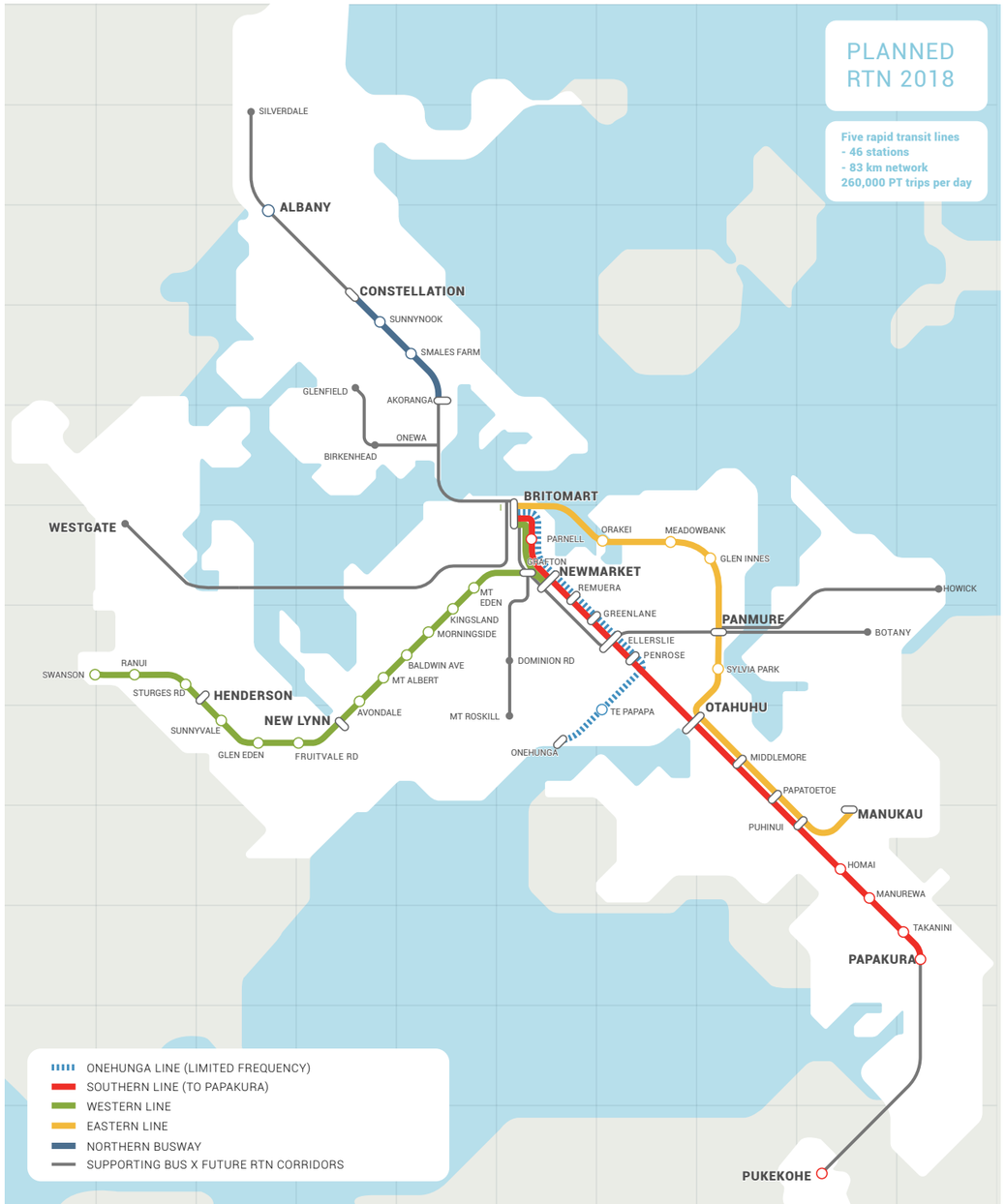
CARTOGRAPHY

Auckland's Rapid Transit Network *for* Auckland Transport



CARTOGRAPHY

Auckland's Rapid Transit Network *for* ATAP (the Auckland Transport

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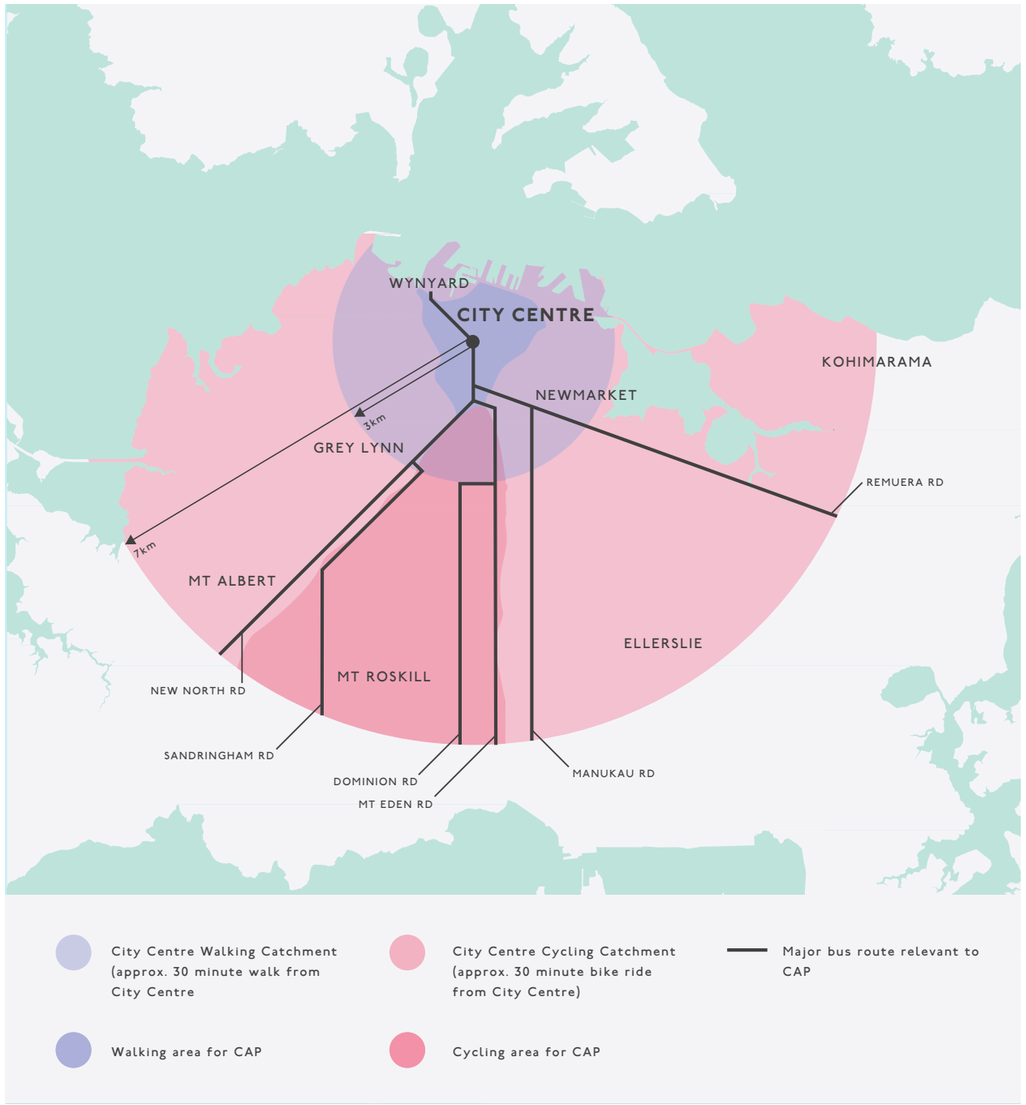
CARTOGRAPHY

Auckland Walking and Cycling Catchment Map *for* Auckland Transport

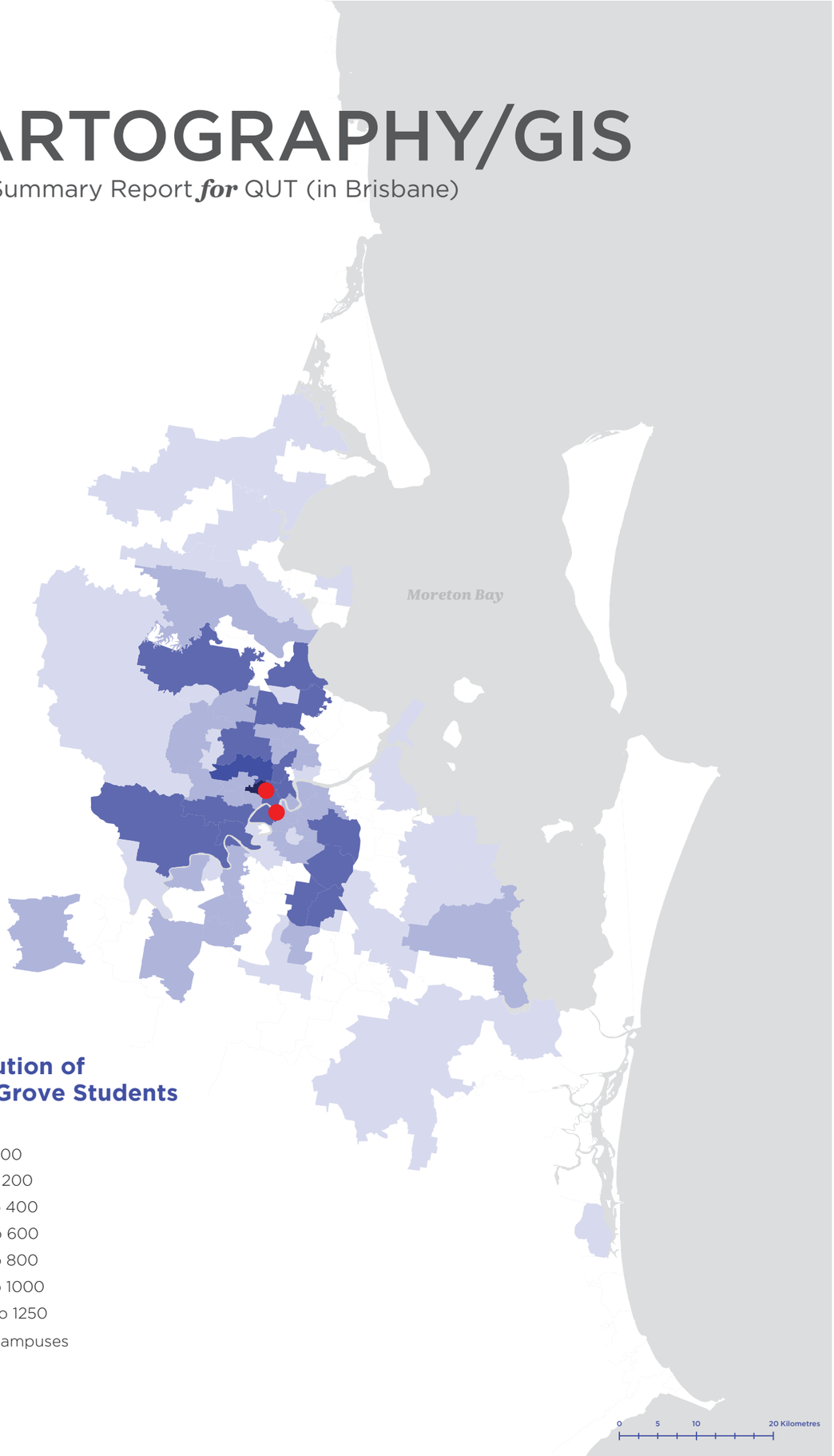


CARTOGRAPHY

Cycling Schematic *for* ATAP

CARTOGRAPHY/GIS

Public Summary Report *for* QUT (in Brisbane)



Distribution of Kelvin Grove Students

- < 50
- 50 to 100
- 100 to 200
- 200 to 400
- 400 to 600
- 600 to 800
- 800 to 1000
- 1000 to 1250
- QUT Campuses

CARTOGRAPHY/GIS

MRCagney Autonomous Vehicles Research Report

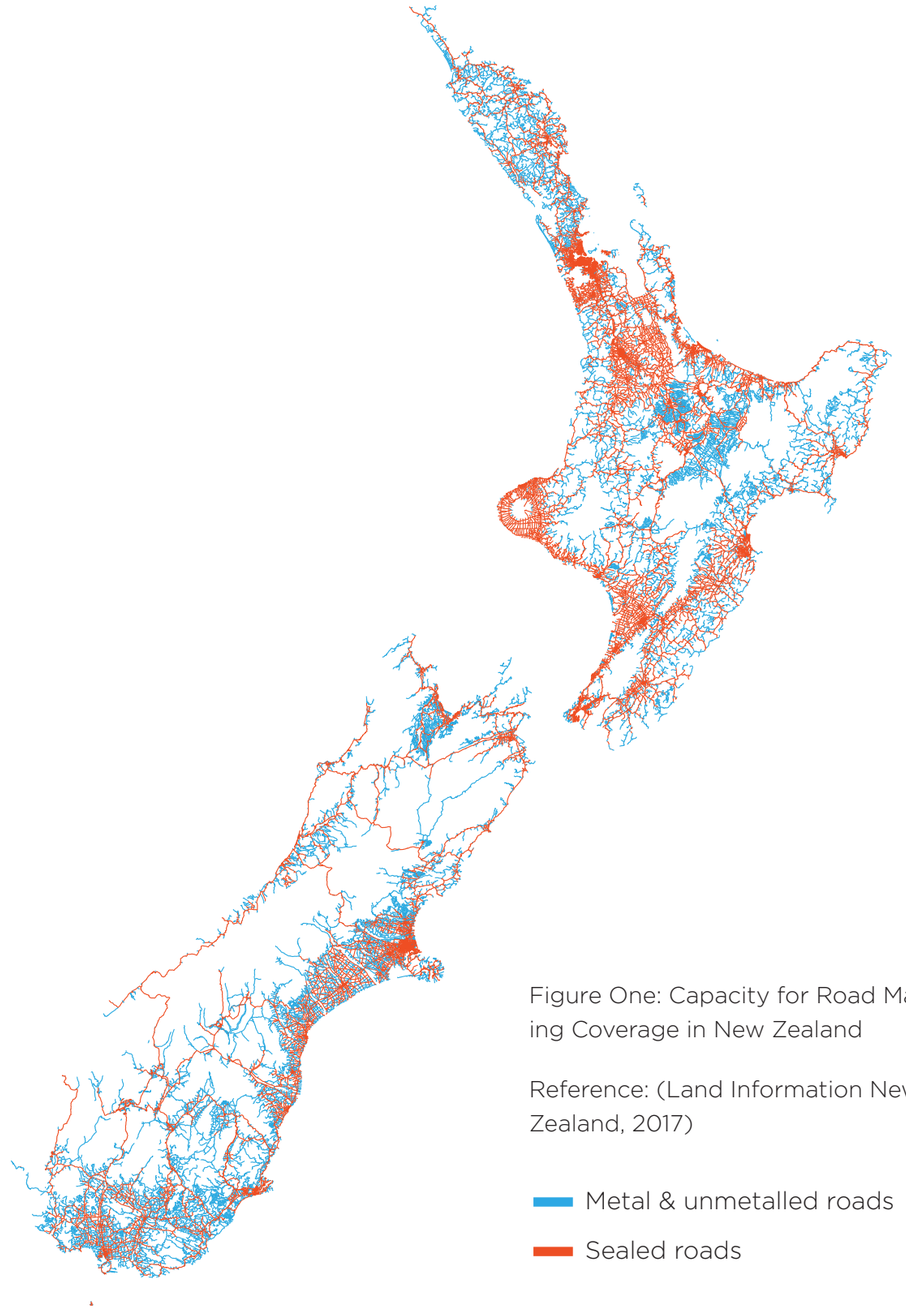


Figure One: Capacity for Road Marking Coverage in New Zealand

Reference: (Land Information New Zealand, 2017)

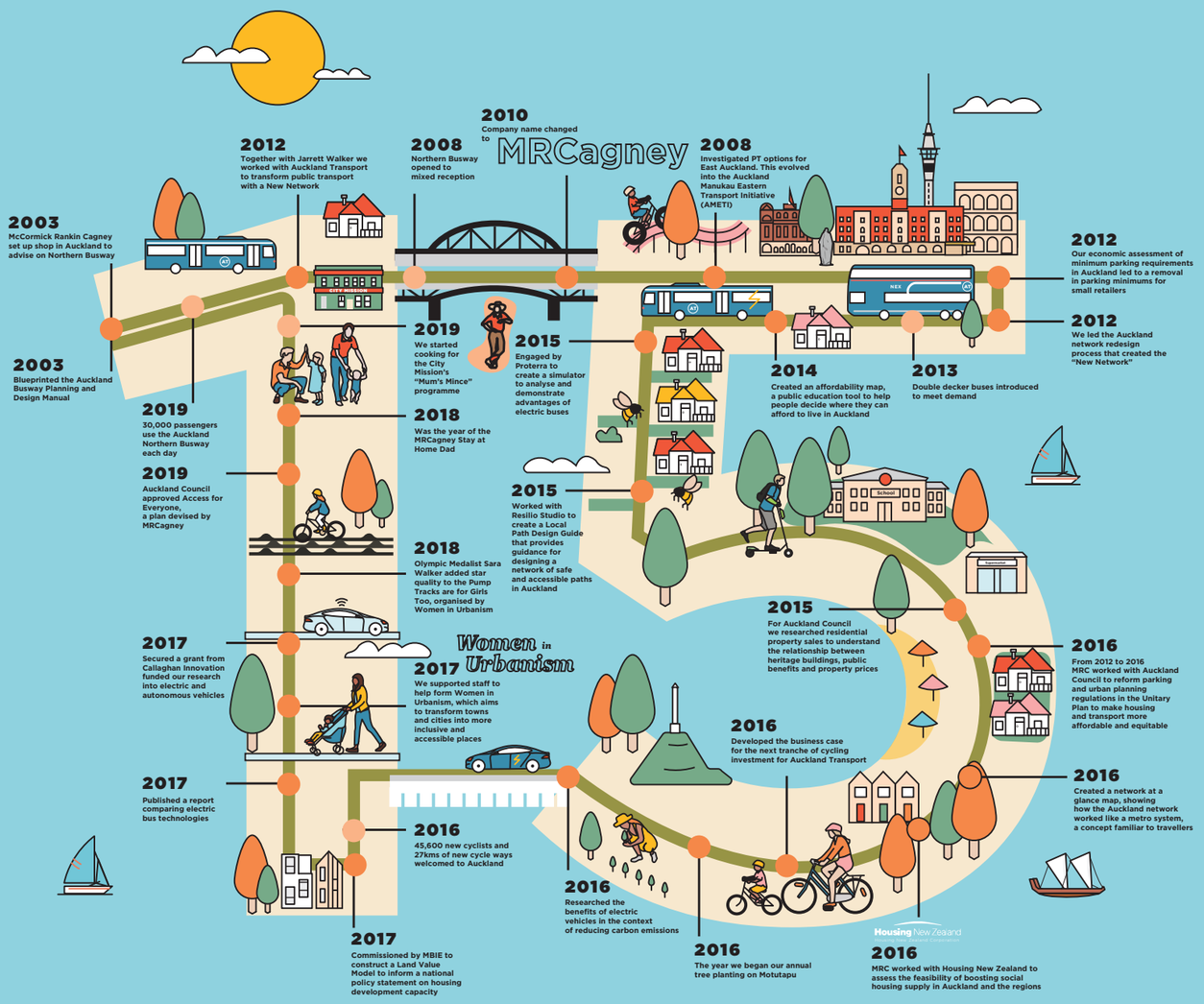
- Metal & unmetalled roads
- Sealed roads

GRAPHICS

MRCagney *turns* 15 years old

#MRCNZ15

Celebrating 15 years in Aotearoa



GRAPHICS

Downtown Auckland Programme *for* Auckland Transport

Downtown 2021

1 Lower Albert Street Bus Interchange

Servicing northern and western bus services, the interchange will function as a destination, a starting point, or a transfer between buses, ferries and trains

2 Quay Street Enhancement

Quay Street will become a revitalised waterfront place, with wider footpaths, easier navigation, new street furniture, more trees and greater opportunity for business and events

3 Downtown Public Space

An exciting waterfront public space between Princes Wharf and Queens Wharf will provide a focus and connection for downtown businesses, residents, visitors and locals

4 Downtown Ferry Basin Redevelopment

Creating six new berths on the west side of Queens Wharf is the first step towards a world class modern ferry terminal suitable for Auckland's growing transport needs

5 Mooring Dolphin

A new cruise ship mooring structure at the end of Queens Wharf means newer and larger ships will be able to dock in central Auckland

6 Quay Street Strengthening

To protect Quay Street and the utility services within it, seismic strengthening below Quay Street is being undertaken between Princes Wharf and Marsden Wharf

GRAPHICS: BOARDS

Display Boards *for* Auckland Transport

Transforming Downtown

Mai i te moana ki te whenua, mai i te whenua ki te moana

From the sea to land, from the land to the sea (the endless unbroken continuum)

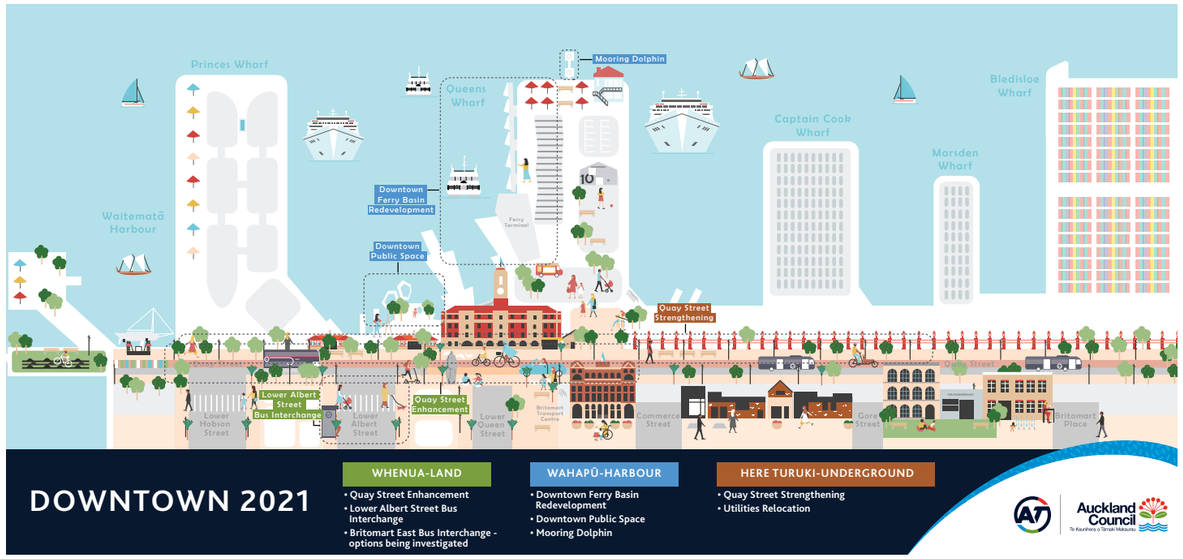
Mīharo (extraordinary)
Manaakitanga (welcoming)
Auckland to Tāmaki (authentic and beautiful)

The Downtown Programme will create a generous and welcoming destination along the water's edge that is recognisably Tāmaki Makaurau.

It will become a space that strengthens people's connection with the Waitematā Harbour – a vibrant, transformed environment for all to enjoy.

We are accelerating key projects within the programme. Subject to resource consents being obtained, this will be in place for the 36th America's Cup, Asia-Pacific Economic Forum (APEC), and Te Matatini in 2021.

In just three years, Auckland's waterfront will look dramatically different.



DOWNTOWN 2021

WHENUA-LAND
- Quay Street Enhancement
- Lower Albert Street Bus Interchange
- Britomart East Bus Interchange - options being investigated

WAHAPŪ-HARBOUR
- Downtown Ferry Basin Redevelopment
- Downtown Public Space
- Mooring Dolphin

HERE TURUKI-UNDERGROUND
- Quay Street Strengthening
- Utilities Relocation

How did we get here?

2012	2014	July 2018	Dec 2018
City Centre Masterplan and Waterfront Plan (approved)	Downtown Framework (endorsed)	Downtown Programme Funding (confirmed through Long Term Plan)	Downtown Programme (works begin)

What you told us

"More waterfront access, parks and green areas is essential to attract tourism and business to the region."

"Bringing families to the city is especially awesome."

"Development of public spaces is most important for the future vibrancy of the city."

Where we are headed

Downtown Auckland is a gateway to the city. Over the next 10 years, we are expecting an eight-fold increase in people using this space to get into and around the city centre, highlighting its importance as a people-focused place.

MORE PEOPLE ARRIVING BY FERRY

MORE PEOPLE ARRIVING ON BIKES, BUSES AND TRAINS

MORE PEOPLE WORKING AND LIVING IN THIS AREA

Movement

A connected public transport network

Downtown Bus Interchanges

A bus interchange will be created at Lower Albert Street. A second interchange is being investigated for southern and eastern services.

These interchanges will function as a destination, starting point or a transfer between buses, ferries and trains.

Connections between different modes of transport will be improved and it will be a lot easier to get around.

LOWER ALBERT STREET
- CONSTRUCTION: EARLY 2019 - LATE 2020
- COVERS NORTHERN & WESTERN BUS SERVICES

SOUTHERN & EASTERN SERVICES
- OPTIONS BEING INVESTIGATED
- COVERS SOUTHERN & EASTERN BUS SERVICES

Lower Albert Street upgrade being delivered in partnership with City Rail Link

Lower Albert Street bus interchange – improving passenger connections

Movement

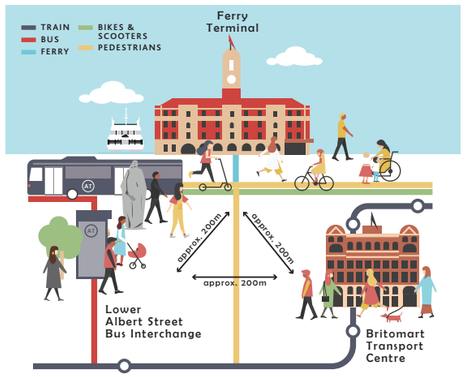
A place of arrival, departure and connection

A tidal flux of thousands of commuters and visitors arrive and depart every day.

Quay Street will become a safer environment for people walking and riding bikes and scooters.

People will have easier access to:

TRAINS BUSES FERRIES



Whenua – Land

Quay Street Enhancement

Construction: early 2019 - late 2020

A revitalised waterfront street with wider footpaths and easier navigation, designed for a 30km/h speed, with street furniture, trees, and opportunities for business and events.

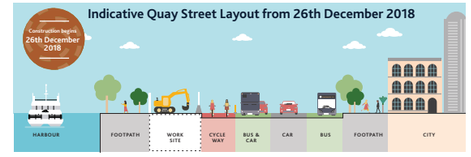
Key features
- Two lanes of traffic between Commerce Street and Lower Albert Street
- A cycleway separated from traffic
- Wider footpaths
- Bus lane between Lower Albert Street and Lower Hobson Street
- Simpler navigation between buses, ferries and trains.

Here Turuki – Underground

Utilities Relocation

Construction: 26 December 2018 - April 2019

We are relocating underground services, such as power and gas, into a single trench to safeguard supply and for ease of future maintenance and upgrades.



During Construction

Changes to traffic layout

During construction, there will be changes to traffic lanes. A cycleway will be provided throughout.

- Between Commerce Street and Lower Albert Street there will be one traffic lane in either direction.
- Between Lower Albert Street and Lower Hobson Street there will be one traffic lane in either direction and a westbound bus lane.

Access will be maintained to:
- Properties
- Footpaths - with diversions around work sites as required
- Ferry terminals

26 December 2018 - mid-January 2019

Lower Albert Street (between Customs Street West and Quay Street) will be closed.

Quay Street Strengthening

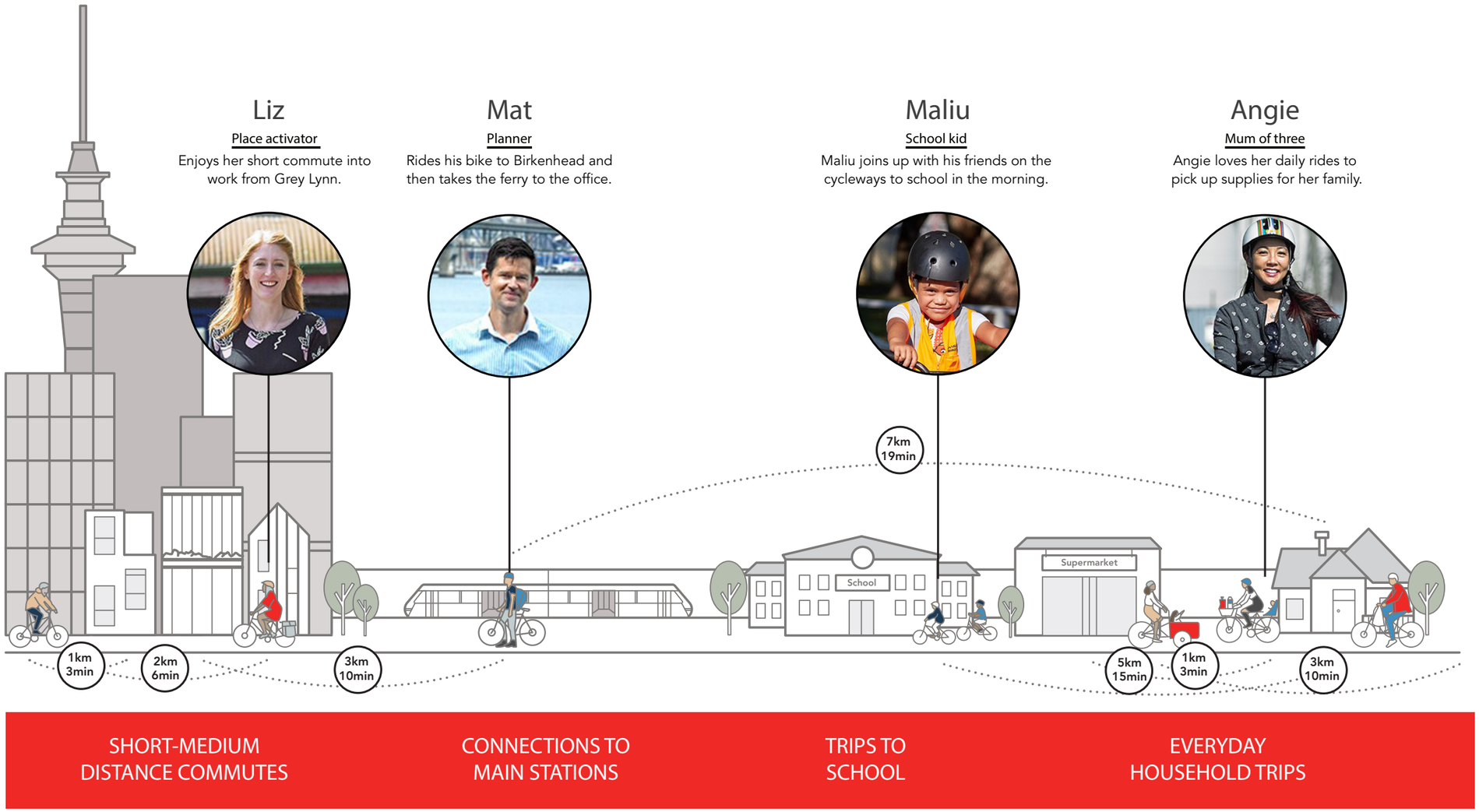
Construction: mid 2019 – mid 2020

SEAWALL

The 100 year old section of seawall running under Quay Street, between Princes Wharf and Marsden Wharf, needs strengthening to protect Quay Street and its underground services.

GRAPHICS:
EXECUTIVE SUMMARY

Auckland Cycling Programme Business Case *for* Auckland Transport



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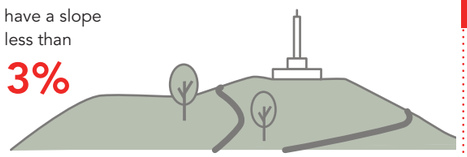
GRAPHICS: EXECUTIVE SUMMARY

Auckland Cycling Programme Business Case *for* Auckland Transport

73%
of Auckland streets have a slope less than
3%



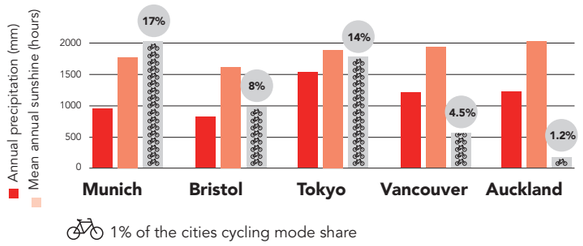
54%

of people would consider cycling if the conditions were right.

230,000
Aucklanders live within a 30 minute bike ride to the city.

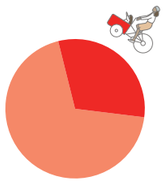
RAIN ISN'T A BARRIER

RAIN AND SUNSHINE IN SELECTED CITIES



1% of the cities cycling mode share

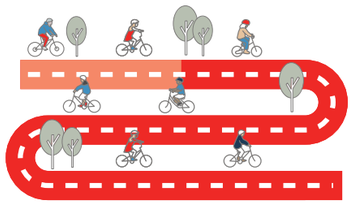
OVER 50% OF AUCKLANDERS WOULD RIDE BIKES



31%
of Aucklanders ride bikes at least monthly.

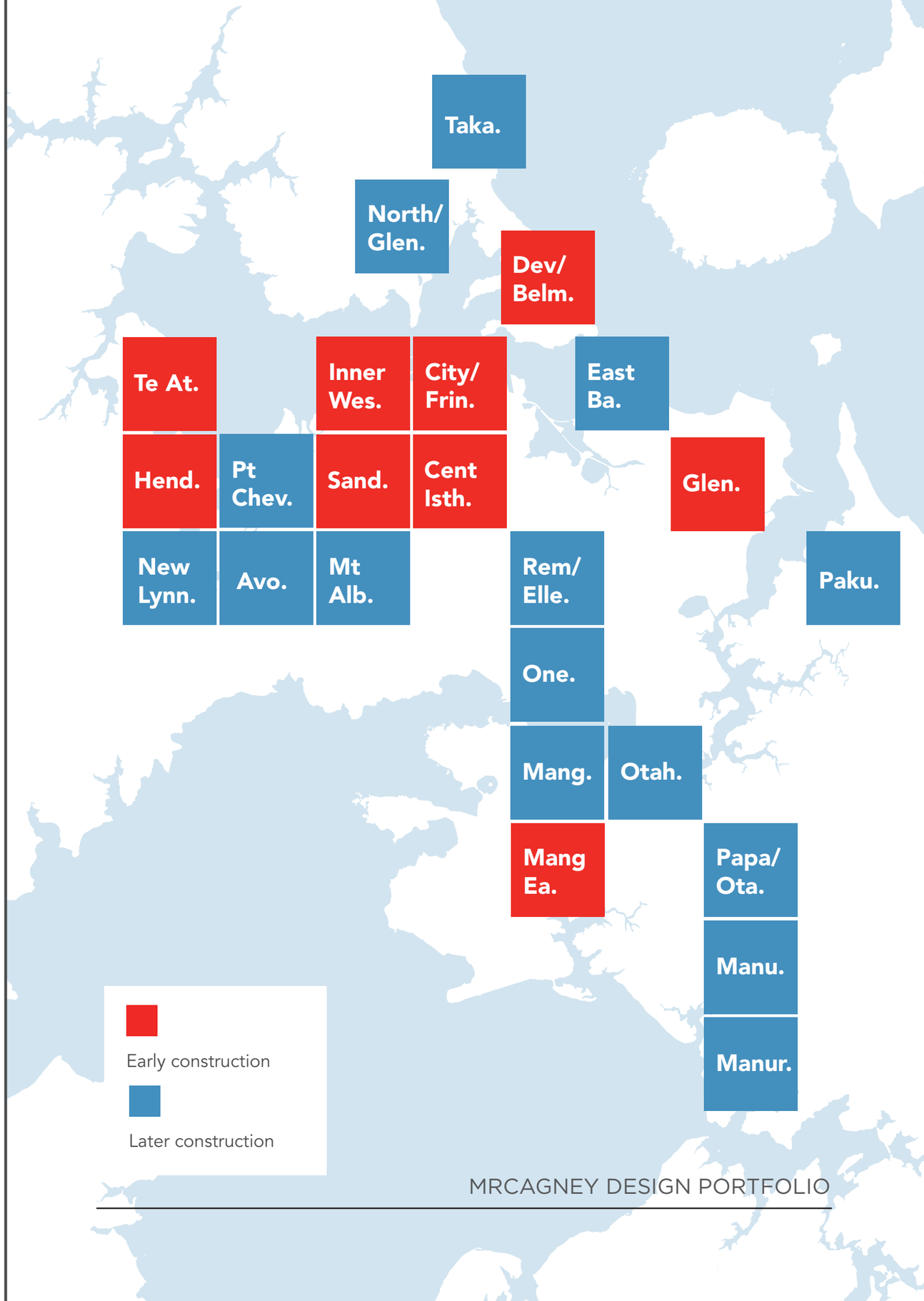
AUCKLANDERS DO LIKE CYCLING

AND HAVE RIDDEN MUCH MORE IN THE PAST



20%
of Auckland intermediate school children cycled to school in the late 1970s.

Today that number is: **3.9%**



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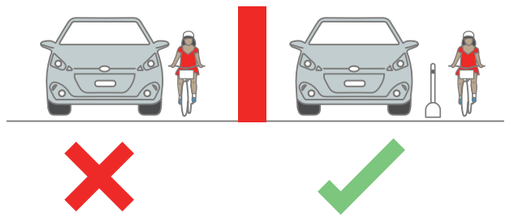
GRAPHICS: EXECUTIVE SUMMARY

Auckland Cycling Programme Business Case *for* Auckland Transport

CYCLING FEELS UNSAFE

60%

would cycle with better infrastructure.

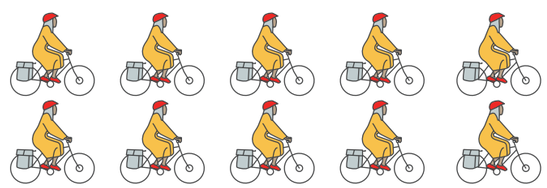


CONDITIONS FOR CYCLING ARE UNSAFE

Cyclists are involved in

10x

as many serious crashes as motorists (by mode share).



Cyclists are disproportionately represented in serious and fatal crashes.

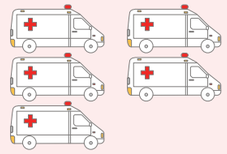
GRAPHICS: EXECUTIVE SUMMARY

Auckland Cycling Programme Business Case *for* Auckland Transport

AND THERE ARE SERIOUS IMPACTS FOR SOCIETY

Annually, transport emissions cause:

5x



as many premature adult deaths as the regional road toll, and costing society

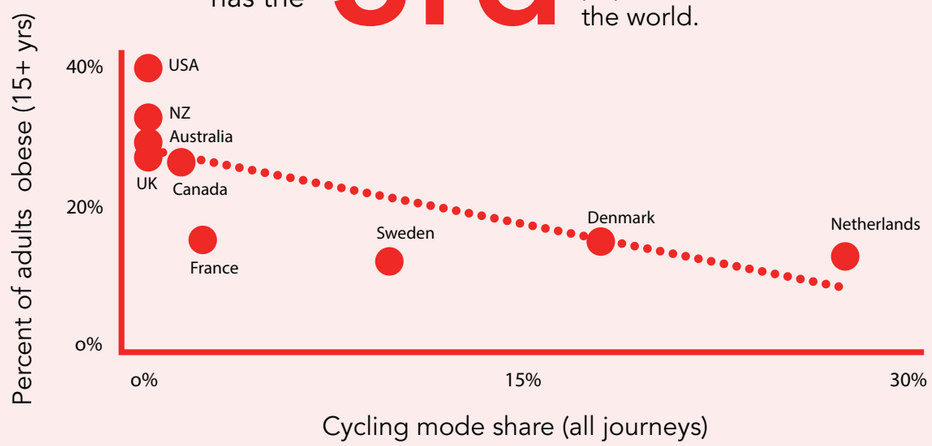
$466m

from mortality and morbidity.

38%

of Auckland's greenhouse gas emissions come from transport.

NZ has the **3rd** most obese population in the world.



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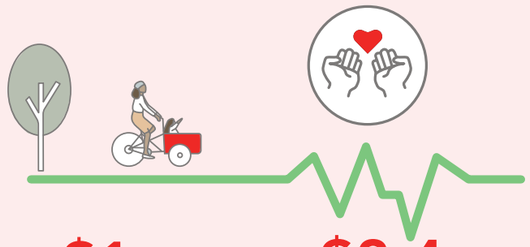
GRAPHICS:
EXECUTIVE SUMMARY

Auckland Cycling Programme Business Case *for* Auckland Transport

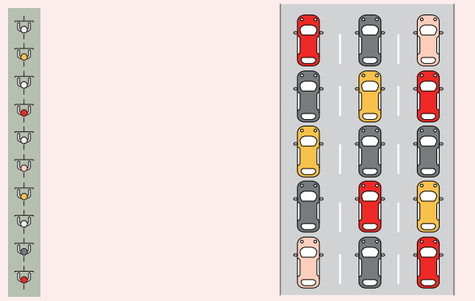
INCREASED BENEFITS



$1 invested In cycling → **$2-4** in benefits for society

INCREASED SPACE

4,500 PEOPLE BY BIKE **OR** **4,500** PEOPLE BY CAR



4,500 people are expected to travel to the city by bike (in the AM peak). This is the equivalent of **three lanes of traffic.**

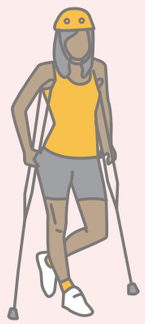
LESS POLLUTION

9,000
Less car trips per day on Auckland's network by 2026.

Reducing carbon emissions by more than **13 tonnes** per day.

FEWER INJURIES

A 10-20% reduction in cycling related incidents would correspond with:



40-80
FEWER SERIOUS INJURIES

1-2
LESS DEATHS

over the 10-year period 2018-2028

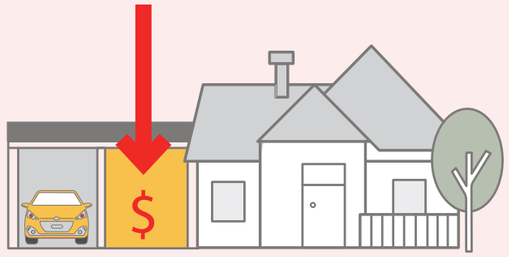
FEWER HEALTH COSTS

Saving society **$1,410** in health costs per year per person cycling regularly.

FEWER HOUSEHOLD COSTS

Families using one fewer car could save, on average:

$10,200 every year



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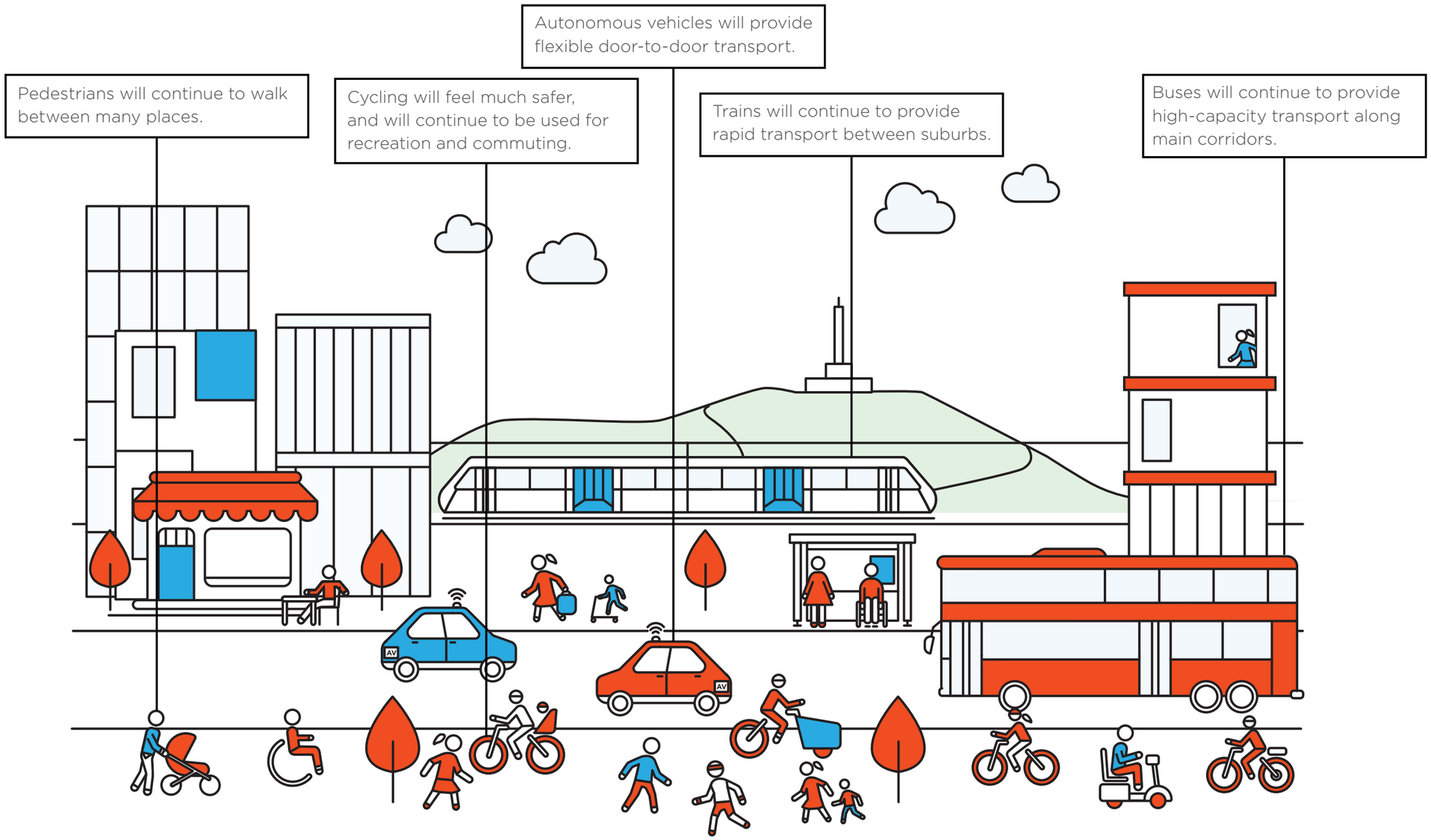
GRAPHICS: REPORT

MRCagney Autonomous Vehicles Report

An Integrated Transport Network



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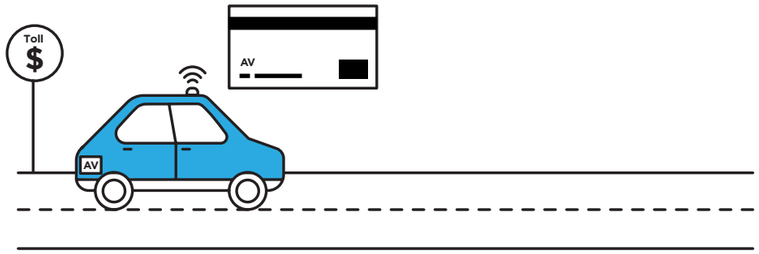
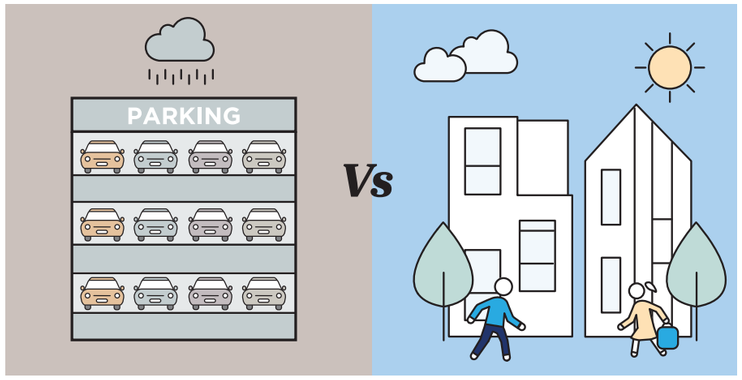
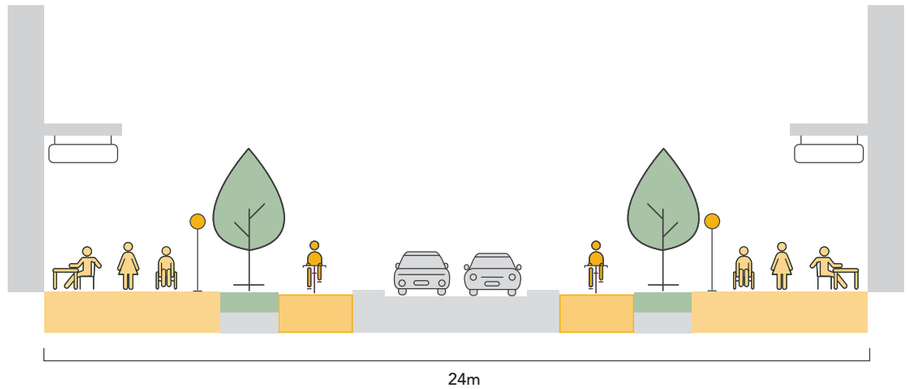
MRCagney Autonomous Vehicles Report

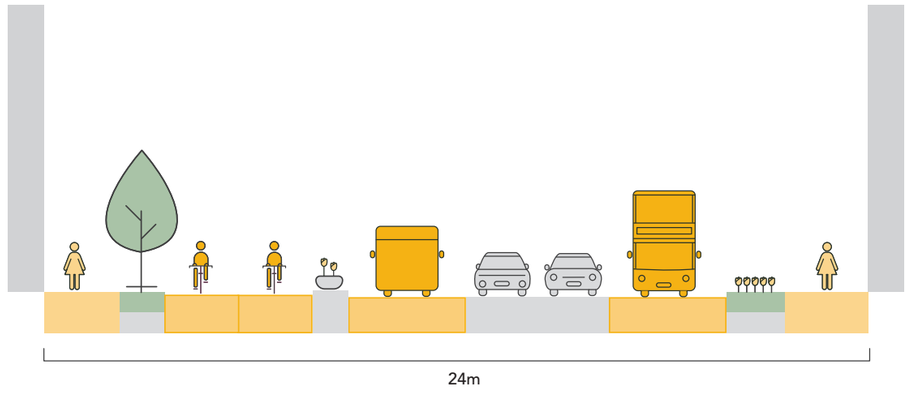


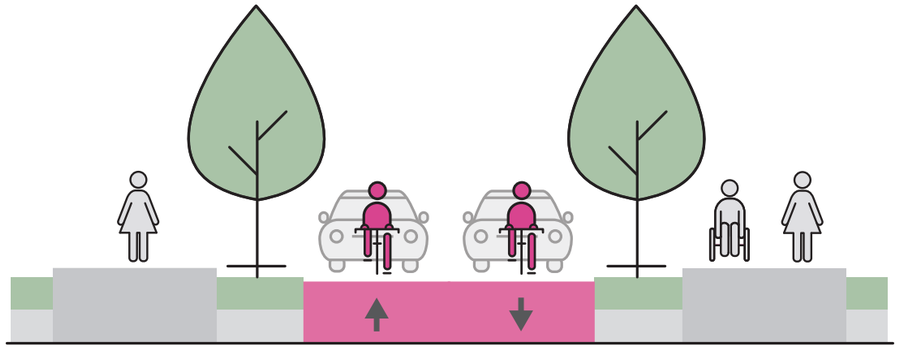


GRAPHICS

Cross sections *for* the Auckland Street and Road Design Guide

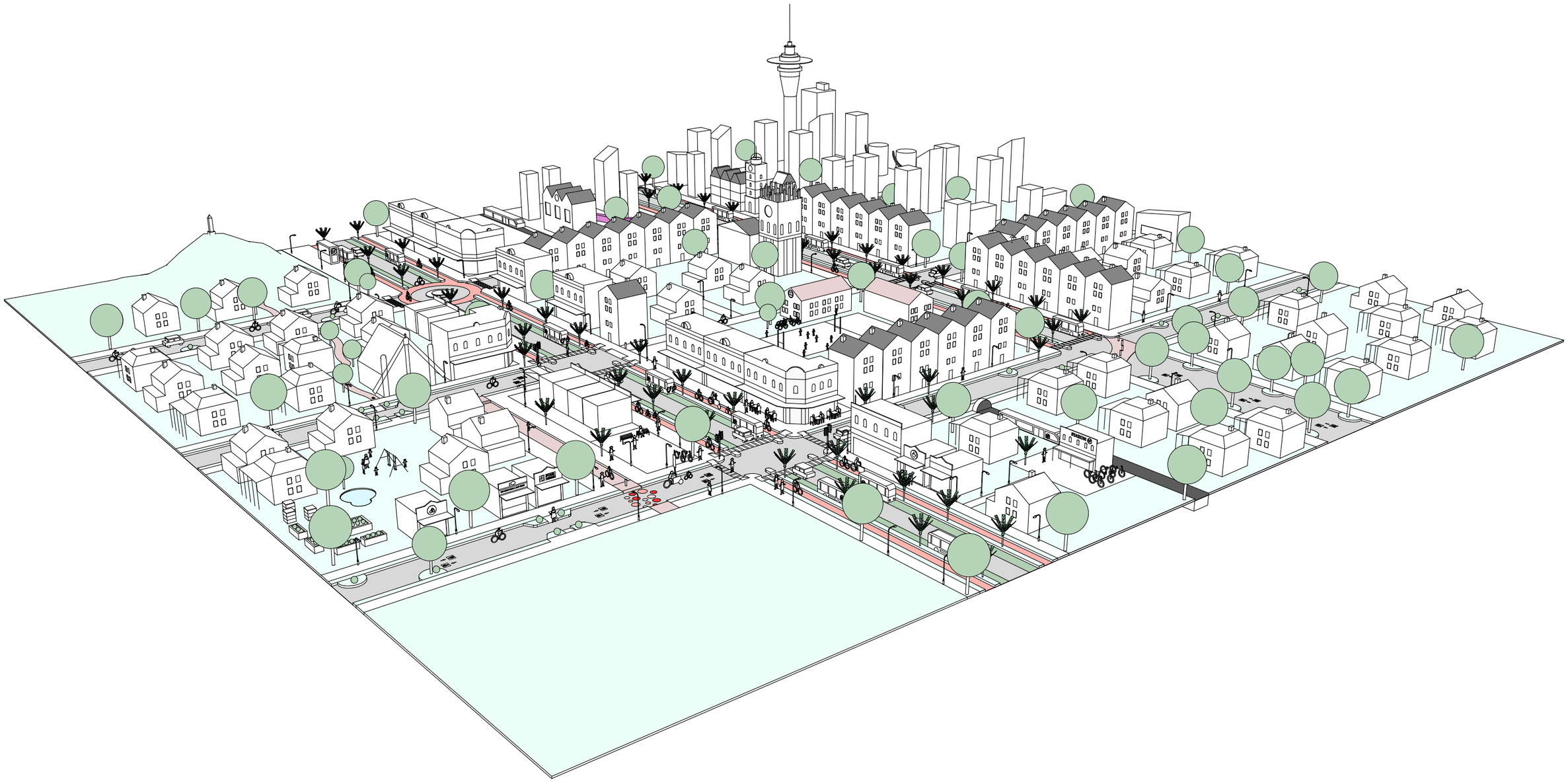






SKETCHUP

Auckland Cycling Strategy: Neighbourhood Cycling Graphic *for*
Auckland Transport



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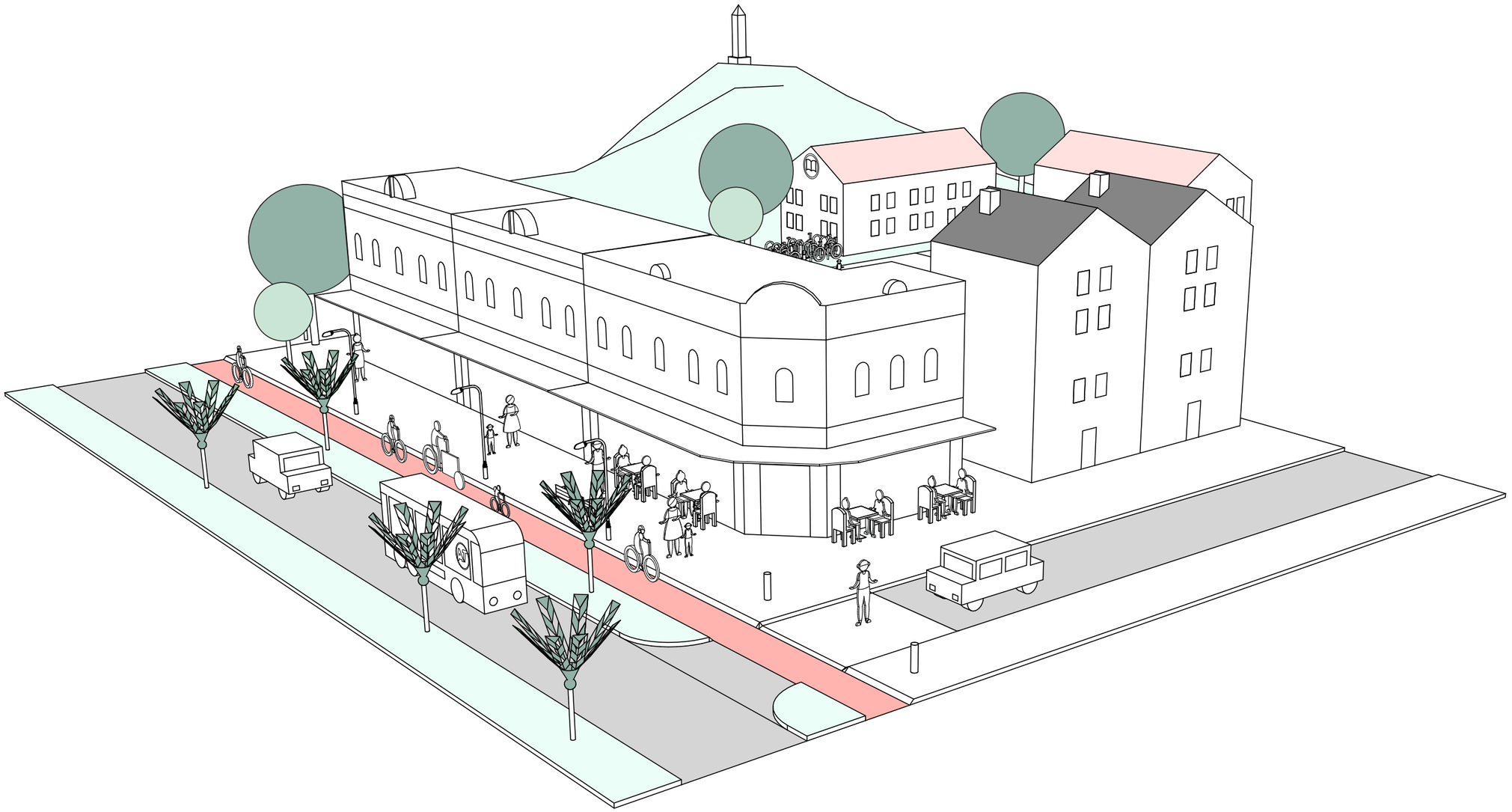
SKETCHUP

Auckland Cycling Strategy: Cross Section *for* Auckland Transport



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SKETCHUP/ PHOTOSHOP

Boulevard Transport Concept

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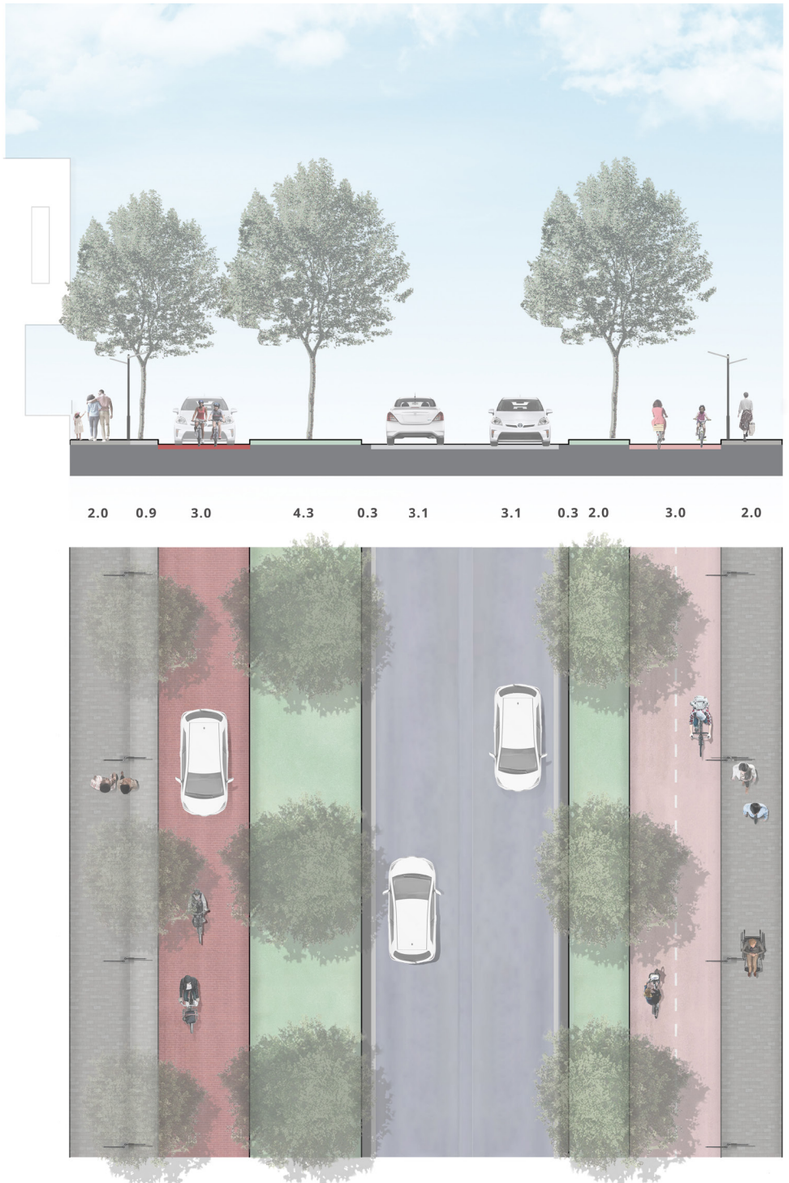
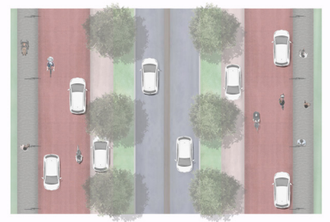
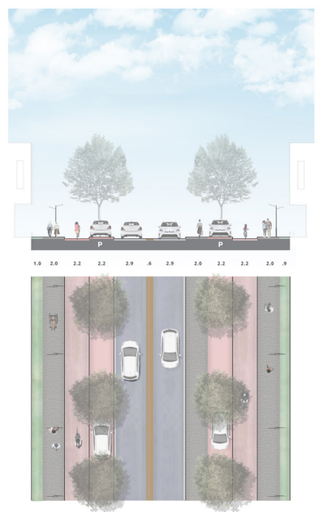
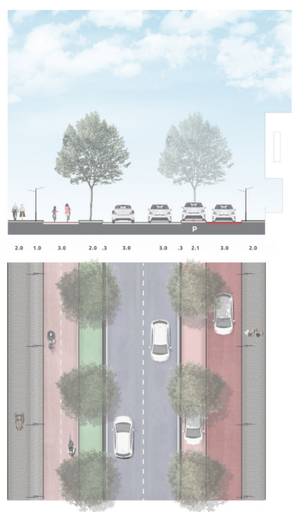
CAD/PHOTOSHOP

Cross Sections









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LAYOUT DESIGN

Manukau Walking and Cycling Area Plan *for* Panuku

Manukau Central
Walking and Cycling
Area Plan

CONTENTS

0
EXECUTIVE SUMMARY
PRIORITY PROJECTS

Manukau is at the centre of several strategic initiatives aimed at generating transformative change in south Auckland. Auckland Council, Panuku, Auckland Transport, and central government agencies such as Housing New Zealand are engaged with local stakeholders to unlock the area's untapped potential. Through the integrated land use planning and investment, Manukau Central is planned to be a thriving area where people live, work, and play.

Panuku Development Auckland has identified Manukau as a Transform location. Transform locations require a long-term, integrated, holistic, and custodial approach to their development so that they can reach their full potential. As part of the Transform process, the Transform Manukau Framework Plan was developed as a route map for delivery of the project plan and vision for the area. It provides clarity on the vision, identifies key outcomes, and outlines projects that will be delivered.

Transform Manukau seeks to increase its property market attractiveness by shifting the way Manukau functions; the physical forms it takes, and how its people are engaged and served. A major aspect of the framework is the increase of the residential population from 6,000 to 20,000 in the study area.

The Framework Plan outlines three strategic goals and five key moves to achieve its vision. The goals and moves have been considered and incorporated into this plan. In particular, the following moves have been addressed:

- Creating a vibrant heart by increasing access while minimising the effects of motorised traffic,
- Enhancing community connectivity by creating a safe cycling and walking network, and
- Realising the potential of the Wiri Stream by establishing the stream as a key north – south cycle connection along Puhinui Stream.

This chapter summarises the proposed walking and cycling interventions in thematic packages. A comprehensive discussion of the walking and cycling networks and interventions is located in chapters 2 and 3.

Manukau Central Walking and Cycling Area Plan

HOW TO USE
THIS DOCUMENT

0 Chapter 0, **the Executive Summary,** identifies the priority projects for the Manukau Central Area Plan. It covers the 5 key moves that will allow for community connectivity, transformation of the Puhinui Stream and the creation of a people focused city centre at the heart of Manukau.

1 Chapter 1 covers the **walking** aspect for the Manukau Central Area Plan. It provides insight into the barriers of walking, the principles of good design for walking and intersections, and finally it proposes a walking network.

2 Chapter 2 covers the **cycling** aspect for the Manukau Central Area Plan. It provides insight into the barriers of cycling. It outlines the principles of good design for cycling and proposes a cycling network and cycling interventions for Manukau. It provides detail on the cycling facility types, and when and where they are best used. And finally, it suggests further activation ideas that can be used to get Manukau cycling.

3 Chapter 4 is the **Delivery Plan,** and will set out the delivery phases for Manukau Central walking and cycling projects.

4 Chapter 5 is the **Background** research, and should be refered to for more detailed analysis of the study area. It looks at and maps the barries to walking and cycling. It also covers maps and discussionof the roads and streets framework, the Manukau transport context, property ownership, safety concerns and a freight concept.

A The **Appendix** features further background research and should be refered to for information on the wider context of Manukau. It features the case for investment in Manukau, the Auckland cycling programme buisiness case, Manukau's land use context, proposed development and the expected population increase. It also gives an overview of the demographics that make up Manukau.

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LAYOUT DESIGN

Public Summary Report *for* QUT (in Brisbane)

Transport, Traffic, Access, and Parking Planning Study

Summary

Prepared by MRCagney Pty Ltd
March 2018

Glossary of Terms

AT
Active Transport (typically walking and cycling)

AV
Autonomous Vehicle

BCC
Brisbane City Council

E-Bike
A bike that can be powered by electricity as well as propelled by pedals.

EV
Electric Vehicle

HiQ
HiQ is QUT's integrated digital platform for students/staff incorporating general enquiries, technology support and IT help, library support, student administration processes and services. HiQ is accessed online, via phone, on campus, and through the QUT mobile app.

MaaS
Mobility as a Service

MCA
Multi-Criteria Assessment

Mobility as a Service
Mobility as a Service represents a new approach to delivering transport. A Mobility Manager aggregates infrastructure, transport services, technology, data, and information to suit the travel and lifestyle needs of the individual. This allows provision of integrated information, booking, payment, billing, and customer relationship management services between transport modes. It brings together transport operators and third parties (e.g. retail, leisure, or health services) to provide a seamless user experience. The individual receives this integrated service via a personal mobile device.

PMED
Personal mobility electric device. Examples include electric scooters, E-bikes, and segways.

PPT
Personal Passenger Transport (typically taxi, ride sharing, car sharing, bicycle sharing)

PSG
TTAPPS Project Steering Group (PSG) including representatives of:
- QUT Management
- QUT Independent Advisor
- QUT Academic Advisor
- Department of Innovation, Tourism, Industry Development, and the Commonwealth Games – Special Projects Unit (Queens Wharf Brisbane)
- Department of Transport and Main Roads (including TransLink)
- Brisbane City Council

PT
Public Transport (typically rail, bus, ferry but may also include shared services such as taxis and ride share services).

QWB
Queens Wharf Brisbane

QUT
Queensland University of Technology

Scramble Crossings
A type of traffic signal movement that temporarily stops all vehicular traffic, thereby allowing pedestrians to cross an intersection in every direction, including diagonally, at the same time.

SEQ
South East Queensland

Shared Services
Taxis, ride share, and bike share modes

TBC
Travel Behaviour Change

TDM
Travel Demand Management

TMR
Queensland Department of Transport and Main Roads

TTAPPS
QUT Transport, Traffic, Access, and Parking Planning Study

U-Pass
Universal Pass (university student/staff public transport access pass)

1. Introduction

QUT is currently preparing a new master plan to guide the future development and management of its physical estate.

The Vision for QUT's physical estate is:
"to have a vibrant and sustainable network of University campuses and distributed sites that collectively support QUT in providing outstanding real world education and high impact transdisciplinary research."

QUT's Master Plan seeks to harness the potential of the University's physical estate to support the University's key strategic objectives and to provide exceptional and meaningful experience for students, staff, community, and industrial partners. At the heart of the Estate Master Plan is a commitment to environmental sustainability and the creation of spaces that are connected, inspiring, and have a sense of place.

The overall transport and traffic ambitions for the QUT Estate Master Plan are to:

- encourage greater use of **public transport services** to and from the campuses, and distributed sites, through improved access, availability, and affordability;
- improve **active transport** such as bicycle and pedestrian access to and from QUT's campuses;
- improve **access and movement** corridors to and within QUT's campuses and minimise movement conflicts of pedestrians, bicycles, motorbikes, car, and other vehicles;
- establish the location, limits, and key strategies for private **parking** on campus; and
- **reduce single occupant vehicle travel**, including providing options for ride sharing and other modes of transport, and access to new technology for personal decision making on best ways to travel.

In 2017, QUT arranged for an independent assessment of transport and traffic in and around QUT's Gardens Point and Kelvin Grove campuses.

The QUT Transport, Traffic, Access, and Parking Planning Study (TTAPPS) brief was to: consider both existing conditions and known future conditions arising from committed and proposed developments in and around the two campuses; consider scenarios of future demand and changed conditions over the next 10 years; and recommend improvement strategies for the Gardens Point and Kelvin Grove campuses.

The study was undertaken in two phases:

- Phase 1 focussed on strategies to achieve the transport and traffic ambitions of the QUT Estate Master Plan, with a focus on those that could be implemented in the short to medium term (i.e. in the next 5 years).
- Phase 2 focussed on further investigation of selected Phase 1 recommendations, including consideration of longer-term opportunities.

This summary has been prepared to provide stakeholders with an overview of the project, key findings, and recommended way forward for QUT to achieve its strategic transport and access objectives.

1.1 Key objectives

The over-arching objective of this project was to review the current situation, assess opportunities, and recommend strategies to reduce the reliance on private vehicle travel to/between the QUT campuses through improved access, availability, and affordability. These included strategies to:

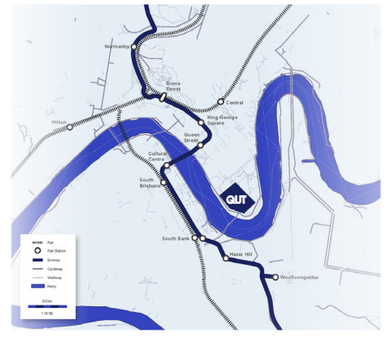
- improve public transport (PT) and active transport (AT) options and connections;
- manage travel demands;
- incentivise more sustainable travel behaviours;
- improve access to information on travel choices;
- maximise the use of emerging disruptive technologies to provide greater access options to and from the campuses; and
- support integrated and balanced multi-modal transport and land use outcomes.

3. Current Situation

3.1 Gardens Point location

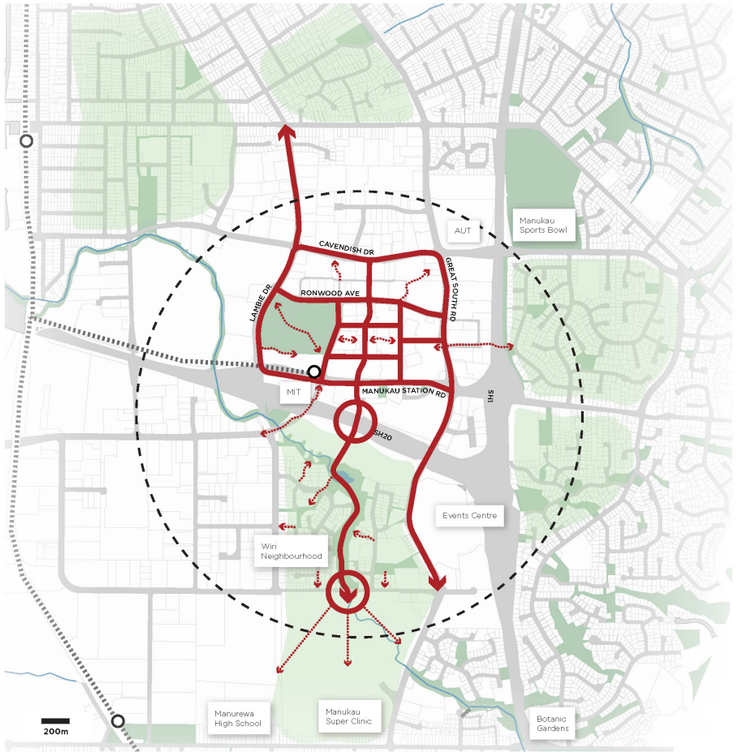
The Gardens Point campus is located within the Brisbane CBD and has access to the extensive transport network serving the city centre, including the rail system, busway, riverside cycleways, and motorway network, especially the Riverside Expressway.

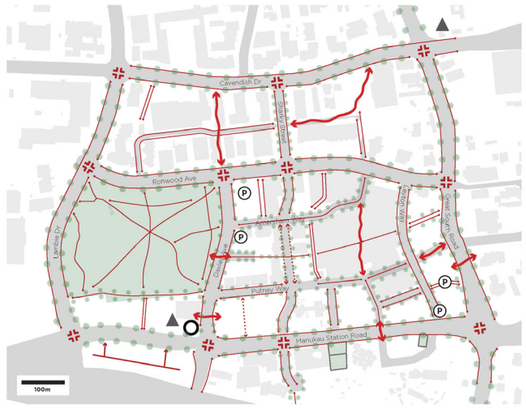
Figure 3.1 Gardens Point campus and surrounds



DIAGRAMS

Manukau Walking and Cycling Area Plan *for* Panuku



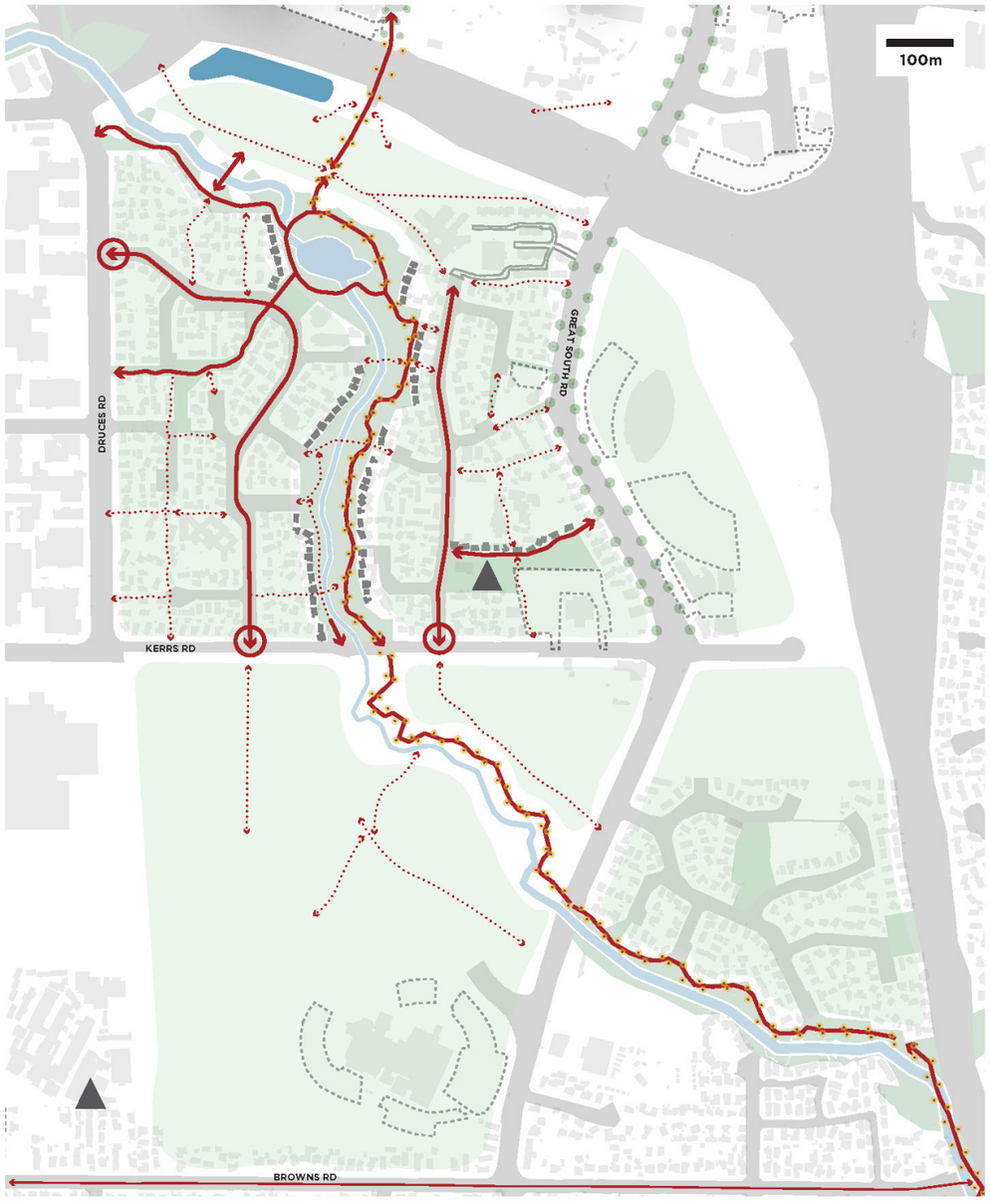


MANUKAU CENTRAL
WALKING NETWORK

- Key walking routes
- Introduce/ improve walking links
- New/ improved crossing
- Neighbourhood greenways
- 10 minute walking catchment (800m)

DIAGRAMS

Manukau Walking and Cycling Feasibility Study



DIAGRAMS

Public Summary Report *for* QUT (in Brisbane)

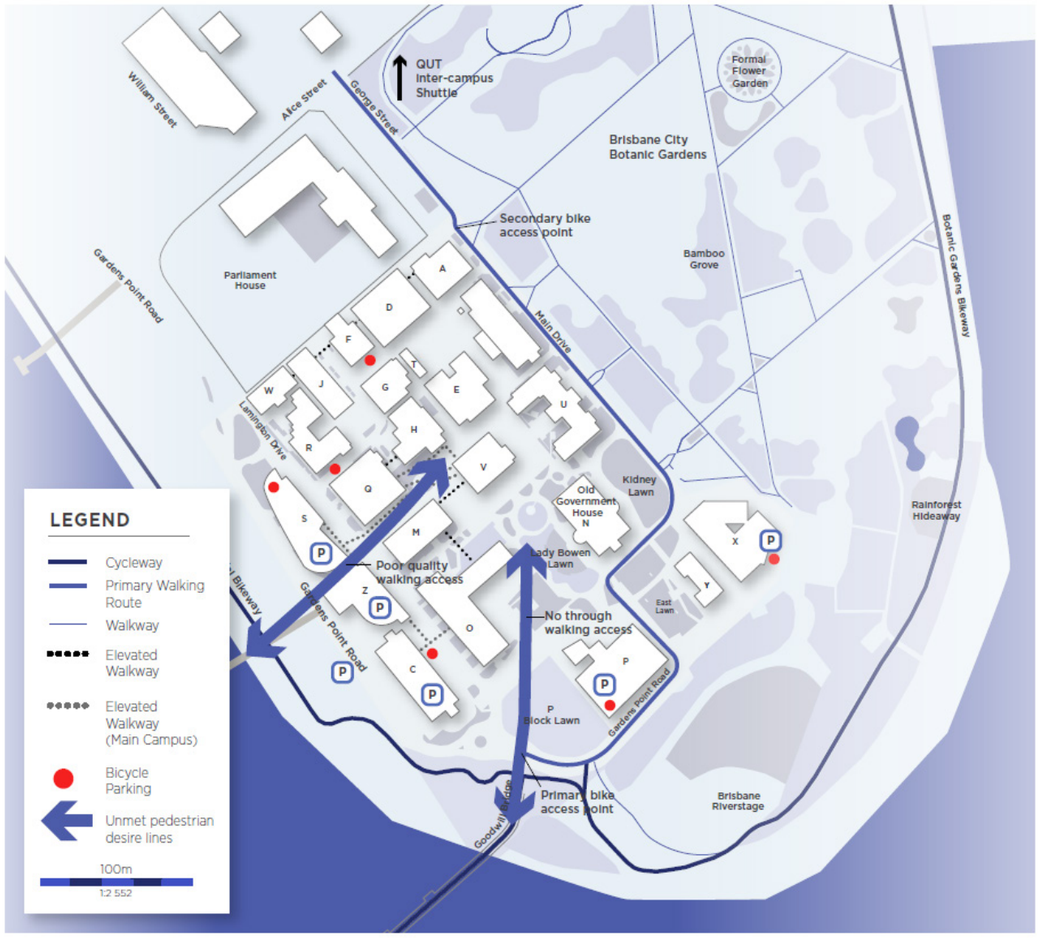


Figure 3.1 Gardens Point campus and surrounds

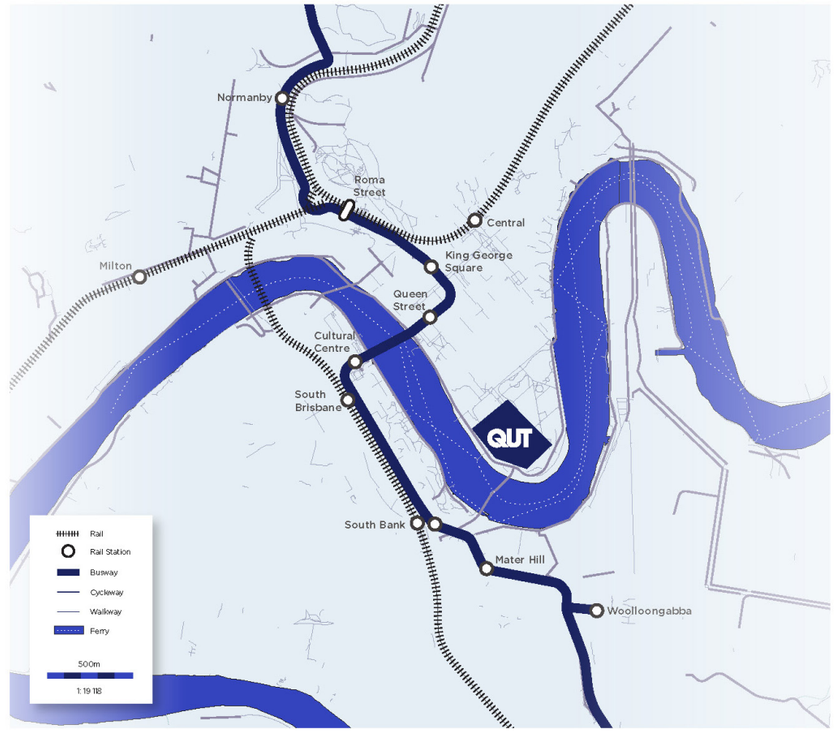
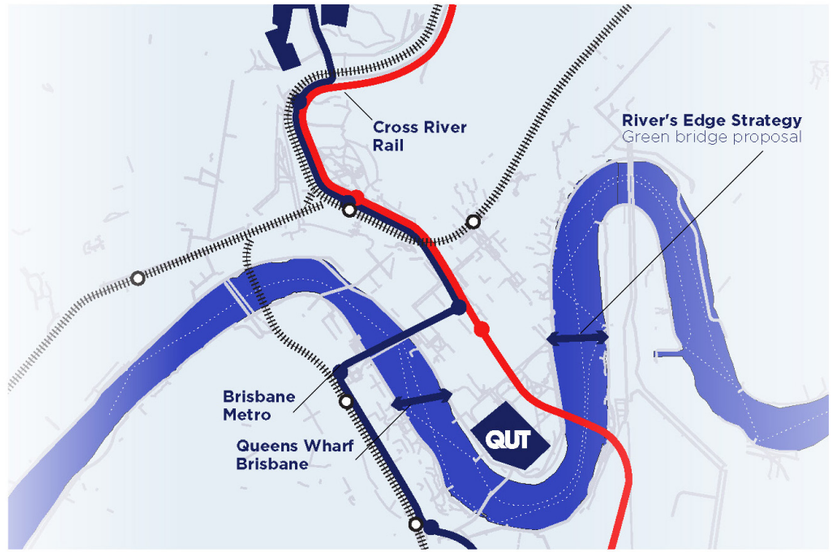


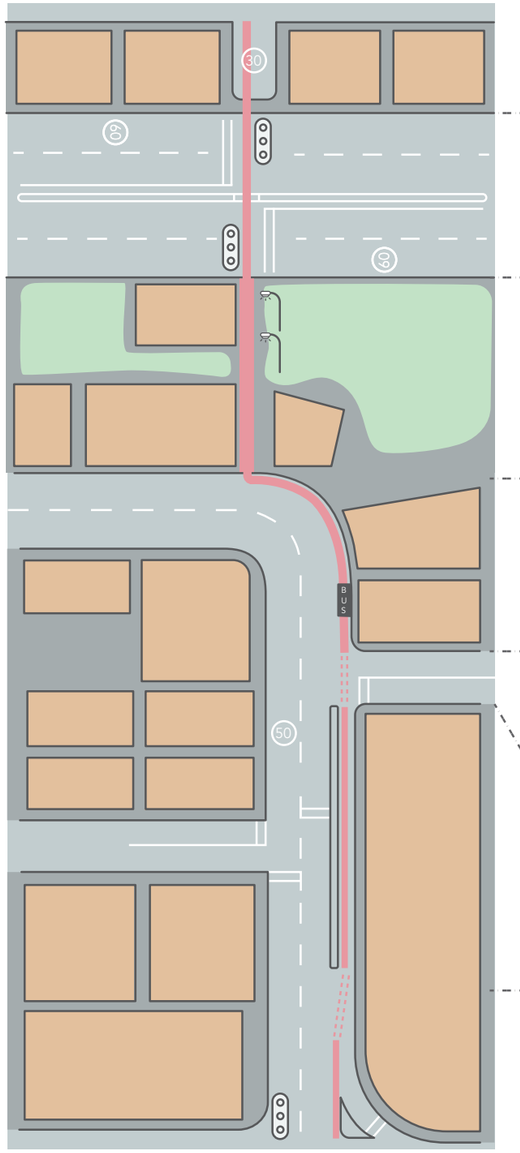
Figure 2.1 CBD/City Shaping Plans



DIAGRAMS

Auckland Bicycle Quality of Service - an example of scoring facilities

for Auckland Transport



Segment facility type and score	Features contributing to score	Potential changes to improve score
Mixed traffic **QoS1**	30 km/h traffic speed 600 vehicles/ day AADT	NA- Already scores QoS1
Signalised intersection **QoS2**	60 km/h traffic speed 20,000 vehicles/ day AADT Clear surface treatment on cycle crossing Direct path Short wait time for cyclists (30 seconds)	To achieve QoS1: Reduce speed to <50 km/h Reduce wait time to less than 20 seconds
Shared Path **QoS2**	3.5m path Good path lighting Passive surveillance from adjacent buildings 120 pedestrians/ peak hour	To achieve QoS1: Widen path to 4.0m Select alternative alignment with increased human activity adjacent to path. Provide separate paths for people walking and cycling
Cycle Lane **QoS3**	50 km/h traffic speed 7,000 vehicles/ day AADT 1.5m lane cycle lane width Cycle lane shares carriageway space with bus stop.	To achieve QoS2: Reduce traffic speed to <30km/hr OR Change facility type to protected cycle path Increase path width to 1.8m Allow dedicated cycle lane space at bus stop.
Un-signalised intersection **QoS3**	3,500 vehicles/ day AADT on street crossed Corner kerb radii, 6m No surface treatment across intersection marking cyclist path	To achieve QoS2: Reduce traffic volume to <2,000 AADT OR change to signalised intersection 1 traffic lane per direction on street crossed marking cyclist path Tighten corner kerb radii to 4m Clear surface treatment for cyclists across intersection
Protected cycle path **QoS4**	1.3 m path width	To achieve QoS2: Increase path width to 1.8m
Signalised intersection **QoS4**	10,000 vehicles/ day on street crossed 50 km/ h traffic speed 10m+ corner kerb radii (slip lane) No queue space for cyclists No separate signal phase for cyclists. Long mixing zone.	To achieve QoS2: Remove slip lane and reduce corner kerb radii to 4m. Provide queuing space outside of path of turning traffic (e.g. cycle box) Provide separate signal phase for cyclists. Shorten mixing zone and provide separation.

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INTERNAL MARKETING

Student bookmarks *for* University of Auckland Career's Evening

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ILLUSTRATIONS

Wesley Street *for* Panuku

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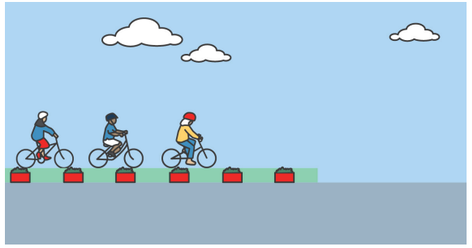
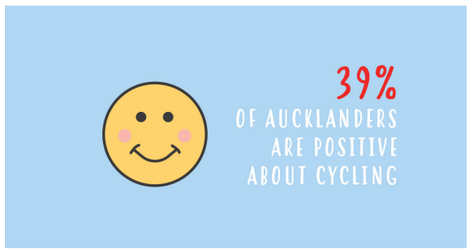
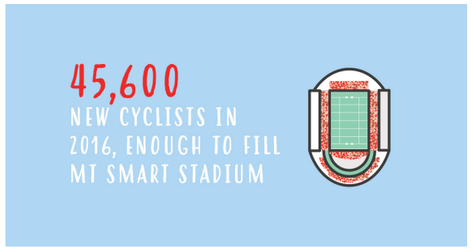
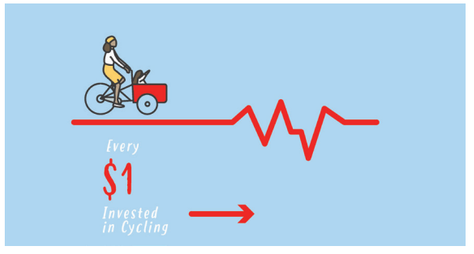
GRAPHICS: GIFS

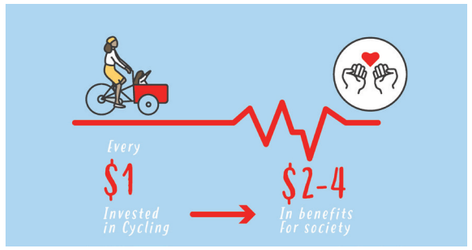
Auckland Cycling Programme Business Case

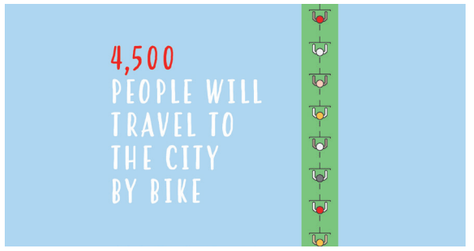


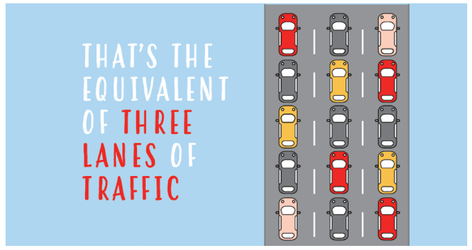


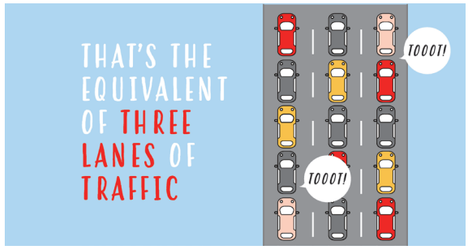


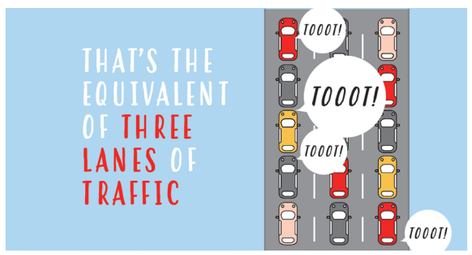


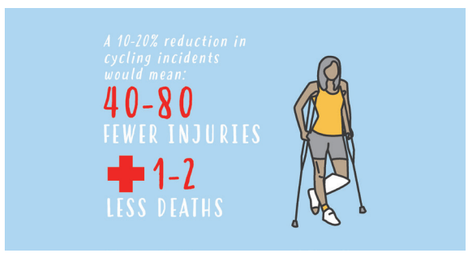












POSTER

Event Marketing ***for*** an EV conversation with the Ministry of Transport

Leading the charge in New Zealand

Join us to learn what is happening to promote and increase the uptake of
Electric Vehicles in Auckland and New Zealand

Hear about the Transport Minister's vision to have 64,000 electric vehicles by 2021. Speakers include:

- Liz Yeaman - EECA
- Ben McFagden - NZTA
- Liz Halsted - AT

This is a unique opportunity to find out more about EV's in Auckland and NewZealand and get the opportunity to ask questions.

Time: 20 July, 12:30 - 14:00

Location: Simpson Grierson Level, 27/88 Shortland Street, Auckland,

RSVP: Janice Miller janicemiller@outlook.co.nz

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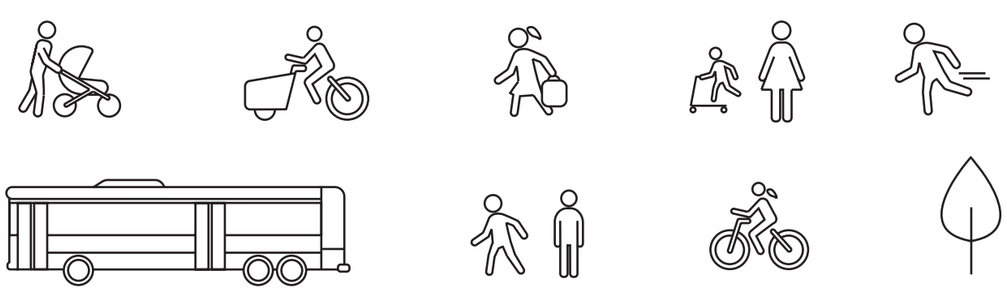
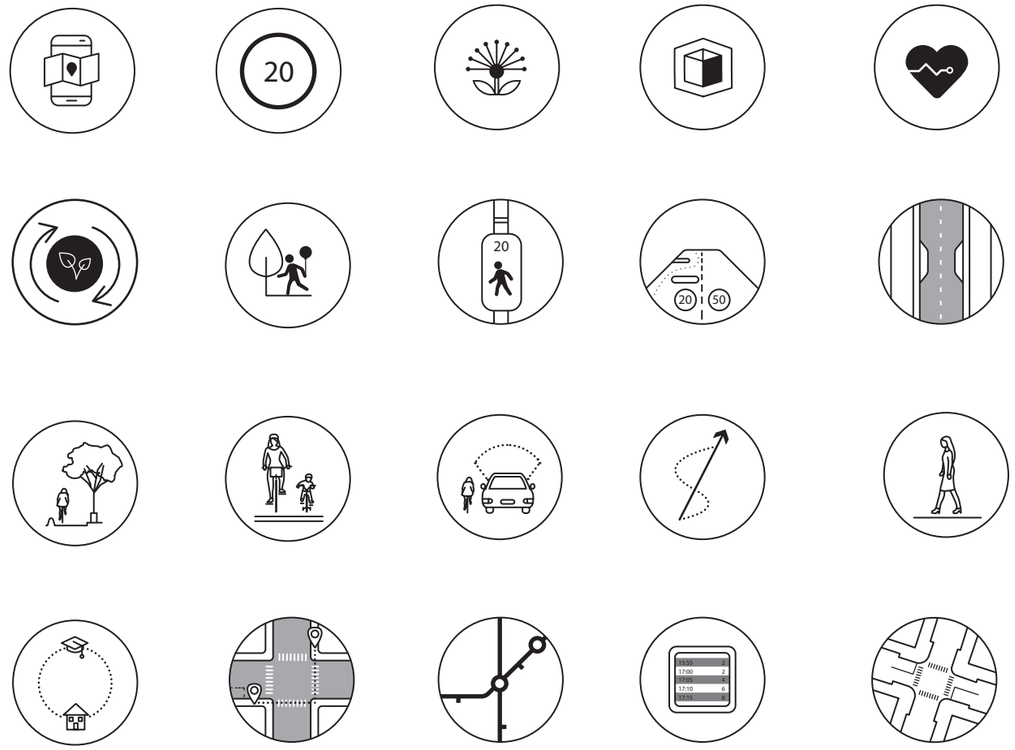
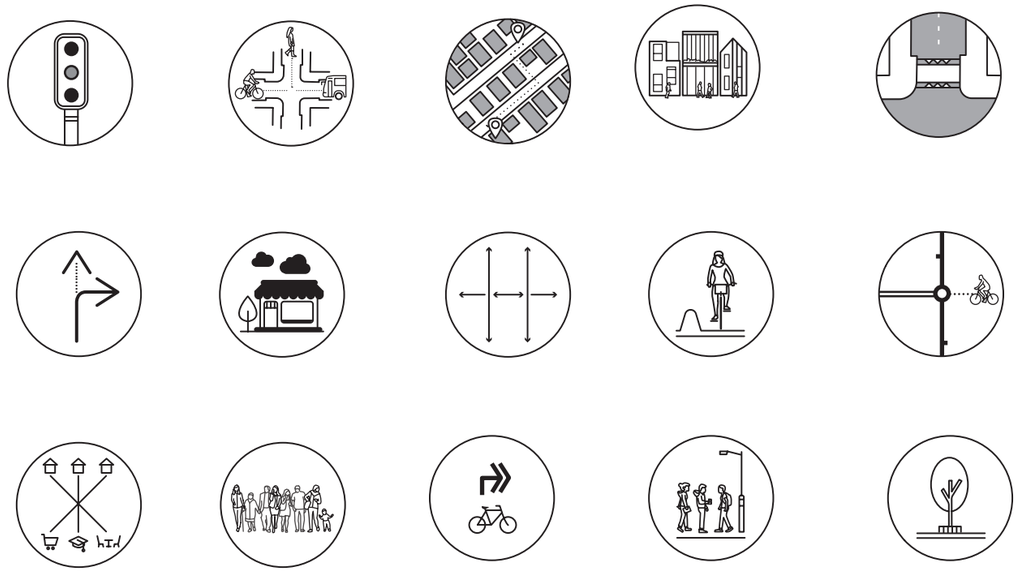
GRAPHICS: ICONS

For Auckland Street and Road Design Guide







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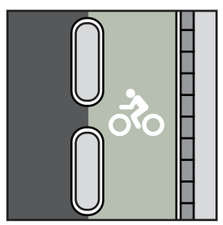

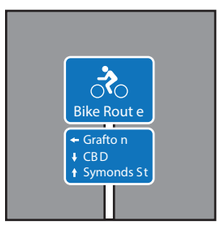

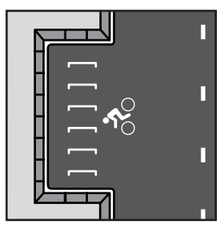

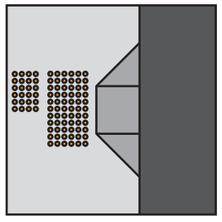

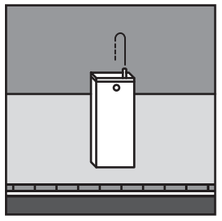

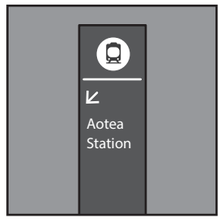

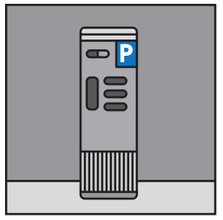

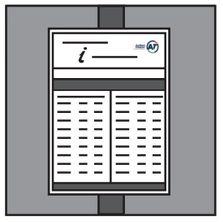

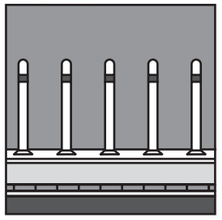

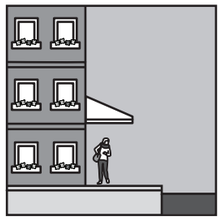

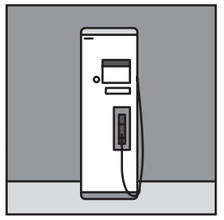

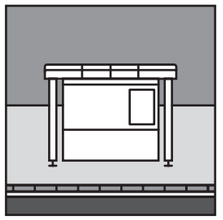

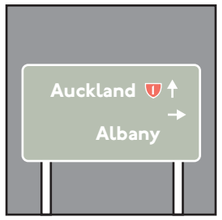

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PHOTOGRAPHY