

## AUCKLAND CITY CENTRE: SUMMARY SHEETS

THE AUCKLAND DESIGN OFFICE HAS PRODUCED SIX SUMMARY SHEETS TELLING THE STORY OF AUCKLAND'S CITY CENTRE



Auckland has a renewed vision for the City Centre and waterfront, with the opportunity to deliver a high quality urban environment alongside well-integrated public transport.

The Auckland Design Office has produced six summary sheets to tell the story of the city centre and its importance to the whole of Auckland.

Each summary sheet addresses a separate aspect of urban design in Auckland city centre.

### SUMMARY SHEET CHAPTERS

Chapter 1: Heart of Auckland: The city centre and its relevance to the entire region

Chapter 2: Urban Design + Transport Design: The importance of walking as a transport mode

Chapter 3: Living in the City Centre: The growth of central Auckland as a place to live

Chapter 4: Connectivity Creates Wealth: The financial and economic benefits of a strong city centre

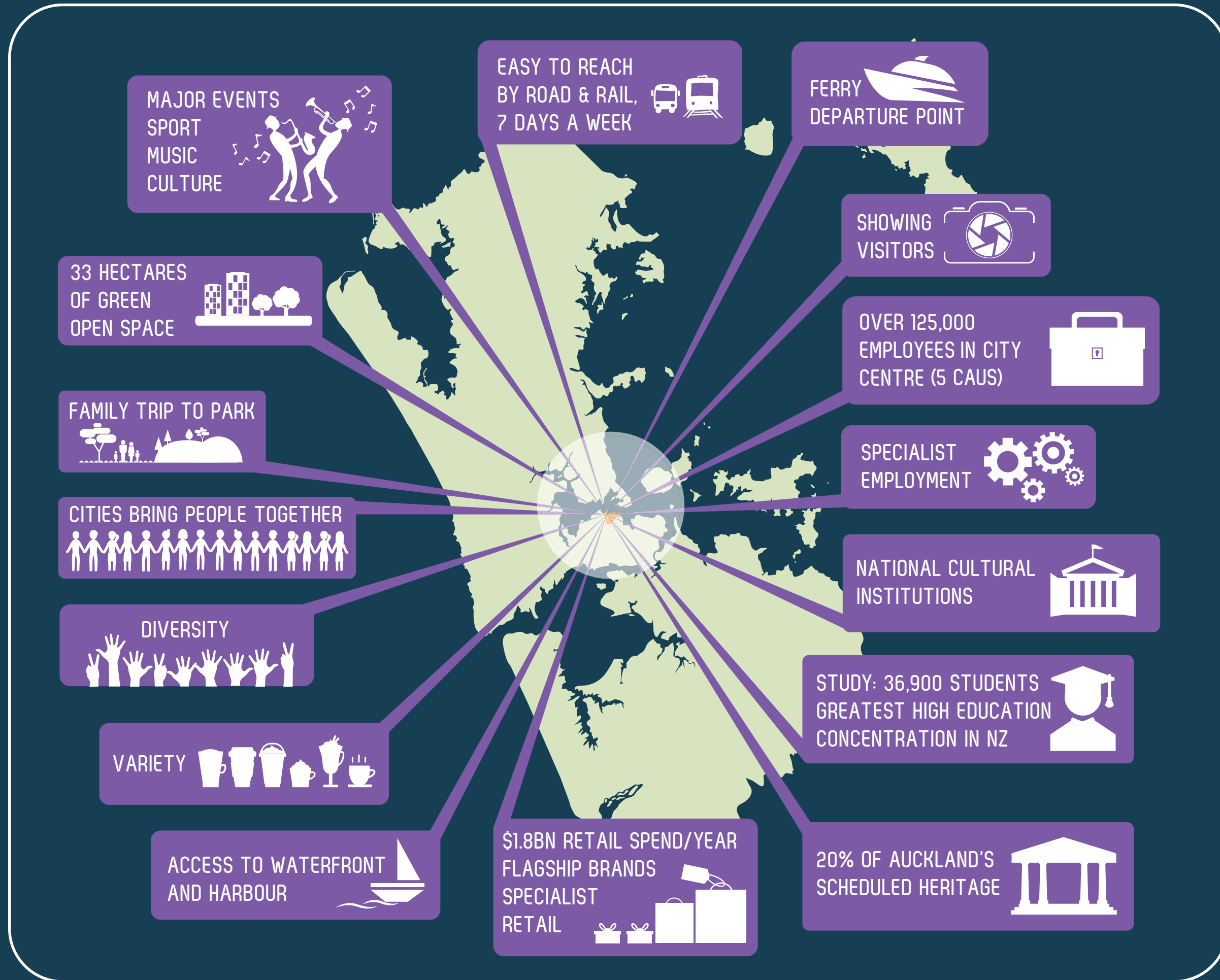
Chapter 5: Targeting Better Streets: The importance of the City Centre Targeted Rate (CCTR)

Chapter 6: So Why Invest Now? Delivering movement and place simultaneously

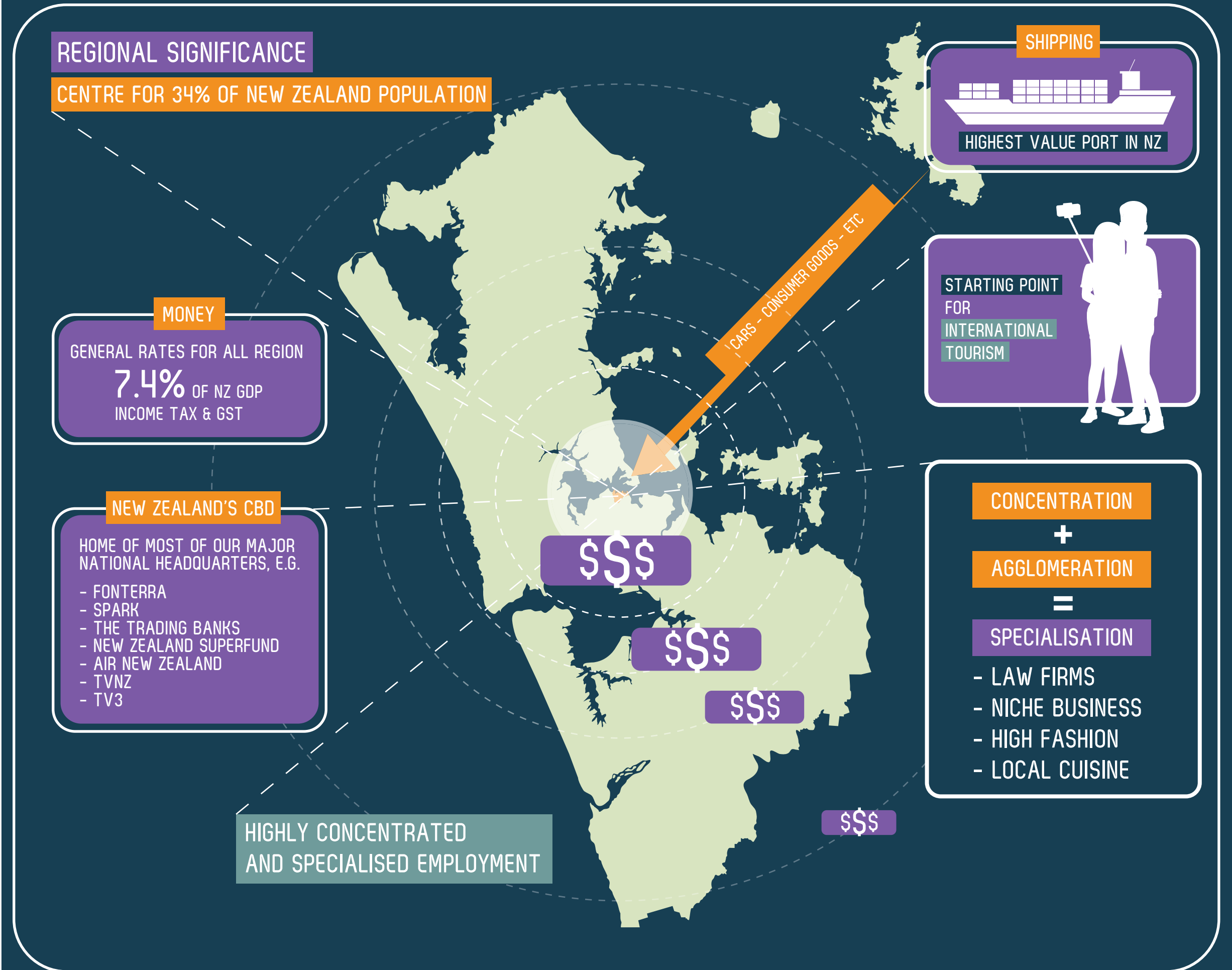
# 1 HEART OF AUCKLAND

THE CITY CENTRE IS THE CULTURAL AND ECONOMIC HEART OF AUCKLAND. EVEN IF YOU NEVER COME INTO THE CITY CENTRE, IT IS STILL WORKING FOR YOU.

## WHY COME INTO THE CITY CENTRE?



## WHAT DOES IT DO FOR ME?



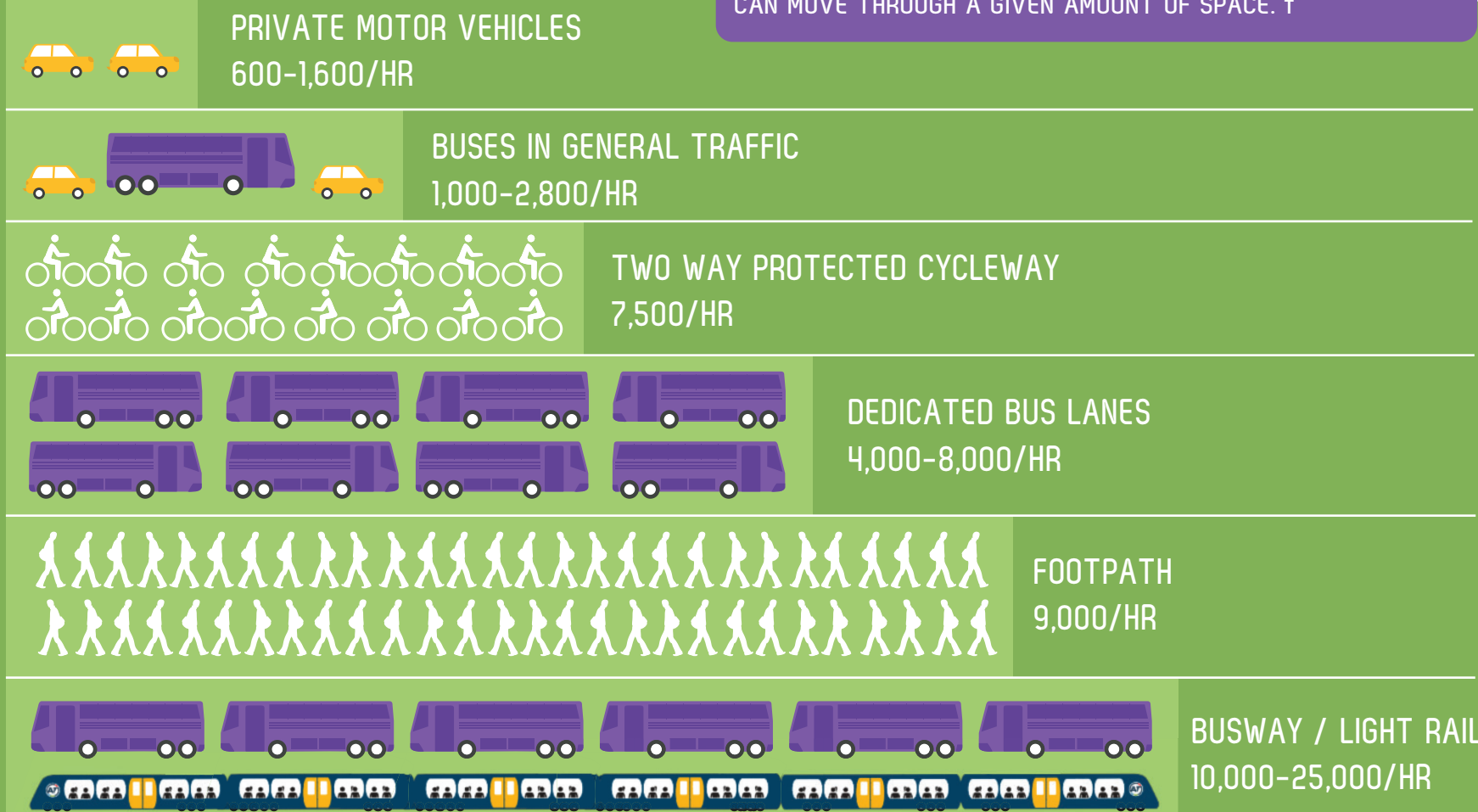
# 2 URBAN DESIGN + TRANSPORT DESIGN

BETTER PUBLIC TRANSPORT BRINGS MORE PEOPLE INTO AUCKLAND CITY CENTRE.  
WALKING IS THE NUMBER ONE TRANSPORT MODE FOR GETTING AROUND THE CITY CENTRE.



## GETTING INTO THE CITY

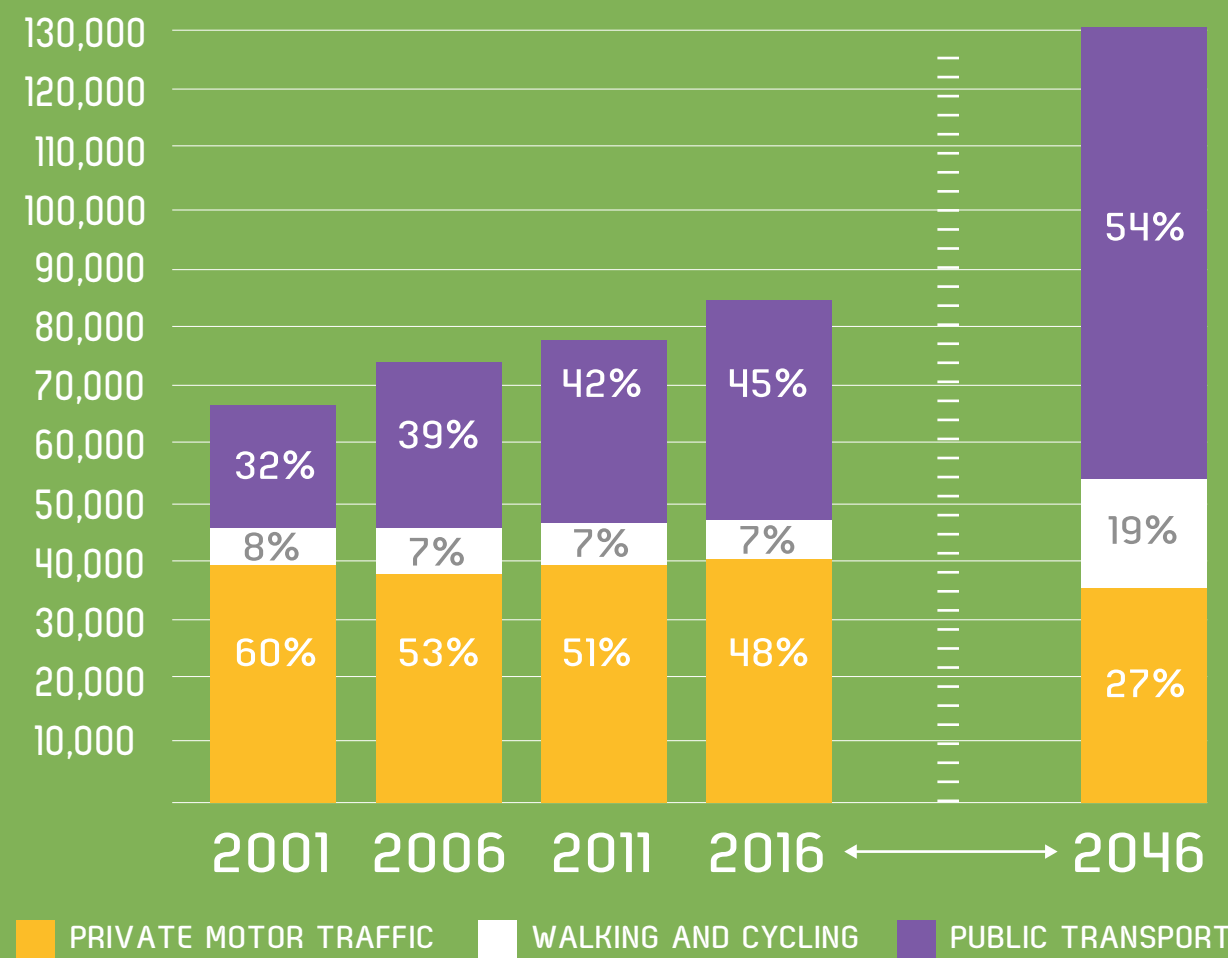
THE CHOICE OF TRANSPORT MODE DETERMINES HOW MANY PEOPLE CAN MOVE THROUGH A GIVEN AMOUNT OF SPACE. †



**1,990,100\*** = NEED FOR SPACE-EFFICIENT TRANSPORT  
AUCKLAND POPULATION BY 2028

THERE IS ONLY SO MUCH ROOM TO MOVE PEOPLE. SPACE-EFFICIENT TRANSPORT MODES REDUCE CONGESTION AND INCREASES CAPACITY.

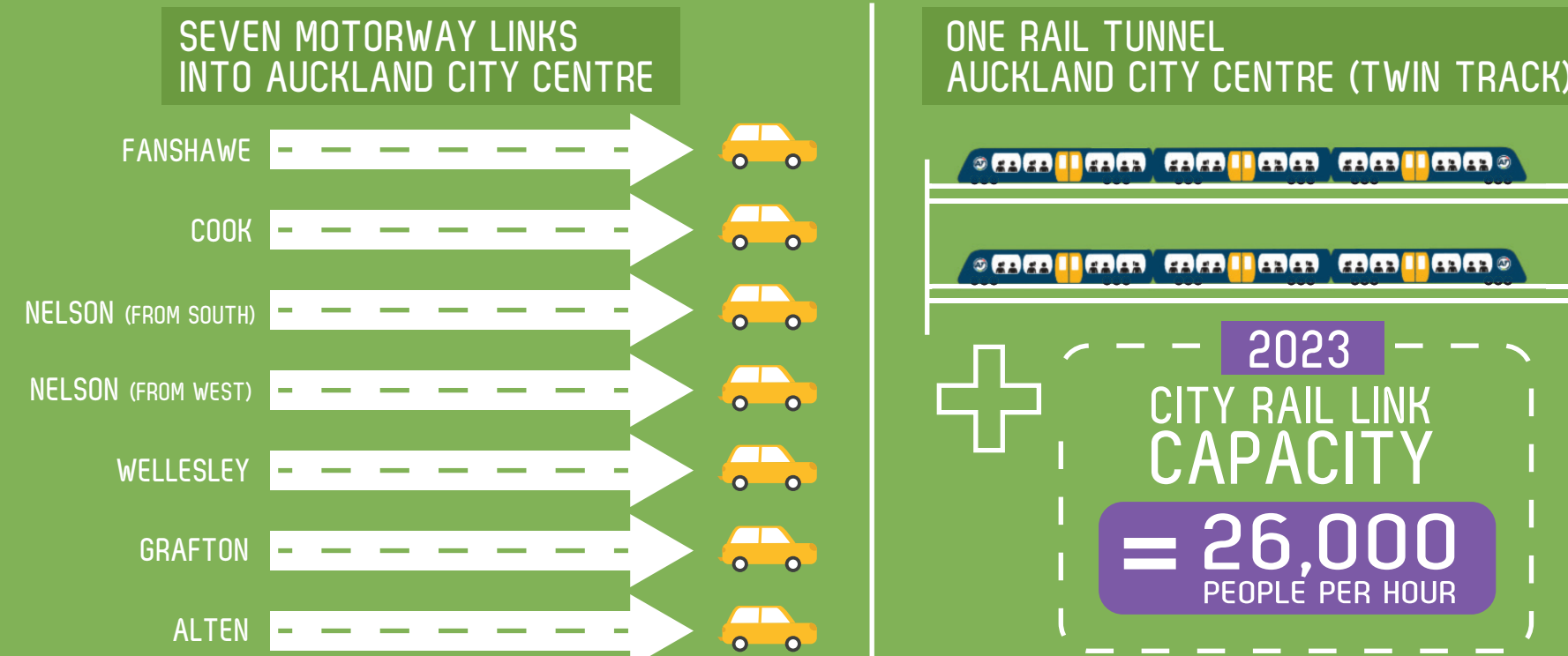
AUCKLAND CITY CENTRE MORNING PEAK MODESHARE 2001 - 2016 (2046 PROJECTED)



ALL GROWTH IN COMMUTING TO AUCKLAND CITY CENTRE OVER THE PAST 15 YEARS HAS BEEN ON PUBLIC TRANSPORT. CAR TRIPS ARE FLAT.

CAR MODE SHARE DROPPED FROM 60% TO 48% 2001-2016  
NON-CAR MODE SHARE INCREASED FROM 40% TO 52%

11,715 ← MAX PRACTICABLE CAPACITY, PEOPLE PER HOUR, INBOUND MORNING PEAK → 11,260



## GETTING AROUND THE CITY

BETWEEN 300,000 AND 520,000 WALKING TRIPS ARE MADE IN AUCKLAND CITY CENTRE EVERY SINGLE WEEKDAY.

AUCKLAND CITY CENTRE IS COMPACT. WALKING IS THE EASIEST WAY TO GET AROUND.

**34%** INCREASE IN PEDESTRIANS ACROSS THE CITY CENTRE 2010-2015†  
MORE PUBLIC TRANSPORT TRIPS = MORE FOOTFALL

BETWEEN 2012-2016 THE NUMBER OF PEDESTRIANS ON QUEEN STREET DOUBLED ‡

WALKING IS... ENJOYABLE...

IT'S SOCIAL TOO...

YOU CAN BUY STUFF...

DOESN'T POLLUTE...

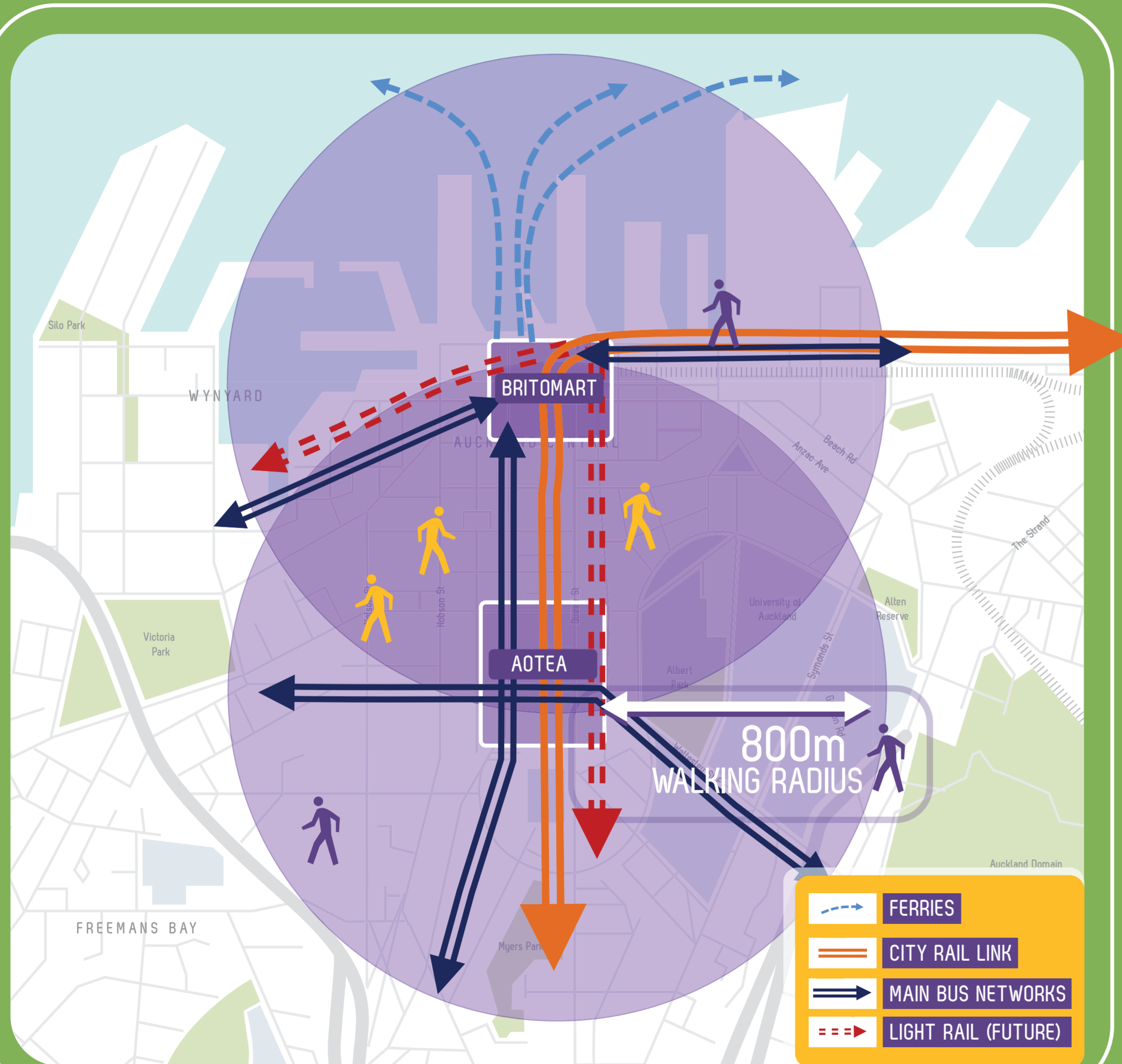
\* STATS NZ 2028 MEDIUM PROJECTION

† NACTO TRANSIT STREET DESIGN GUIDE (2016)

‡ HEART OF THE CITY PEDESTRIAN COUNTERS

§ PUBLIC LIFE SURVEY, 2010 vs 2015





## CITY CENTRE TRANSPORT HUBS



## TRANSPORT IN AUCKLAND CITY CENTRE IN 2023

### TWO PUBLIC TRANSPORT HUBS

#### BRITOMART (DOWNTOWN)

-  CITY RAIL LINK
-  BUS ROUTES
-  LIGHT RAIL (FUTURE)
-  FERRIES

#### AOTEA (MIDTOWN)

-  CITY RAIL LINK
-  BUS ROUTES
-  LIGHT RAIL (FUTURE)

IN 2023, TOTAL PUBLIC TRANSPORT CAPACITY INTO CENTRAL AUCKLAND WILL BE OVER 50,000 PEOPLE PER HOUR.

### PLUS WALKABLE CITY CENTRE

MOST OF AUCKLAND CITY CENTRE IS WITHIN AN 800m WALK OF THESE TWO PUBLIC TRANSPORT HUBS.

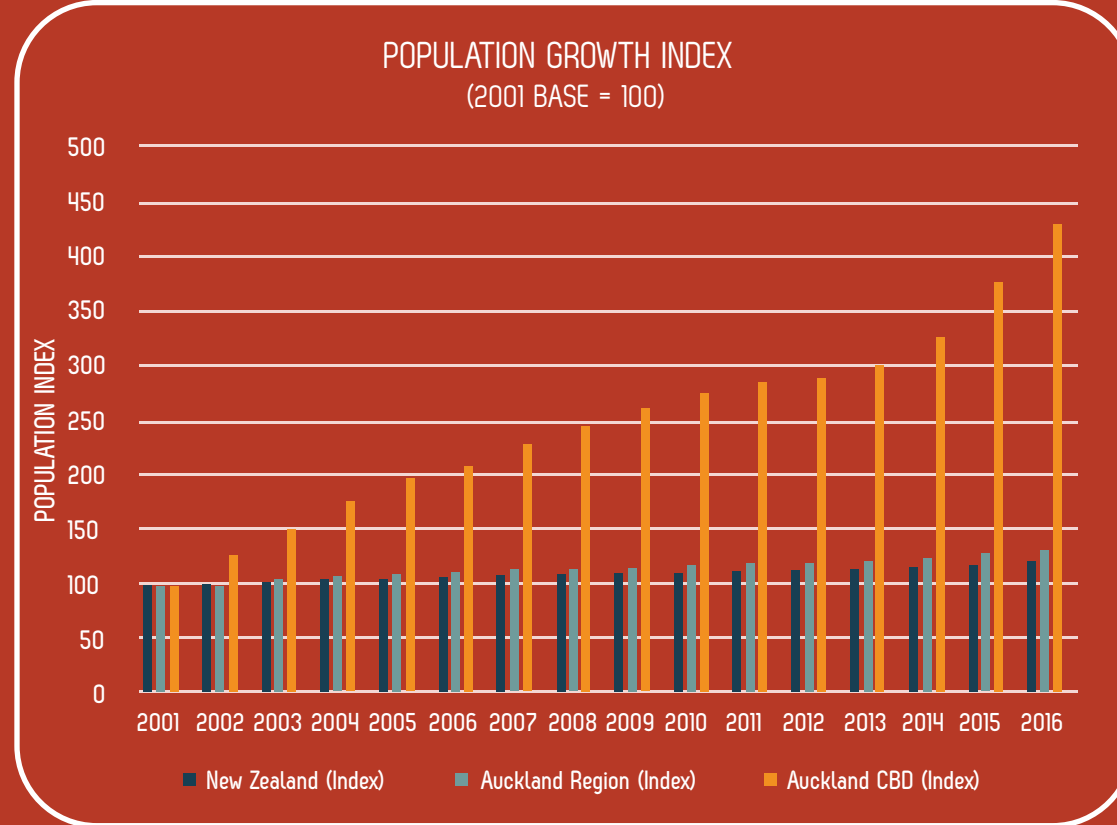
HIGH QUALITY PUBLIC TRANSPORT  
+  
WALKABLE STREETS AND PUBLIC SPACES

# 3 LIVING IN THE CITY CENTRE

AUCKLAND CITY CENTRE IS MORE THAN A CENTRAL BUSINESS DISTRICT. OVER THE PAST DECADE IT HAS EMERGED AS A POPULAR PLACE TO LIVE.

**12,040**

**NEW RESIDENTS**  
MOVED INTO THE CITY CENTRE OVER THE LAST THREE YEARS.



## HELPING TO ADDRESS AUCKLAND'S HOUSING NEED



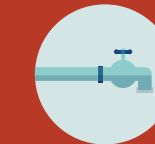
**\$146,000**

**BULK INFRASTRUCTURE PER GREENFIELD HOUSE**  
(FUTURE URBAN LAND SUPPLY STRATEGY)

POWER



WATER



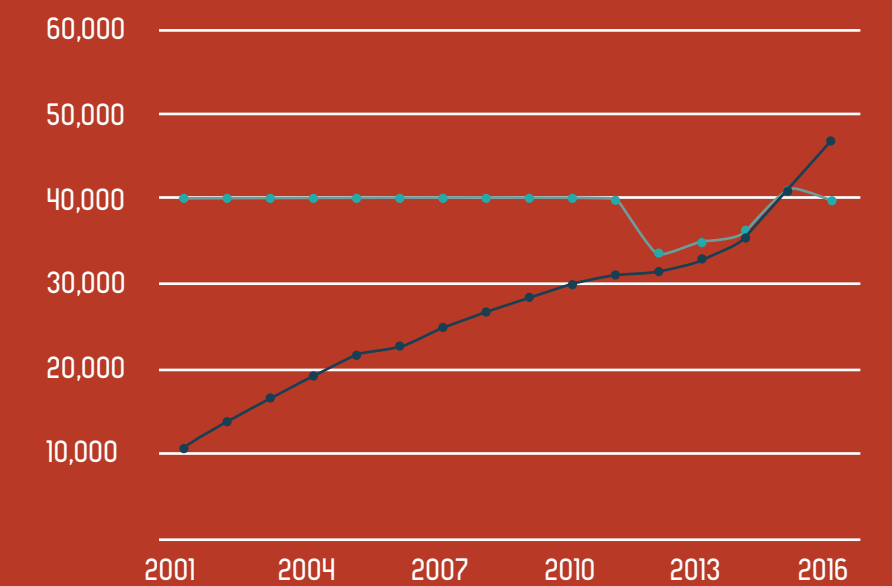
ROADING



RESIDENTIAL DEVELOPMENT IN THE CITY CAN USE THE EXISTING INFRASTRUCTURE

## RESIDENTS TRAVEL DIFFERENTLY

AUCKLAND CITY CENTRE 2001 TO 2016



**MORE PEOPLE NOW LIVE IN THE CITY CENTRE THAN TRAVEL IN BY CAR**

**54%** CITY CENTRE POPULATION THAT WALKS TO WORK

**75%** CITY CENTRE POPULATION THAT GETS TO WORK BY FOOT, CYCLE OR PUBLIC TRANSPORT

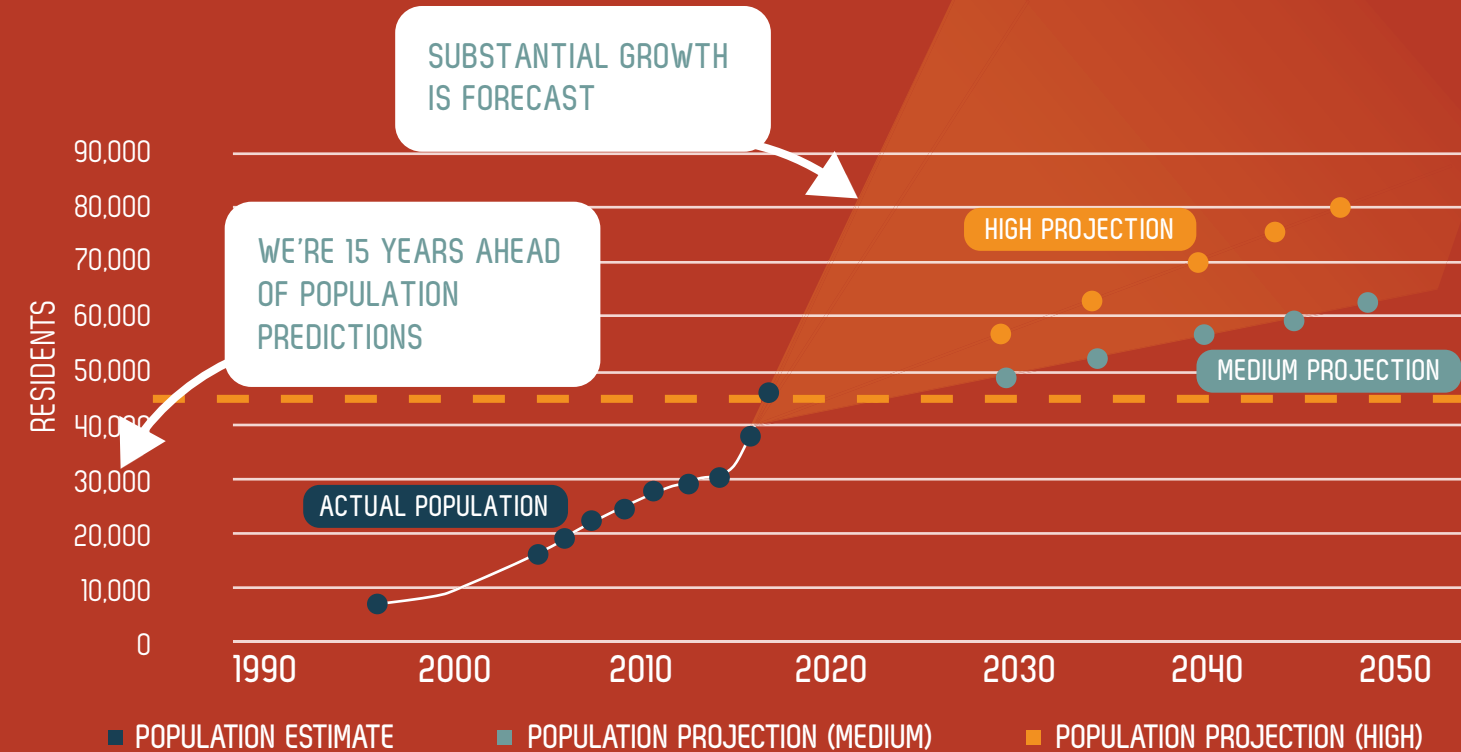
**83%** NON CITY CENTRE POPULATION DRIVING TO WORK (2013 CENSUS)

CITY CENTRE POPULATION IS GROWING AT:  
**6 TIMES** AUCKLAND REGION POPULATION

ACTUAL AND PROJECTED POPULATION IN AUCKLAND CITY CENTRE AREA UNITS (5 CAUs)

**1,500 RESIDENTS IN 1991**

**45,000 RESIDENTS IN 2017**



SUBSTANTIAL GROWTH IS FORECAST

WE'RE 15 YEARS AHEAD OF POPULATION PREDICTIONS

THIS LITTLE CORNER OF AUCKLAND... HAS AS MANY PEOPLE AS INVERCARGILL. (STATS NZ)

MAPS OF AUCKLAND AND INVERCARGILL AT SAME SCALES



## FUTURE GROWTH

WYNYARD QUARTER

**590** RESIDENTS IN 2017

**3,000** RESIDENTS IN 2030

SUGARTREE

**650** APARTMENTS COMPLETE: BY 2020

PACIFICA

**295** APARTMENTS COMPLETE: BY 2020

## BECOMING A GREAT PLACE TO LIVE

PUBLIC SPACES, PARKS AND WATERFRONT



CENTRE OF AUCKLAND'S TRANSPORT NETWORK



EASY ACCESS TO JOBS



# 4 CONNECTIVITY CREATES WEALTH

AUCKLAND CITY CENTRE'S STRENGTH IS ITS ABILITY TO BRING MANY PEOPLE INTO THE SAME SPACE. THIS FACE-TO-FACE CONNECTIVITY BRINGS WIDE-RANGING ECONOMIC BENEFITS.

## JOB DENSITY

DENSE, WALKABLE CITY CENTRE  
NEW ZEALAND'S GREATEST CONCENTRATION OF JOBS  
1% INCREASE IN WALKABILITY = \$42M INCREASE IN GDP

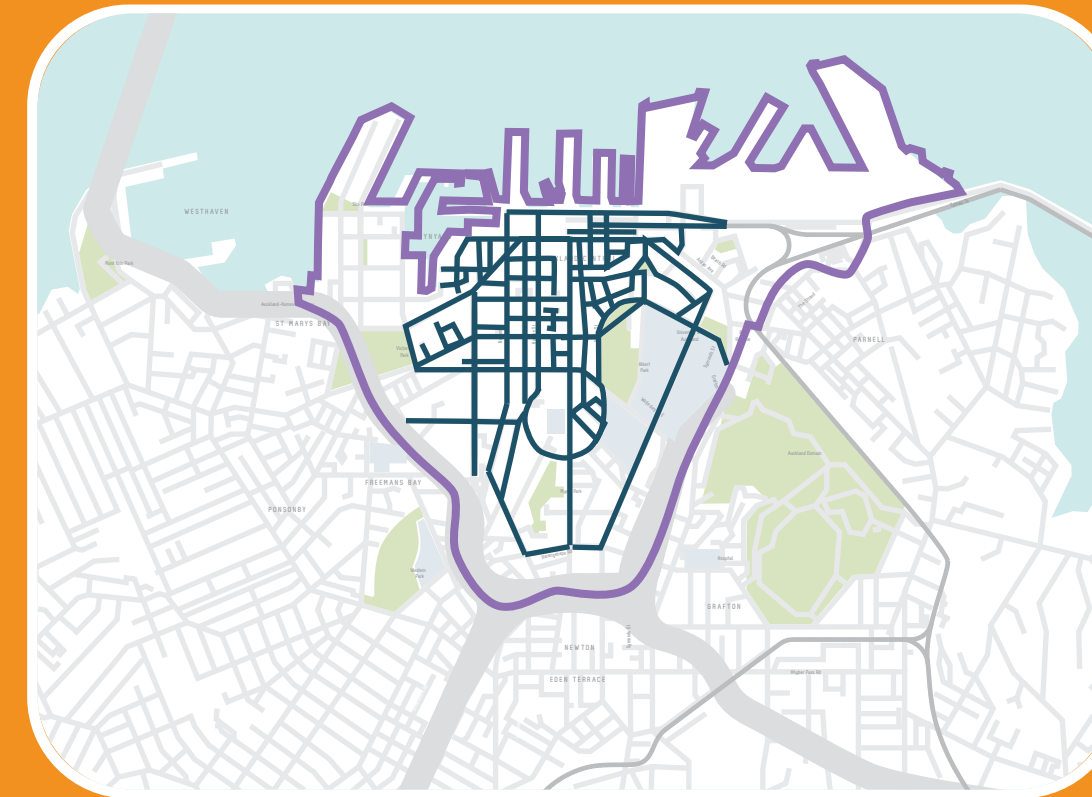


MANY PEOPLE THINK THAT THE RATES OF THE REGION POUR INTO AUCKLAND CITY CENTRE. IN FACT THE CITY CENTRE IS A MAJOR CONTRIBUTOR TO AUCKLAND'S BUDGET AND LAST YEAR GENERATED ALMOST \$100m OF GENERAL RATES FOR THE AUCKLAND REGION.



GENERAL RATE RECEIVED IN THE CITY CENTRE IS GOING UP AS POPULATION AND EMPLOYMENT INCREASE.

## AUCKLAND CITY CENTRE



433 HECTARES

0.08% OF AUCKLAND REGION  
20% OF AUCKLAND REGION GDP  
7.4% OF NEW ZEALAND GDP

HIGHLY CONCENTRATED POPULATION



IMPROVE WALKABILITY TO INCREASE CONNECTIVITY IN CITY CENTRE.

ECONOMIC GROWTH

## WAIKATO REGION



25,598 HECTARES

\$20.9 BILLION GDP  
8.3% OF NEW ZEALAND GDP

DISPERSED POPULATION



IMPROVE CONNECTIVITY BY BUILDING WAIKATO EXPRESSWAY

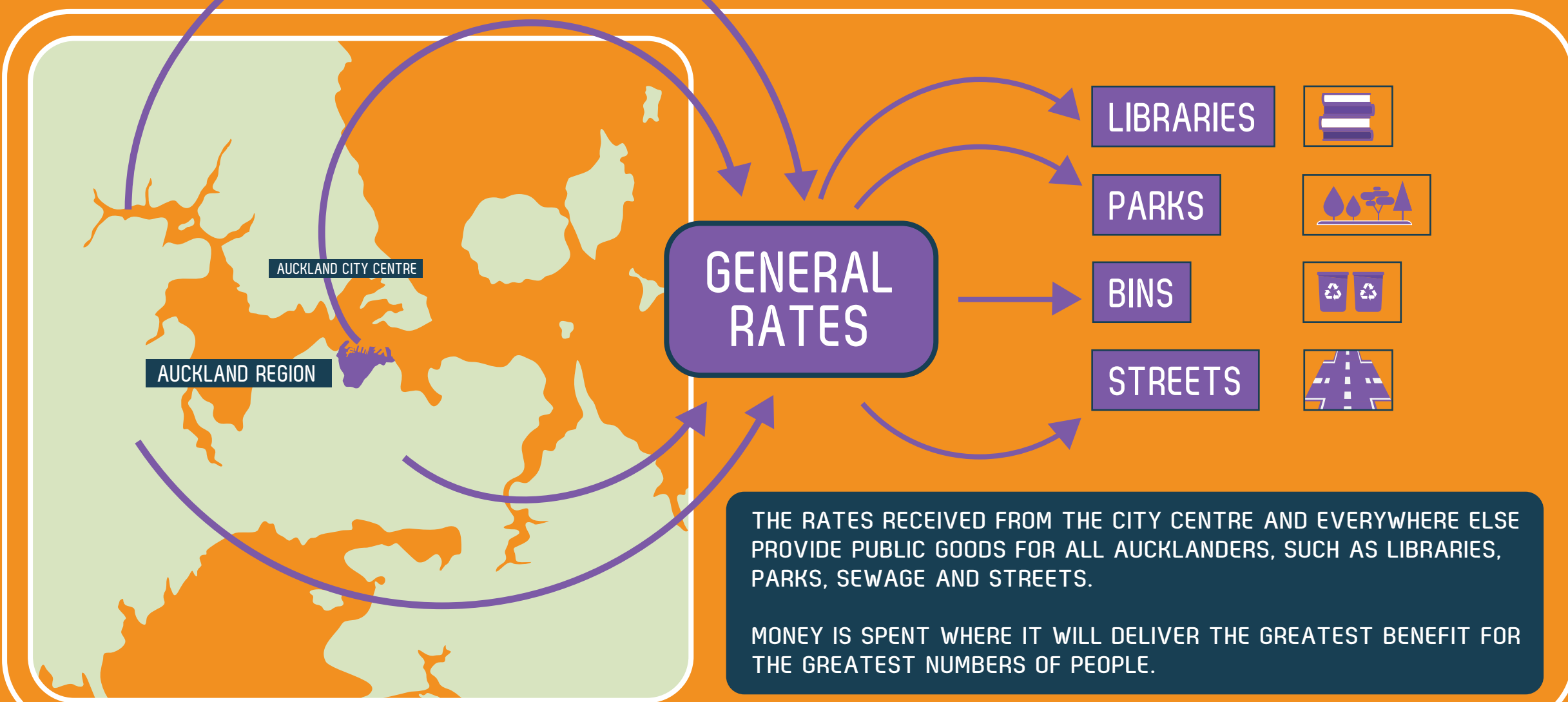
ECONOMIC GROWTH

## GENERAL RATES

- LIBRARIES
- PARKS
- BINS
- STREETS

THE RATES RECEIVED FROM THE CITY CENTRE AND EVERYWHERE ELSE PROVIDE PUBLIC GOODS FOR ALL AUCKLANDERS, SUCH AS LIBRARIES, PARKS, SEWAGE AND STREETS.

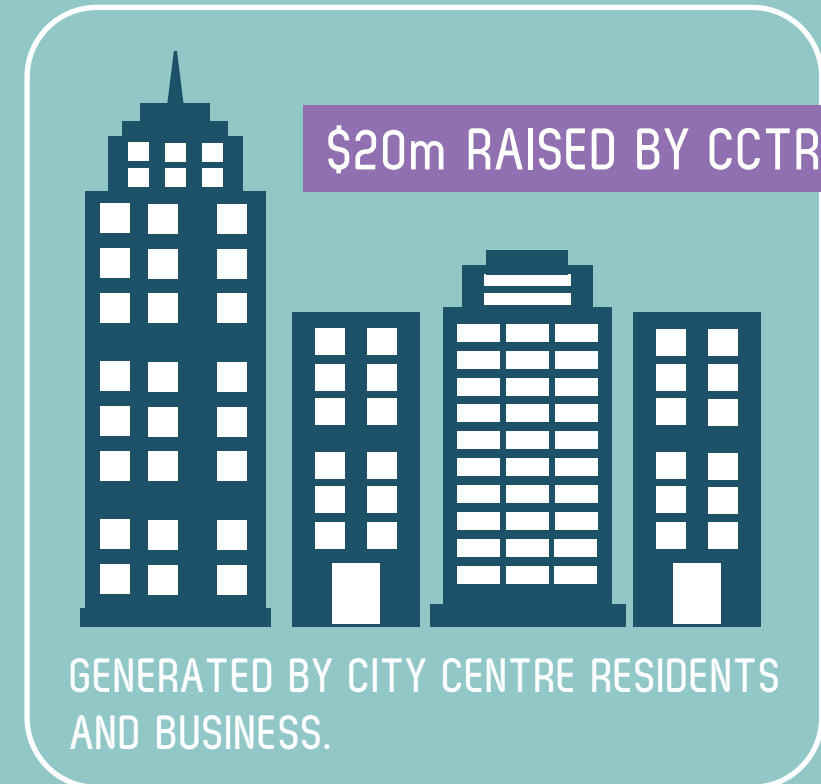
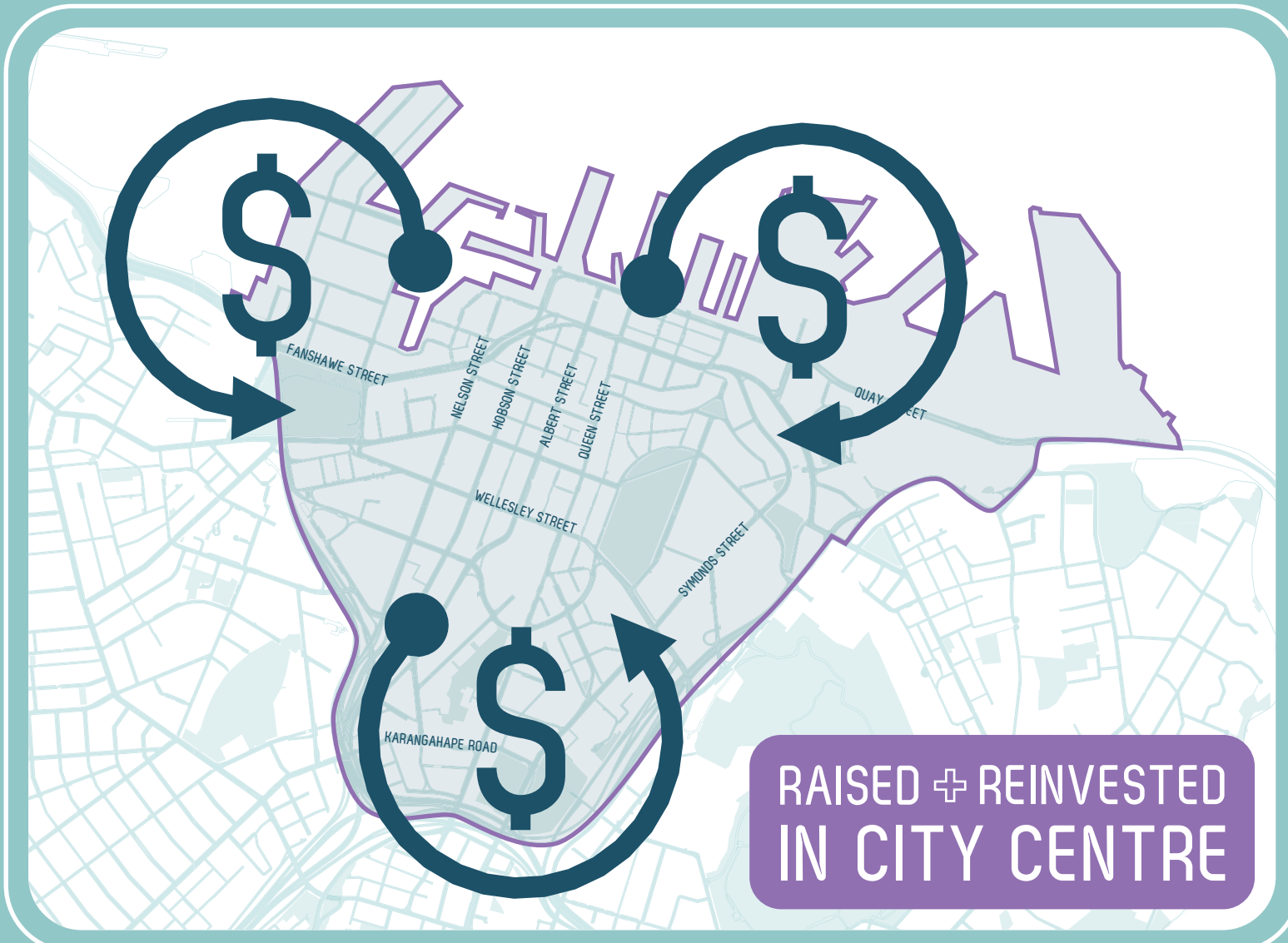
MONEY IS SPENT WHERE IT WILL DELIVER THE GREATEST BENEFIT FOR THE GREATEST NUMBERS OF PEOPLE.



# 5 TARGETING BETTER STREETS

CITY CENTRE TARGETED RATE IS A SPECIAL TAX PAID BY CITY CENTRE RESIDENTS AND BUSINESSES. IT HAS HELPED TO TRANSFORM THE LOOK AND FEEL OF AUCKLAND'S STREETS AND PUBLIC SPACES.

## CITY CENTRE TARGETED RATE - CCTR



### WHAT IS CCTR SPENT ON?



MANY OF AUCKLAND'S BEST-LOVED SPACES  
COST TO GENERAL RATEPAYERS:

**\$0.00**

### STREETSCAPES & SHARED SPACES

### TRANSFORMING SPACES

**429%** INCREASE IN HOSPITALITY SPEND IN FORT STREET IN 2012 COMPARED WITH PRE-UPGRADE LEVELS IN 2010.

**47%** INCREASE IN RETAIL SPEND IN FORT STREET IN 2012 COMPARED WITH PRE-UPGRADE LEVELS IN 2010.

(FORT STREET PRECINCT CASE STUDY, 2013)

**PLUS** MORE WALKABLE, BETTER SEATING, PLANTING, LIGHTING, ACTIVE FRONTAGES, ...



## ACTIVATE AUCKLAND

### SOME OF OUR PROJECTS:

- DEVELOPMENT RESPONSE
- MATARIKI FESTIVAL
- BOOK BIKE
- FOR THE LOVE OF BEES

### SOME OF OUR PARTNERS:

PANUKU - CLOUD - AUCKLAND LIBRARY - AUT  
SKY CITY - K ROAD BUSINESS ASSOCIATION

# 6 SO WHY INVEST NOW?

THE WINDOWS OF OPPORTUNITY ARE NOW OPEN TO DELIVER HIGH QUALITY STREETS AND SPACES AS PART OF EXISTING TRANSPORT PROJECTS.

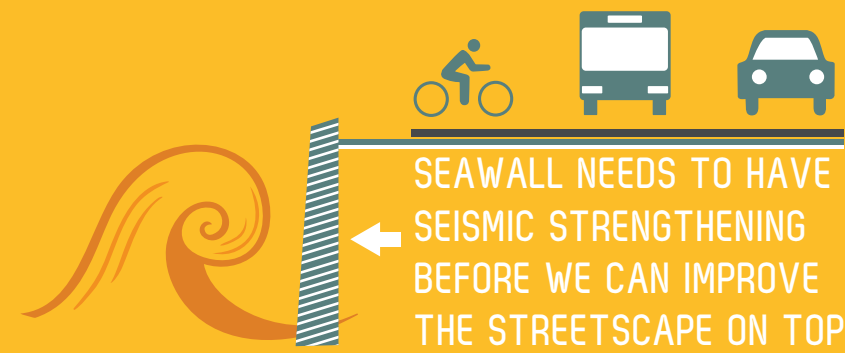
## REGIONAL TRANSPORT

- NEW BUS NETWORK**  
COMPLETE: 2020
- CITY RAIL LINK**  
COMPLETE: 2023
- LIGHT RAIL (FUTURE)**

NO-ONE WANTS TO DIG UP THE ROAD TWICE



## FUNDAMENTAL ENABLERS



SEAWALL NEEDS TO HAVE SEISMIC STRENGTHENING BEFORE WE CAN IMPROVE THE STREETScape ON TOP

SOME PROJECTS ENABLE WORK TO HAPPEN.

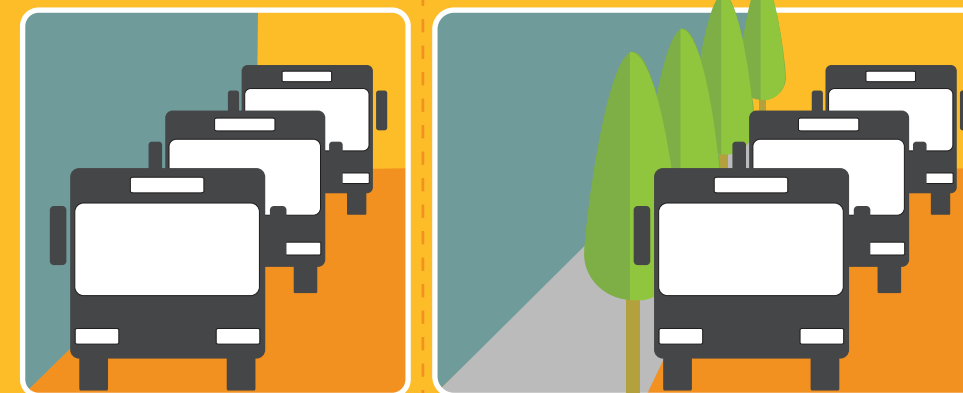
## CONSTRUCTION DISRUPTION

THE BEST TIME TO DELIVER LIVEABLE STREETS IS AS PART OF ONGOING WORK AND NOT AS SEPARATE PROJECTS.



## WELLESLEY STREET CIVIC BOULEVARD

BUS CORRIDOR OR BUS BOULEVARD ?



### WELLESLEY ST LINKS

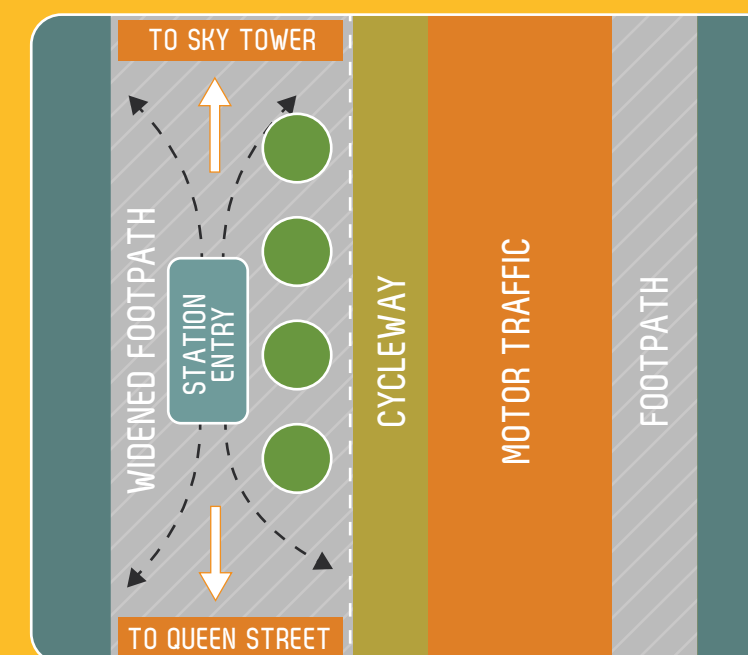
- UNIVERSITY OF AUCKLAND
- AUT
- ST MATTHEWS CHURCH
- AUCKLAND ART GALLERY
- CIVIC THEATRE
- AOTEA SQUARE
- NZICC
- SKY CITY
- ALBERT PARK
- VICTORIA PARK
- QUEEN STREET

HIGH QUALITY PEDESTRIAN ENVIRONMENT COMPLEMENTS PUBLIC TRANSPORT

## VICTORIA STREET LINEAR PARK

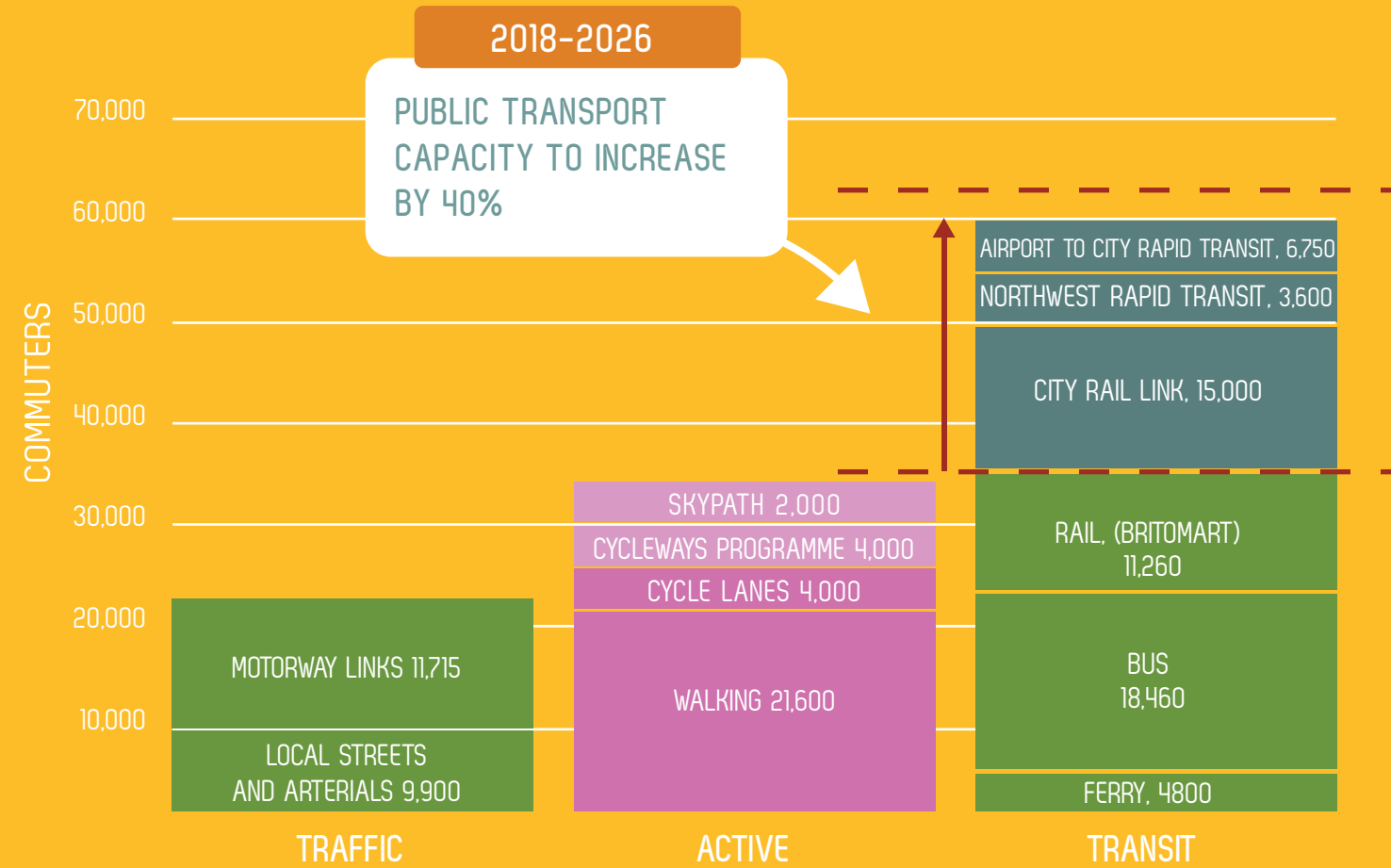
AOTEA STATION  
BUSIEST STATION IN NEW ZEALAND FROM 2023

LINEAR PARK CONNECTS PEOPLE TO CITY CENTRE DESTINATIONS.



## TRANSPORT CAPACITY INTO AUCKLAND CITY CENTRE 2018 TO 2026

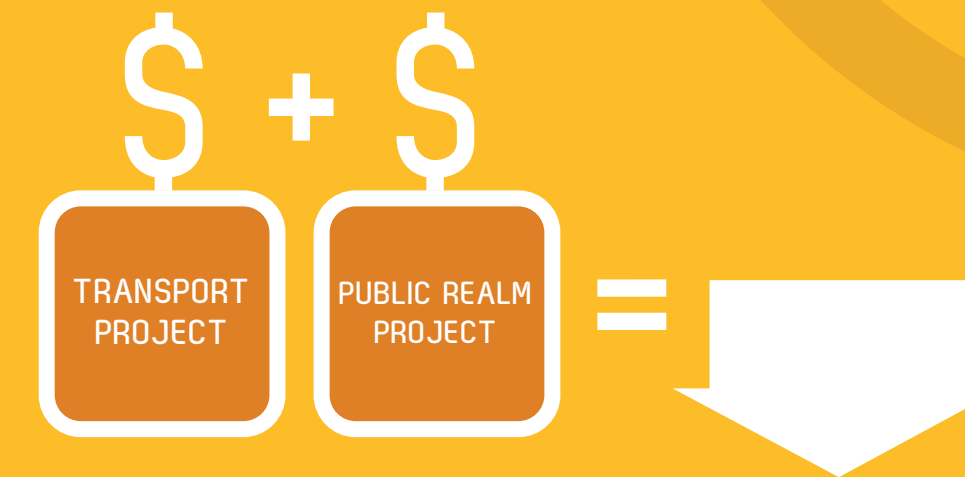
MAXIMUM PRACTICABLE CAPACITY, PEOPLE PER HOUR, INBOUND MORNING PEAK



2018-2026  
PUBLIC TRANSPORT CAPACITY TO INCREASE BY 40%

(BUSINESS CASE FOR WALKING, MARCH 2017)

## TWO PROJECTS DELIVERED TOGETHER



LESS PROJECT COSTS



LESS DISRUPTION TO BUSINESSES



LESS DISRUPTION TO TRANSPORT



DELIVER TRANSPORT AND PUBLIC REALM TOGETHER TO MAXIMISE BENEFITS.