

Auckland 2010

PUBLIC LIFE SURVEY JULY 2010

GEHL ARCHITECTS
URBAN QUALITY CONSULTANTS



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"What is a city but its People?"

William Shakespeare

Over the last decade, Auckland City Council has made a significant shift in its approach to creating a more liveable city. With a targeted investment in the delivery of a design led package of public works, a comprehensive urban design programme and a total refocus on internal processes and systems to ensure quality outcomes are delivered on the ground Auckland has begun its journey in becoming a more civic minded and pedestrian friendly city.

Strategies including the "CBD into the Future Strategy" and the City Centre Urban Design framework: "Making a great city centre for our people" coupled with the committed support from the CBD Board have been instrumental in enabling the completion of a range of exciting new public space enhancements which will significantly benefit the local businesses and wider community.

Some of the more recent visible upgrades have taken place in and across the main civic spaces of the City Centre (CBD). Each demonstrates people focussed design elements that include: wider pavements; better lighting; lower speed limits; mid-block crossings; zebra crossings introduced; free left hand turns removed; tactile paving, new art works, streets de-cluttered; corner radii tightened; raised pedestrian tables; multi-function poles; utilities consolidated; bus lanes; temporary street closures; shared space; cycle ways; parking spaces removed and pedestrians generally given more priority at intersections with extra phases and countdown clocks.

Standout projects such as Queen Street, Vulcan Lane, The Viaduct, Aotea Square and St Patrick's Square have revived parts of the inner CBD city and are living proof that attention to detail and a focus on people are key to achieving greater economic success, building a more united community and lifting civic pride.

Further afield our competitor cities such as Melbourne, Barcelona, Bilbao, Cape Town, Vancouver, London and New York have provided leadership and inspiration through targeted urban design interventions. They have revived their city regions, transforming derelict industrial areas and reclaimed traffic dominated city streets for their citizens. This has encouraged more people, more walking, more celebrating, more spending, more vitality and a better all round wellbeing for their citizens. The last two decades have certainly been the age of the "Reconquered City".

Now it is our turn.

I believe Auckland has the raw ingredients to out perform other cities on the world stage. For me Auckland has the biggest challenge and therefore the most potential to lead the way.

Auckland is consistently rated within the Top 5 in the Annual Mercer Quality of Life Survey. This is understandable bearing in mind its unique topography and its people. However, commentators agree that this is mostly due to our natural inherited wealth. The quality of the built form is generally poor. In particular, our over emphasis on the private motor vehicle, a lack of investment in quality

infrastructure provision (in particular public transport) and an incremental ad hoc approach to planning has meant that Auckland is considered by many to be the bad boy in the class. To compete economically Auckland must lift its game and make a paradigm shift. People, not vehicles must be placed at the epicentre of our approach.

I believe that we all would like a city that puts the wellbeing and safety of people first, a city that focuses on creating a high quality public realm to enhance our enjoyment of the CBD and our historic Town centres, a city that attracts children and their families and a city that reconnects with its waterfront.

If New York, Copenhagen and Melbourne can be reconquered over time then so too can Auckland. In order to help us take this next step we commissioned and led with funding from our allies at Auckland Regional Council and Sea + City, Gehl Architects, one of the world's leading urban design practices, to assist in the first ever Public Life Survey for Auckland 2010.

It gives me great pleasure to introduce this influential and inspiring report. As you read through the pages I trust you will relate to the simplicity of how a combination of smart design, bold visions and simple projects can symbiotically create the liveable city we all want.

My challenge to you is simply to ask for your ongoing support as we continue to develop our thinking further and introduce new and exciting projects that will help reconquer our streets and civic spaces and offer fun and safe opportunities for all people to enjoy our incredible city once more.

As Renzo Piano once said "Urbanity needs to be seen as a multitude of little elements and a great ambition".

This is our approach too.

Ludo Campbell-Reid
Design Champion
Auckland City Council (October, 2010)
New Zealand

How to read the report

Introduction

The introduction gives a general introduction to the study and the importance of high quality public realm. It also provides a summary on the overall findings - achievements as well as challenges.

Analysis

The analysis looks at the physical conditions provided for pedestrians in the city centre as well as how the city's streets and squares are used. The analysis covers both the issues related to walking and getting around in general, and the issues regarding spending time in the city.

Recommendations

The recommendations are based on the findings in the analysis. A set of simple and overall recommendations are put forward covering the main problematic issues today. These are followed by more detailed guidelines indicating desirable improvements, focusing on a set of key strategies.

Inspiration

Case studies from Copenhagen, Barcelona and Melbourne are offered as models of cities that have worked visionary by transforming their public realm. They also provide examples of how car oriented cities have transformed to people focused cities through a series of strategic interventions.

Data

The public life data presents all the collected data of the Public Life Surveys. How are the streets, squares and parks in the study area used? How many people are walking in the streets? How many activities are going on? What goes on during weekdays and Saturdays?

The data is divided into observations regarding pedestrian traffic and stationary and recreational activities. The data gives information and detailed background on the present state of public life in the city based on surveys taken in the spring of 2010.

Content

Credits	2
Foreword.....	3
How to read the report.....	4
Content	5

Introduction

Background.....	8
Impressions of Auckland.....	9
From the Health Check Report	10
Gehl Architects approach.....	12
Public Spaces and Public Life Survey	13
Study area	14
City scale comparisons	15
Major potentials	16
Major achievements	18
Major challenges.....	20

Analysis

A distinctive and characteristic topography.....	25
An introverted city centre	26
Large traffic volumes.....	28
Heavy through traffic	29
Public transportation which covers the city centre	30
Lack of cycling infrastructure.....	31
A confined pedestrian network	32
Pedestrian blessings and challenges	33
Scattered destinations.....	34
A disrupted walking flow	35
Pedestrian traffic on a weekday	36
Main street comparisons	37
Pedestrian traffic on a Saturday	38
Absent user groups.....	39

Lack of open space network.....	40
Lack of diversity and hierarchy	41
Scattered public seating	42
Outdoor serving areas as 'islands'	43
Stationary activities on a weekday	44
Stationary activities on a Saturday.....	46

Recommendations

A well connected city	
A city centre in touch with the surroundings	54
A city centre network of high quality	56
A city centre with a distinct street hierarchy.....	58

A lively and inviting city centre

A city centre with versatile public spaces	64
A city centre that is vibrant and diverse.....	65
A city centre with an attractive public realm	68
A city centre with attractive streetscapes.....	69

A waterfront city

A city centre with a world-class waterfront.....	72
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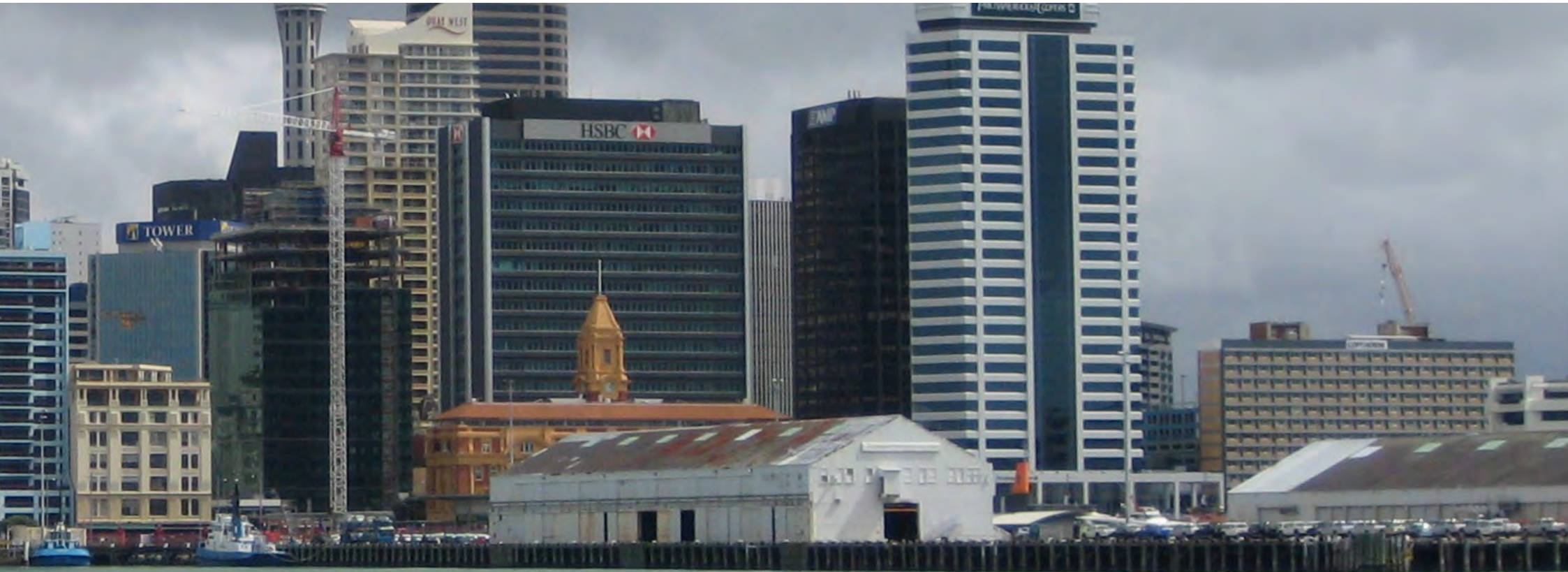
Inspiration

Copenhagen	76
Barcelona	77
Melbourne	78
Lyon.....	79
New York	80

Public life data

Method	84
Pedestrian traffic survey locations.....	85
Pedestrian traffic survey - weekday.....	86
Pedestrian traffic survey - Saturday	96
Stationary activity survey locations	106
Stationary activity survey - weekday	107
Stationary activity survey - Saturday	111





INTRODUCTION

Background

In April 2010 Gehl Architects was commissioned to conduct a Public Life Survey in Auckland in cooperation with Auckland City Council. The Public Life Survey takes its starting point from the findings of the 'Auckland CBD Public Realm Health Check' carried out by Gehl Architects in 2008-2009 to address the success of policies, strategies and projects in delivering a pedestrian friendly CBD.

Creating a more attractive, liveable and diverse Auckland city centre

In recent years, Auckland has shown positive changes in the focus of the plans of the city, in the organisation within the City Council and not least in the spaces of the city. The quality of public realm projects delivered recently are of an international standard and hold a great promise of a transformed CBD. Stand out projects include: Queen St, Vulcane Lane, The Viaduct and more recently, St Patrick Square, the soon to be completed Aotea Square and the three approved shared space projects: Fort Street area including Fort Street East and West, Fort Lane and Jean Batten Place and additionally Lorne Street and Elliot Street.

The renewed focus on urban design and the quality of the urban space is significant and holds a promise for the future.

The Public Life Survey carried out in Auckland is part of a long ongoing process initiated by the Auckland CBD Public Realm Health Check.

This process comprises three stages:

Stage 1: Auckland CBD Public Realm Health Check (Preliminary study of the public realm)

Stage 2: Public Life - data collection (Carried out by Auckland City Council)

Stage 3: Auckland 2010 - Public Life Survey (Visions and strategies for Auckland city centre based on results and analysis of the Public Life data.)

Auckland CBD Public Realm Health Check

The Health Check conclusions were based on a week long visit with presentations from key council staff and other interest groups along with a review of key planning and strategic documents. The Health Check included site visits and physical assessment of current achievements carried out in order to enhance the quality of the urban environment and pedestrian priority.



'Auckland CBD Public Realm Health Check' performed by Gehl Architects 2008-2009.

The conclusions of the Health Check were:

- The principles and vision in 'Auckland CBD Into the Future Strategy' is a good point of departure for making Auckland city centre a leading centre in the region as well as a world-class, people-friendly city.
- The urban design framework is of high international quality and focuses on core issues related to achieving the vision in the 'Into the future strategy'. There is a genuine focus on urban design, and very capable people in the organisation.
- The transport plans work on a parallel logic and have very good, well-formulated intentions and principles regarding the vision to achieve an excellent public realm. However, they fail to clearly abandon the paradigm of 'increasing capacity' on the roads and instead prioritise shifting the balance between private vehicles and public transport, bicycles and walking. This is necessary to achieve the goals of an attractive and vibrant city centre.
- The main problem and challenge in Auckland is a change of mindset.
- Auckland must establish a CLEAR priority for pedestrians and thus work towards a paradigmatic shift in the balance between how much space is dedicated to cars and how much is dedicated to pedestrians in the city centre.
- Such a paradigmatic shift must rely on clear and important early gains to get a decisive public and political backing. This calls for the formulation of articulated, concrete goals and instruments to document and communicate the gains.
- We recommend that Auckland City Council undertake a Public Life Survey to capture the exiting situation and start a new way forward.

Impressions of Auckland

Auckland is a lovely city...
- with a beautiful setting and a vibrant city centre!



A main street ties the city centre together



A vibrant city

An active and lively harbour



An exciting history

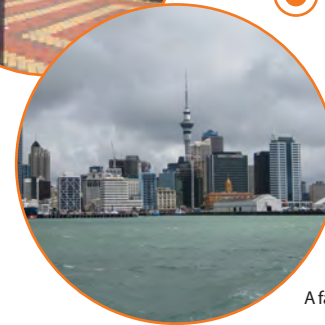


- with invitations to sit and watch city life!

Fine, small public spaces



A harbour in development



A fantastic location by the water



Many people living, visiting and working in the city

...but Auckland is also a city
- where 'car is king'!



Large and hostile traffic environment



Few invitations to stay

Cyclists are in conflict with other traffic modes



Heavy parking in the city centre



A city where 'car is king'

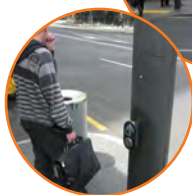


Traffic dominated streets



Lack of street hierarchy

Need to 'apply' in order to cross streets



A city that is not connected to its harbour

From the Auckland CBD Public Realm Health Check Report

Challenges and opportunities introduced in the 'Health Check' Report

Readjusting the priorities

Over the years, traffic engineers have introduced many measures to increase the capacity for vehicular traffic in the city streets - nearly all of these attempts have made it harder for people to move around in cities. It is time to adjust the priorities.

To the right are a set of images showing different principles. The left side (in orange) shows the principles of the traffic engineered, capacity-increasing, car-dominated city. The right side (in green) illustrates a best practice approach to urban place and space (shows the principles of a city) where the relationship between pedestrian and car are more balanced. The list is based on the 15 things that traffic-engineers do to raise capacity of the car-network. The consequences of such actions result in cities becoming less attractive and difficult and sometimes dangerous for people moving around without a car. They all apply to Auckland City centre, and characterise the city experienced by pedestrians. The images on the right, where possible, use examples where Auckland has found ways of improvement and is moving in the right direction, thus embarking on transformative paths towards fulfilling the ambition of becoming a world city and an attractive competitor in the pacific region.

Narrow sidewalks



Auckland

...or a more balanced distribution of space



Auckland

Long waiting times



Auckland

...or a balance between waiting and walking



Auckland

Obstacles in the footpath



Auckland

...or dignified pedestrian experience



Auckland

'Ice Flow Jumping'



Auckland

...or continuous street crossing



Auckland

Having to apply to cross the street



Auckland

...or being respectfully informed



Copenhagen, Denmark

Sidewalk interruptions for driveways



Auckland

...or an uninterrupted continuous surface



Copenhagen, Denmark

An obtrusive blinking signal at street crossing



Auckland

...or being gently informed



Copenhagen, Denmark

Pedestrian tunnels



Auckland

...or simple crossings at grade



Auckland

Pedestrian bridges



Auckland

...or crossings at street level



Copenhagen, Denmark

Pedestrian detours



Auckland

...or direct routes



Auckland

Slip lanes and more



Auckland

...or simple street crossings



Auckland

One way streets: higher capacity and speeds



Auckland

...or slower two way traffic for maximum access



Copenhagen, Denmark

Parking everywhere



Auckland

...or streets for pedestrians



Auckland

Sidewalk interruptions for minor streets



Auckland

...or extending sidewalks and bike lanes across



Copenhagen, Denmark

Car priority in small streets/lanes



Auckland

...or streets/lanes for staying



Auckland

Gehl Architects approach

Gehl Architects work aspires to address the aspects of urban quality from a 'people first' perspective. The objective is to create a stronger coherence between the life in the city and either planned or existing building structures. Public life is at the top of the agenda and great care is needed to accommodate for the people using our cities.

Gehl Architects has developed an approach to urban design that places people at the centre of the planning process. Our philosophy is based on over 40 years of research conducted by Jan Gehl on how public life can be carefully considered in the design of places and spaces. Professor Jan Gehl has been heading the Centre for Public Life Research at the School of Architecture in Copenhagen, and has pioneered research related to people in cities ever since the 1960's.

Since 2000, Gehl Architects has translated this research into principles for sustainable urban development. Gehl Architects uses the analysis of people and public life as a basis for design, rather than the traditional architecture methodology of focusing on buildings first. From the standpoint of empirical data, we then advise cities on how to develop urban qualities to support lively, healthy, sustainable, attractive and safe city centres, districts, and urban spaces. This higher quality public realm welcomes both citizens and visitors to enjoy and interact; with the overall goal being a more people friendly environment.

Gehl Architects has previously been advising cities worldwide in making their city a place for people. These considerations go hand-in-hand with traffic and mass transit considerations and aims at introducing a new mind set with decisions makers, educators and citizens in general.

Overview of some of the Public Spaces and Public Life Surveys conducted in the period 2000-2010 in other cities



Adelaide - 2002 - 1.3 million inhabitants



Copenhagen - 1986, 1995, 2005 - 1.3 million inhabitants



New York - 2007 - 8 million inhabitants



London - 2003 - 7.5 million inhabitants



Wellington - 2004 - 0.3 million inhabitants



Melbourne - 1994 and 2004 - 3 million inhabitants



Sydney - 2006 - 4 million inhabitants



Christchurch - 2009 - 0.4 million inhabitants



Perth - 1994 and 2009 - 1.4 million inhabitants

Public Spaces and Public Life Surveys - PSPL

PSPL - work tool to improve urban quality

As part of a working tool, Gehl Architects has developed the Public Spaces and Public Life methodology, which can be adapted to several contexts. The PSPL survey is a core project type at Gehl Architects and consists of a number of variable project elements.

Most cities have rather precise statistics about vehicular traffic flows and parking patterns. Information concerning commercial activities in the city centre is in general equally well documented. But when it comes to insight and information about people moving and staying in the city - no such systematic collected information is generally available.

The PSPL has proved to be a relevant and a most workable tool for a number of cities. The survey aims at presenting very complex problems in a simple and pedagogical form. This invites people to participate in the debate and obtain a greater understanding of their city. Public Spaces and Public Life Studies tend to be a milestone in the planning process by formulating a vision and general agreement of where the city is heading, aligning future developments and offering a common mind set.

Public Life Survey in Auckland

The Auckland 2010 - Public Life Survey includes a study of public life taking place in the city centre and mapping of the major potentials and challenges that the Auckland city centre has in its present state.

Analysis of the Public Life data form the basis for a range of recommendations on how to improve the city quality and create a more attractive, liveable and diverse city centre.

Study area

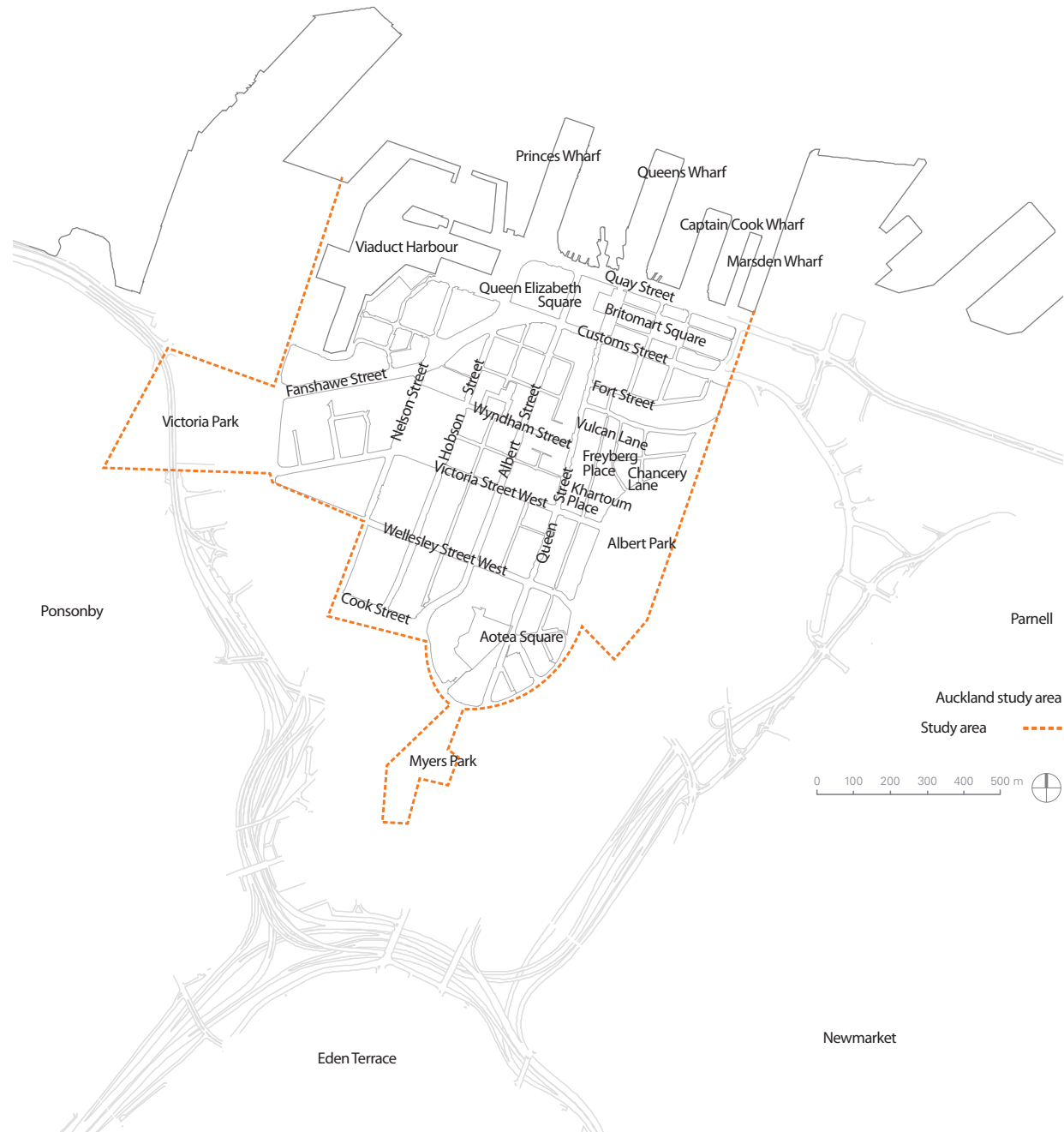
The core study area

The extent of this study area has been determined in collaboration with the Auckland City Council. The core study area encompasses the areas most intensely used in the CBD, this area is referred to in this document as the 'city centre'. It extends south to Meyers Park and is bordered by Victoria Park on the west and Albert Park on the eastern side. The area also includes the section of the waterfront most adjacent to the city centre. Focusing the study area to these boundaries facilitates relevant and coherent data and allows for comparison with other city centres Gehl Architects has worked in.

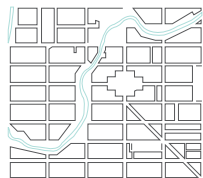
Auckland characteristics

The Auckland CBD lies on a loosely laid grid system with a network of laneways to service the buildings. Only to a limited degree does the grid reflect the topography. There are few public squares in the CBD and they tend to be similar in typology.

Surrounding the CBD are several attractive and vibrant residential neighbourhoods, each with distinctive characteristics and large populations. The urban typology of these districts is very different to the CBD, with smaller buildings and more space between them.



City scale comparisons



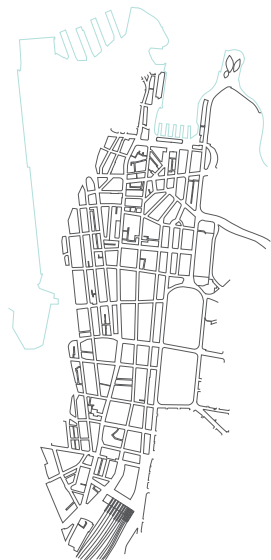
Christchurch

1,740,000 m² - Inner city area 1-2 km²
 2,000 residents in the city centre (2008)
 12 residents per hectare
 (382,000 residents in the metropolitan area)



Copenhagen

1,150,000 m² - Inner city area 1-2 km²
 7,600 residents in the city centre (2005)
 66 residents per hectare
 (1.2 million residents in the metropolitan area)



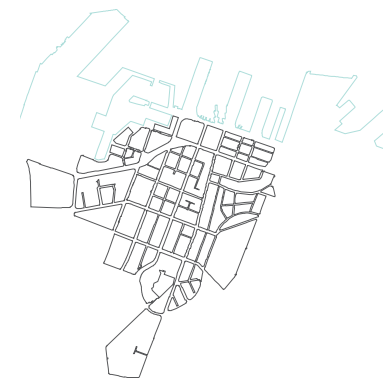
Sydney

2,200,000 m² - Inner city area 2-3 km²
 15,000 residents in the city centre (2006)
 68 residents per hectare
 (4 million residents in the metropolitan area)



Melbourne

2,300,000 m² - Inner city area 2-3 km²
 12,000 residents in the city centre (2006)
 52 residents per hectare
 (3.5 million residents in the metropolitan area)



Auckland

1,600,000 m² - Inner city area 1-2 km²
 Approx. 21,600 residents in the city centre
 135 residents per hectare
 (1.3 million residents in the metropolitan area)

Comparing Auckland with other cities

Studies of other cities will be used for comparison and will act as the frame of reference in this study. Comparisons will be based on similar studies carried out in Christchurch, Sydney, Melbourne and Copenhagen. A comparison with these cities will provide insight into the public life of other cities of comparable or somewhat bigger sizes.

Melbourne, Sydney and Christchurch are “new world” cities comparable with Auckland in scale, architecture and type of public space. Copenhagen is a medieval city which serves as an inspiration for what can be achieved when leading a gradual urban renewal focused around improving pedestrian movement. Copenhagen has done so for the last 40-50 years.

All maps are shown in 1:50,000



Major potentials - assets that could be further celebrated



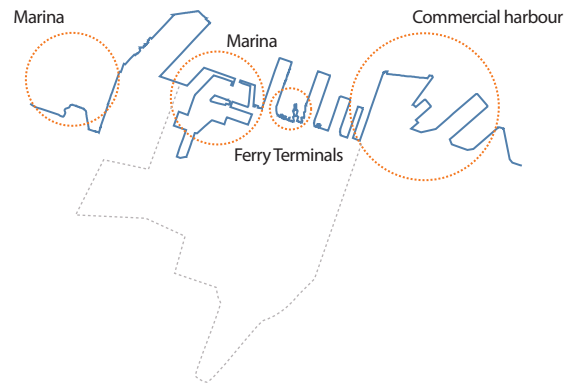
A fantastic natural setting

Auckland's location offers a unique landscape and beautiful nature surrounding the city.

Albert Park, Victoria Park and Myers Park are excellent natural amenities within the city centre and hold great opportunities for recreational activities for people living in, and visiting, Auckland.

The Auckland Domain to the East and Mount Eden to the South, are an important part of the Auckland's character and are both popular destinations for a weekend picnic.

The position by the water is the Auckland's greatest asset. Freemans Bay, Saint Marys Bay and Hobson make up fantastic amenities for the city where the possibility of experiencing the city from the seaside has incredible opportunity.



A wonderful waterfront with an active harbour

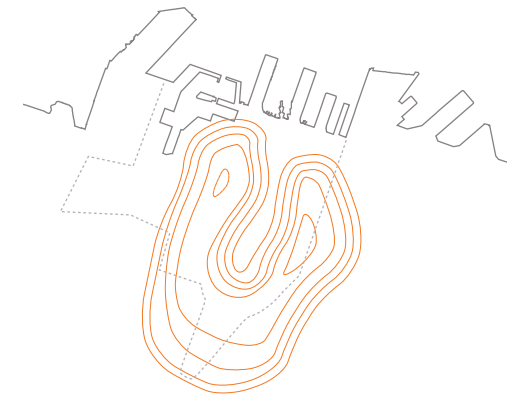
The foreshore and harbour in Auckland provides a great potential for living space, recreational activity and promenades along the water.

Auckland benefits from an active harbour that creates a special atmosphere. However, much of this space is cut off for public access, and large areas are under-used or used only for parking.

Ferries are widely used as a form of coming to the city centre. Unfortunately, the terminals are cut off from the city centre by heavy road infrastructure.

The marinas act as the icons for Auckland - The City of Sails. They accommodate huge numbers of yachts and host worldwide maritime events.

The upgrade and subsequent success of Viaduct Harbour is a perfect example of the potential that the harbour holds for the city of Auckland.

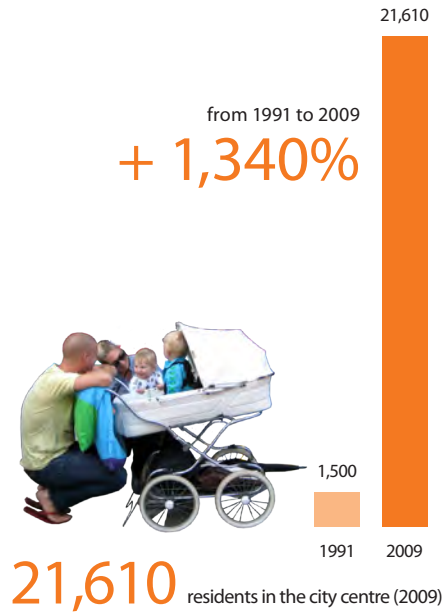


A characteristic topography

Auckland enjoys a fantastic and challenging topography that gives the city a unique character. The setting in a volcanic field lends a distinct flavour to the city centre streetscapes, and occasional views from the steep streets to the water and the landscape is fascinating and alluring.

The topography is thus both a blessing and a challenge for pedestrians and cyclists where the topography is steepest.

Major potentials - Assets that could be more utilised



More people living in the city centre

The number of residents in the CBD has increased remarkably within the last decades. This opens a great potential for developing a lively and diverse 24 hour urban realm. This high number of residents emphasises the need to create a high quality public realm to support them. Additionally Auckland is the home of many cultures and thus a city of remarkable ethnic and cultural diversity.

Having a large number of residents in the city centre means that people live in and care about the city. Residents contribute to the vitality day and night, going about their daily tasks. Particularly in the evening, residents create an image of a city lived in and looked after.



A university city

Auckland is fortunate to have a significant proximity of students enrolled at campuses located in close proximity to the city centre. The students should be invited into the city centre to capitalise on the diversity and intensity they give to city life and thus promote the identity of Auckland as a university city - 'Town and Gown'. The learning quarter initiative is a special opportunity. Of the many students attending the universities 2,372 students are living in the study area (June 2009).

Students can make a strong contribution to the city's vitality and cultural diversity, providing a youthful stimulus and international perspectives. Students come and go day and night, keeping the city active in the evening. They also tend to engage more overtly with the street scene because they have more time available.



More than **56,000** people work daily in the city centre

The city centre as workplace

Auckland attracts every day a high number of people working in the city centre. This large group form a great potential to promote a lively and active city centre especially around lunch and after hours given the public realm are attractive and invite the employees to spend time and enjoy the city. Diversity is a key factor to create a vibrant city centre with a multitude of people and activities occurring at different times of the day. Thus is it vital to avoid and decompose large monofunctional office areas.

'Walk-and-talk' meetings during work hours have evolved as a new trend among the Copenhagen council employees. This meets various purposes - fresh air and exercise to the employees and more presence in the local neighbourhood.



12,000 tourists daily in the city centre

A tourist destination

Auckland is the gateway to New Zealand; every day thousands of visitors land in Auckland, by plane or cruise ships. The more Auckland offers in terms of a high quality public realm, the more these visitors will be likely to stay in Auckland before travelling to other parts of the country.

Tourists and visitors can support a cosmopolitan ambience in the city. They can play a large role in creating a lively and colourful city and potential provide a large market for shops and cafés.

Source: Auckland City Council

Major achievements - progress in the study area



Improvement of Viaduct Harbour

Achievement

Upgraded promenade and squares along the Viaduct Harbour front with a high priority pedestrian environment and generous resting possibilities.

Benefit

An invigorated waterfront has succeeded in inviting people to walk and stay by the water.



Viaduct Waterfront offers promenades, resting options and nice views.



Upgrading of St. Patricks Square, Queen Street, Vulcan Lane and more streets

Achievement

Revitalised St. Patrick Square and improved pedestrian conditions along Queen Street with wider footpath, high quality materials, greenery, and plenty of opportunities for sitting. Vulcan Lane and other streets transformed into pedestrian malls with fine urban qualities.

Benefit

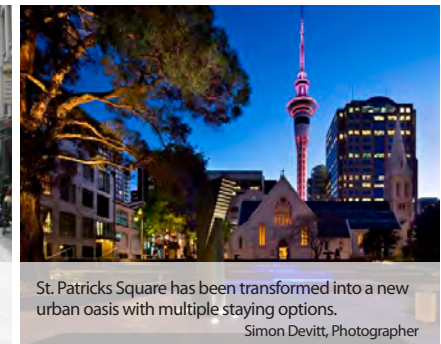
A beautiful street environment of raised pedestrian priority has led to better business for shops along Queen Street and an increase in public life.



Queen Street is strengthened as the city's spine, tying the city together.



Vulcan Lane as an urban retreat offers rest and small scale experiences.



St. Patricks Square has been transformed into a new urban oasis with multiple staying options.

Simon Devitt, Photographer

Queen Street facts: From October 2007 to October 2008:

3,500 m²

extra pavement space

+ 31%

increase in weekday pedestrian activity

+ 25%

increase in weekend footfall

Queen Street facts: From 2002-2009:

- 47%

decrease in pedestrian injuries per year

- 40%

decrease in waiting time at intersections

Source: Auckland City Council

Major achievements - Progress in the study area



Removal of slip lanes for left-hand turns

Achievement

Transformation and removal of slip lanes for vehicular traffic changes 'race track' streets into city streets giving priority to pedestrians.

Benefit

The pedestrian friendly street layout has improved accessibility at crossings and enhanced safety.



Left hand turns before...



... and after reconstruction.

'CBD 10 Year Programme' - future projects

Achievement

The CBD 10 year programme encompasses future projects for streets and open spaces upgrade in the CBD including Aotea Square, Fort Street area, Elliott Street, Darby Street, Lorne Street and others streets and lanes.

Benefit

The programme aims to improve the pedestrian environment by introducing 'shared spaces' status to selected streets to ease movement and increase space for other recreational activities. Furthermore the overall goal is to create distinct and unique destinations within the CBD.

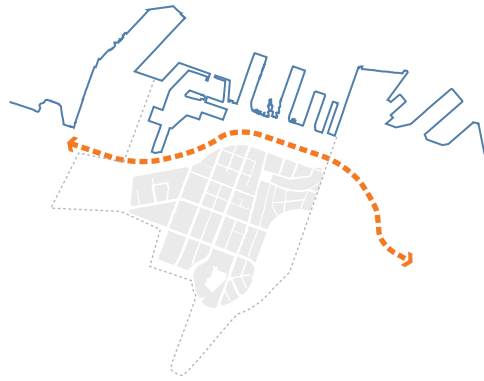


Transformation of Lorne Street into a shared space. Rendering provided by Auckland City Council



Darby Street revitalised as a pedestrian mall. Rendering provided by Auckland City Council

Major challenges - issues that need to be considered



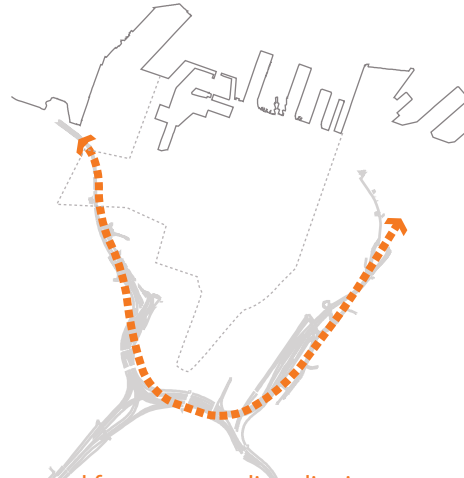
A disconnected waterfront

Challenge

Due to the width of the street, the layout and high traffic volumes on Quay Street comprise both a physical and mental barrier between the harbour and the city centre. Most walking links from the city centre to the waterfront are of poor pedestrian quality. There is also a lack of a continuous public routes along the water's edge.

Consequences

The city centre is effectively separated from the waterfront.



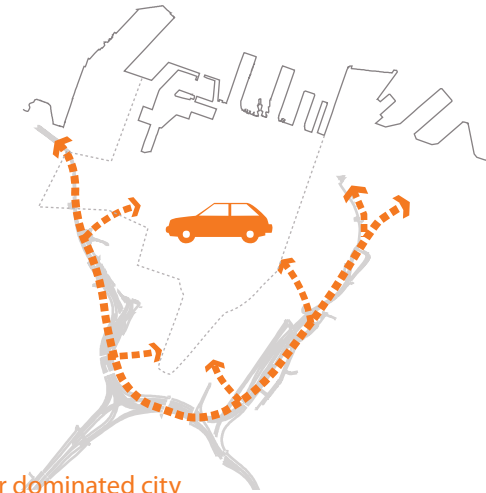
Separated from surrounding districts

Challenge

A heavy system of multiple level motorways surrounds Auckland and every day, carries every day thousands of vehicles around, and through the city centre.

Consequences

The motorway system creates severe physical and visual barriers encircling the city centre. The design and layout of the infrastructure and accessing bridges leaves no easy way for pedestrians or cyclists to move safely between the surrounding neighbourhoods and spectacular amenities such as the Domain and into the city centre.



A car dominated city

Challenge

Historical high priority given to the vehicular traffic has left its conclusive mark on Auckland. A large scaled street layout dominates the city centre accommodating a high number of cars and putting pedestrians under pressure. Interestingly, daytime traffic is light and roads are fairly empty.

Consequences

The city centre is turned into a rush hour 'traffic machine', and most streets act as traffic corridors with a downgrading effect on the pedestrian environment creating safety and accessibility issues.

Major challenges - Issues that need to be considered



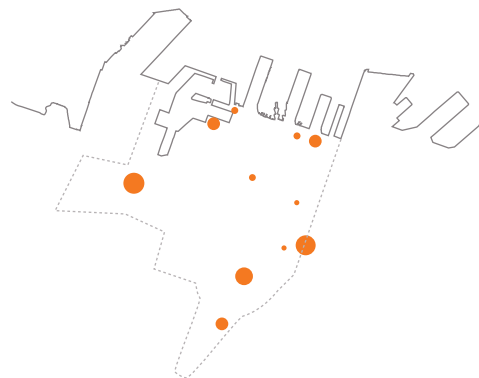
An incomplete pedestrian network

Challenge

Existing and planned pedestrian areas and streets of high quality in the city centre are improving selected connections but they are not included in a coherent network.

Consequences

The overall pedestrian environment is of poor quality and therefore does not encourage people to walk across the city centre.



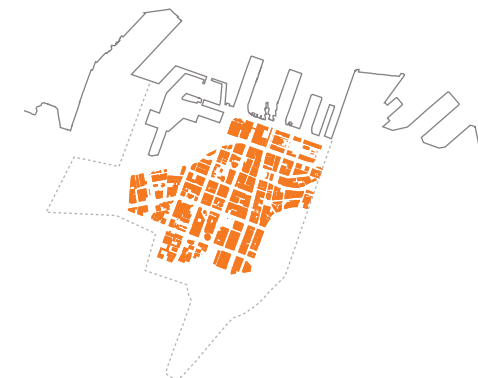
Lack of open space network

Challenge

The open spaces in Auckland are scattered throughout the city centre without attractive pedestrian links to define an open space network.

Consequences

An undefined public realm make it more illegible and hard to navigate in the city centre, hence not encouraging people to walk to get about.



A high city

Challenge

Substantial parts of the city centre are dominated by buildings higher than 10 floors.

Consequences

A high-rise city demands more service in terms of infrastructure and thus puts a high pressure on the local street network in terms of space for traffic and need for parking. Tall buildings also tend to create a poor microclimate at ground level with wind problems and shadow in many streets most of the day.





ANALYSIS



A distinctive and characteristic topography



Interesting streetscapes

Due to the location in a volcanic field, the contours of the landscape provide a significant character to streets of Auckland. The effect of these sometimes causes rapid changes in elevation and offers both challenges and advantages for the pedestrian environment.

Beautiful views

Magnificent views of the harbour and the landscape are unveiled when walking in the city centre and add a dynamic and distinctive experience to the walk.

Accessibility challenges

For people with special needs and disabilities, the elderly and people with prams or similar loads, the topography can be a challenge. Some buildings in the city centre provide open lifts as alternatives to some of the steepest streets.

An introverted City centre

Infrastructure barriers

Auckland is wrapped in transit infrastructure. The motorway system builds a ring around the city centre and creates an introverted city with heavy barriers that lessen the connection with the surrounding landscape and residential suburbs of Ponsonby, Parnell and Newmarket.

Entry points

The multiple level motorway system creates a harsh environment for pedestrian and cyclists to cross when entering the city centre from a number of bridges crossing the motorways. Some bridges only allow cars to cross, some have only footpath in one side and none have designated facilities for bicycles. As the bridges act as gateways to the city centre, they should accommodate safe and easy access for pedestrians and cyclists to promote the much-needed change of transport mode.

The character of the entry points are mostly uninviting. Grafton Bridge and Karangahape Bridge are examples where measures have been taken to support a better pedestrian environment. Karangahape Bridge is lined with vantage points and market space, providing a more interesting experience for pedestrians when crossing the bridge. There is an opportunity to celebrate the arrival points and gateways.



Large motorway infrastructure effectively cuts off the city centre from surrounding neighborhoods and amenities.



1



The Hobson Street flyover compose a large scale streetscape and create a harsh pedestrian environment.



Poor pedestrian experience along route of Fanshawe Street and Hobson Street.

A disconnected waterfront

The traffic corridor running through Quay Street and Customs Street effectively separates the city from its waterfront and creates poor pedestrian linkages to the harbour. There are no bike lanes and pedestrians walking on the southern edge of the road are met by large intersections and frequent interruptions of cars entering and exiting parking lots. Quay Street is currently designed with the priority of bringing as many cars as possible through and as fast a speed as possible. As a result, movement to, and from, the waterfront from the city centre is difficult for pedestrians. The current volume of cars being moved through Quay Street can be diverted through other routes away from the waters edge. For example, large trucks using Quay Street can be diverted through the Grafton Gully Motorway System.

2



Stranded pedestrian at crossing of Albert Street and Quay Street.

3



High traffic crossing at key connection to waterfront on the intersection of Queen Street and Quay Street.

4



Wide crossing encourages pedestrians to cross the street and access the waterfront at Queen Street / Quay Street

Large traffic volumes

Heavy through traffic

Over the last 50 years cars have entered cities in increasing numbers. All planning has gradually focused on increasing capacity for motor vehicles in order to make traffic move smoothly through city streets.

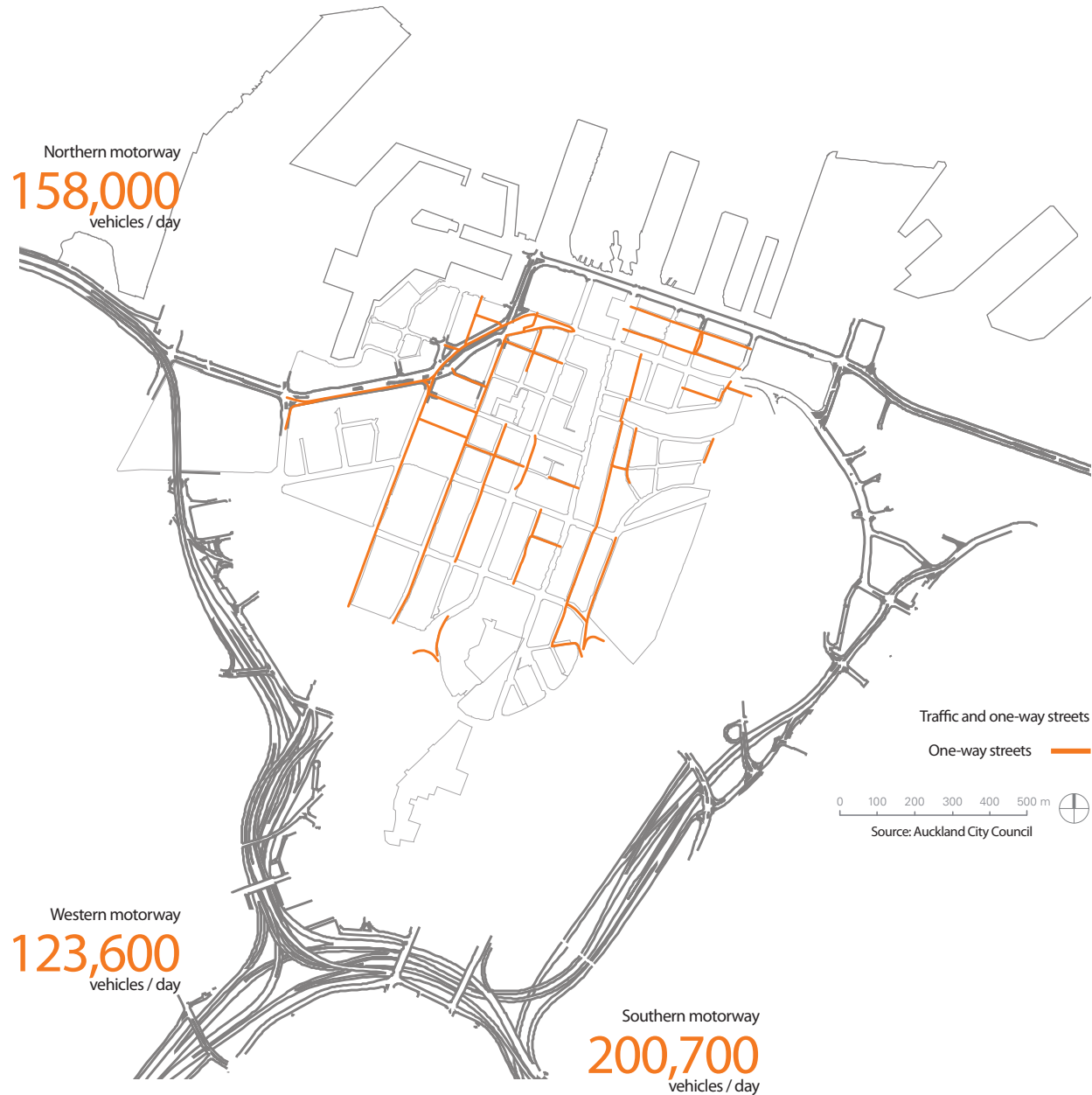
Thus the streets in Auckland are primarily designed for capacity and not by quality issues. Over the years the number of motor vehicles passing through the city centre has been growing. The result of this is that Auckland has become a traffic dominated city where space is prioritised towards adding extra lanes of traffic. Except in streets and spaces where the city has made new interventions, noise, fumes, high traffic speeds and low pedestrian priority are a part of everyday life.

The focus on road capacity, travel speed and efficiency of the road has left a clear mark on the streetscape of Auckland.

A network of one-way streets

The focus on road capacity, travel speed and efficiency of the road network has left a clear mark on the streetscape of Auckland's City centre. The layout of the street network and the fact that many of the streets are one-way tends to make traffic move faster through the city centre. This creates severe barriers to a safe pedestrian environment.

Research has shown that the one-way street system creates unnecessary extra mileage and more traffic and as such, many cities are now abandoning the one way traffic system. Hobson and Nelson street are two examples in which a two-way system should be adopted.



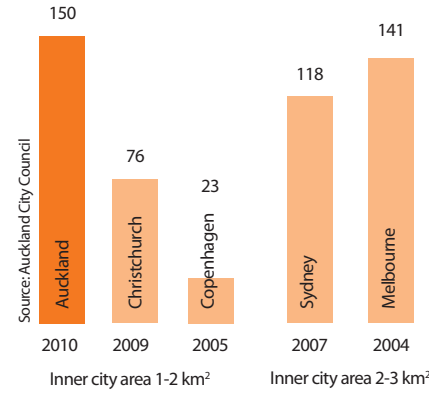
Parking downgrading streetscapes



Large scale parking structures dominate the city centre streetscape and deteriorate the pedestrian environment with closed and unfriendly ground floor frontages.



Sign alerting pedestrians shows how cars have the right of way in Auckland.



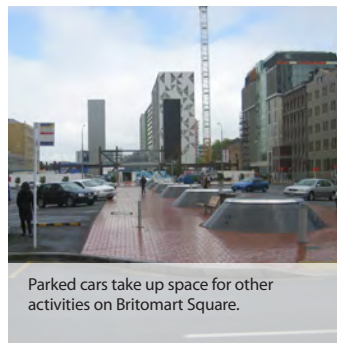
Comparison of parking spaces per hectare with other cities. Includes on-street and off-street parking.

Your car is welcome in Auckland

Auckland hosts a extensive number of parking spaces in the city centre. A total of 24,000 parking spaces (on street and in structures) equally spread in the city centre gives a wide range of choices for people who choose to drive to the city. This invitation unfortunately generates more traffic in the city centre, both by more people driving in and by people who circulate to find the most convenient parking spot. 'Early bird' parking is used as a financial incentive to bring more car commuters into the city centre. Also, the large parking structures in the city centre have a severe downgrading effect on the street environment. The scale and continuity of ground floor frontages is broken and instead king sized entrances, large ramps and a dominating signage is put in.



'Motorway' design and layout as part of the pedestrian landscape at Hobson Street intersection



Parked cars take up space for other activities on Britomart Square.



Parking lot behind Aotea Square



Street parking along High Street

Public transportation which covers the city centre

Busy streets

Auckland enjoys a well-developed network of bus routes covering most of the city centre and provides a much needed alternative to the use of private cars. New buses and more frequent bus services have increased the number of bus commuters but not enough to outweigh the vast percentage who commute by car. Also, this extensive service means that many streets are used for bus transport producing a negative impact on the street environment with noise and pollution. The regional buses put a strain on several streets in the city centre.

A positive feature are the frequently running buses 'The Link Bus' and the free 'City Circuit Bus'. They run in loops and bring people to key destinations within the city centre and around the suburbs.

Layovers

The current situation regarding bus layovers in the city centre severely downgrades the streetscapes and creates unsafe situations for pedestrians.

Public transit hub

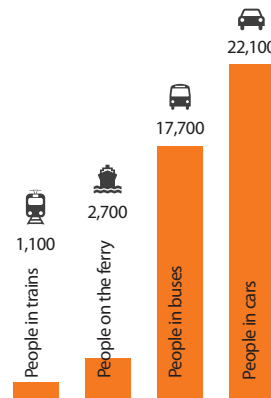
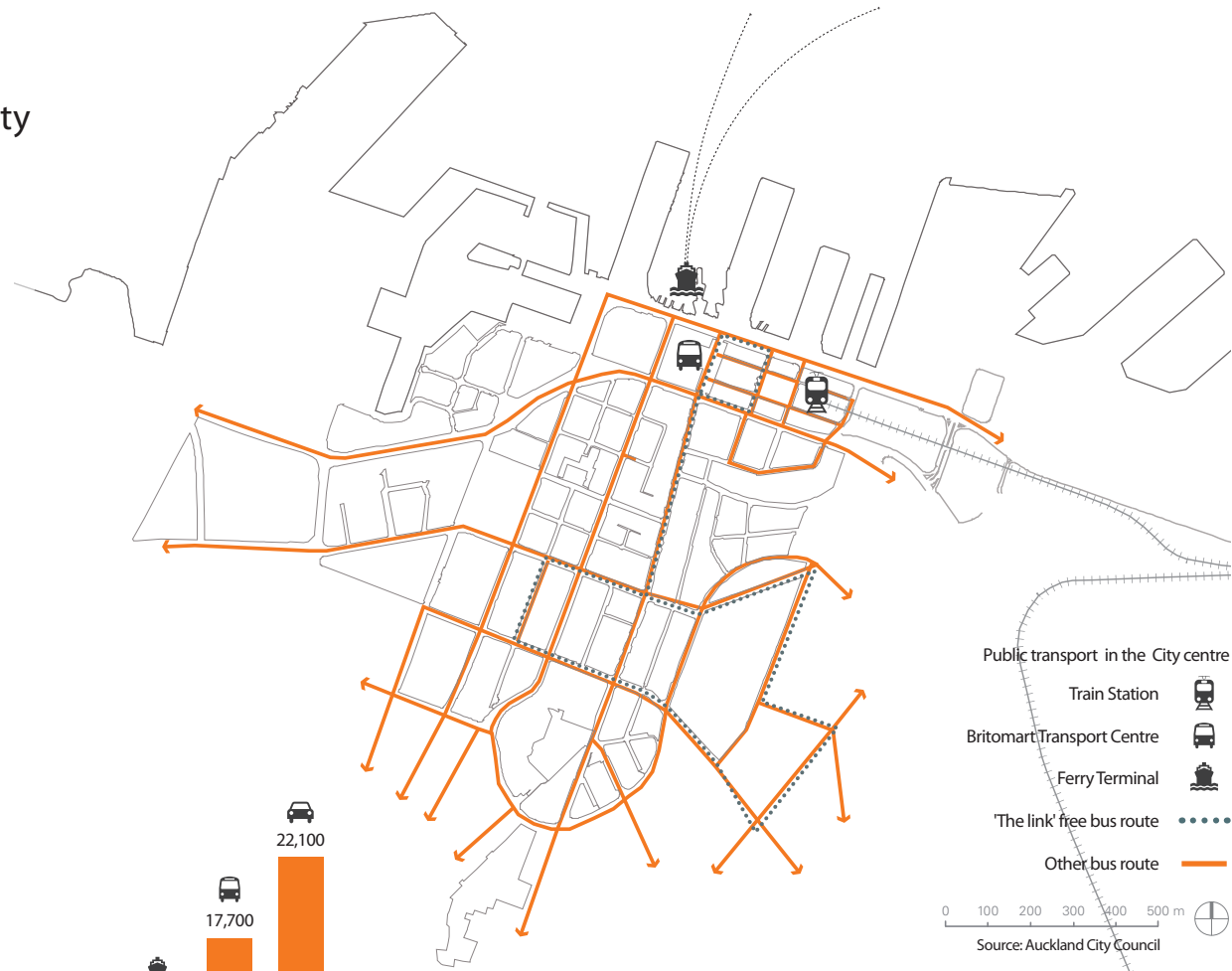
The Britomart Transport Centre represents a contemporary public transport hub with a bus and train interchange. The high quality waiting areas along Queen Street appear as an integrated part of the urban space layout. However, the connection to the Britomart Station Train station from Queen Street across Britomart Square seems a little unclear and less attractive.

The ferries

A distinctive feature is the 8 commuter ferries which bring people from the suburbs into the city centre on a daily basis.

A 21st century public transport

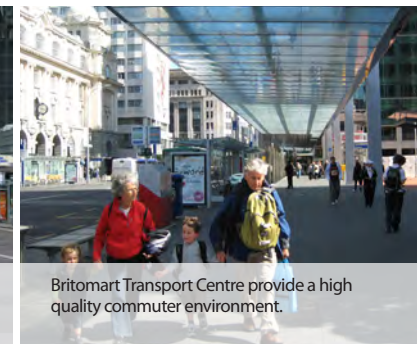
A further interlinking between busses, trains and ferries interchange could be rewarding and emphasise the transit hub identity. The present dominance of buses in the city centre causes a need for more options and a more environmentally sustainable surface system to accommodate the demands of a 21st century public transport system.



Comparison: number of people and mode of access to the city centre at key entry points in the morning peak period



A frequently running free bus brings visitors to key destinations within the city centre.



Britomart Transport Centre provide a high quality commuter environment.

Lack of cycling infrastructure

Hard times for cyclists

Cycling is becoming a more popular means of transportation worldwide - it is good for the environment and good for your health!

Auckland's landscape can be a challenge and put a natural limit to the distribution of cycling. But an even more serious constraint is the lack of quality of the present cycling conditions. Cyclists are invisible in the present street layout with no dedicated bicycle infrastructure thus causing an unsafe and uninviting cycling environment. Throughout the city cyclists are forced to compete with motorized vehicle traffic in an unsafe environment.

A quality environment for cyclists means a well connected network of designated lanes, safe means of crossing intersections, and adequate bike parking. Research around the world shows the secret to making cycling popular and more safe is to have a sufficient number of cyclists on the streets.

The possibility of cycling either for recreation or on a day-to-day basis has many benefits in the urban environment. Cyclists are slow, 'soft', in human scale and thus work well in a pedestrian landscape. Cycling brings people on the streets and cyclists take up less space than cars with no noise and pollution.



To get to the city centre daring cyclists have to share the space with buses along heavy traffic roads.



Cyclists are invisible in the street layout. You find single signs but no surface marking of where to cycle.



A shared cycle and walking route along the waterfront.



To day cycling in Auckland is only for the brave. Within the city centre cyclists ride where they can.



'Summer-bikes' as an invitation to more recreational cycling.

Learning from Copenhagen and New York
In Copenhagen cycling is a preferred mode of transportation. The city has managed to gradually increased its network of safe, high quality bicycle infrastructure over time. In this way it has encouraged more people to choose the bicycle for commuting and everyday transportation.

The 'PlaNYC' outlines a vision for a greener, greater New York. One of the goals is to increase the use of bicycles and double the number of cycling commuters. 300 km new bicycle lanes have been provided since 2007.

In Copenhagen

37%
commuters choose to bike to work or school



A confined pedestrian network

Weak connections and missing links

The pedestrian network should ensure easy and pleasant access throughout the city. Convenient, appealing comfortable and uninterrupted connections should bring people from one end of the city to another and link to key destinations. An attractive pedestrian streetscape is comfortable and interesting; with transparent and active ground floor facades to walk along, good quality surfaces, paving and other street elements. All in all, promoting walking as an attractive alternative mode of transportation.

A good quality network in pedestrian terms means a number of well connected, pleasant routes and links.

When walking in Auckland City centre only few streets are experienced as part of a larger pedestrian network.

Queen Street stands out as the city spine and a primary pedestrian connection of high quality; linking Aotea Square to Britomart Square. A range of smaller pedestrianised streets act as spill-out streets for Queen Street. Regardless of these smaller streets, the pedestrian network is perceived as a 'back and forth' network with few options of routes not linking to the major city destinations.

A good network is also related to hierarchy and variation in the different streets. A distinct street hierarchy will ease legibility and orientation and make the walking experience more interesting. In Auckland most streets are experienced as transit corridors dominated by vehicular traffic.

This creates a restricted and weak pedestrian network with strong barriers and missing links.



Potentially you can reach anything in the city centre within

10 min.

but the pedestrian network is of poor quality with strong barriers, weak connections and low legibility

Pedestrian blessings and challenges

Numerous invitations...



The lanes add fine grain and a much needed human scale in the urban fabric, Swanston Street



A pleasant streetscape; active ground floor frontages, wide footpaths, benches, trees and slow driving traffic, Elliot Street



Great for walking and great for staying, Vulcane Lane

A mix of experiences

The ongoing process of upgrading selected streets and areas in the city centre has led to a substantial improvement of pedestrian conditions. Queen Street appears as a dignified high street of high quality and the revitalised lane and streets offer wide options for city life.

There is still a lot to be done to create a first class pedestrian environment. In general, the overall pedestrian landscape still suffers from the high priority given to vehicular traffic.

Pedestrians in Auckland are regularly met with inconvenience and obstructions. Narrow footpaths, missing and unclear crossings, and wide streets with high levels of vehicular traffic create visual and physical barriers and generate conflicts and unsafe situations for pedestrians.

... or hassle for pedestrians



Plenty of room for parked cars and traffic but little space for walking, Gaunt Street



Dominating traffic infrastructure makes it difficult for pedestrians to find their way, Lower Hobson Street



Generous road surface and high traffic volumes separate the city centre from the waterfront, Quay Street

There is more to walking than walking
Walking is first and foremost a type of transportation, but it also provides an opportunity to spend time in the public realm. Walking can be about experiencing the city at a comfortable pace, looking at shop windows, beautiful buildings, interesting views and other people. Walking is also about stopping and engaging in recreational or social activities. At some point we are all pedestrians walking from public transport, the bike rack, a parking building, or from home. As such, streets should be welcoming to all of us.

Scattered destinations

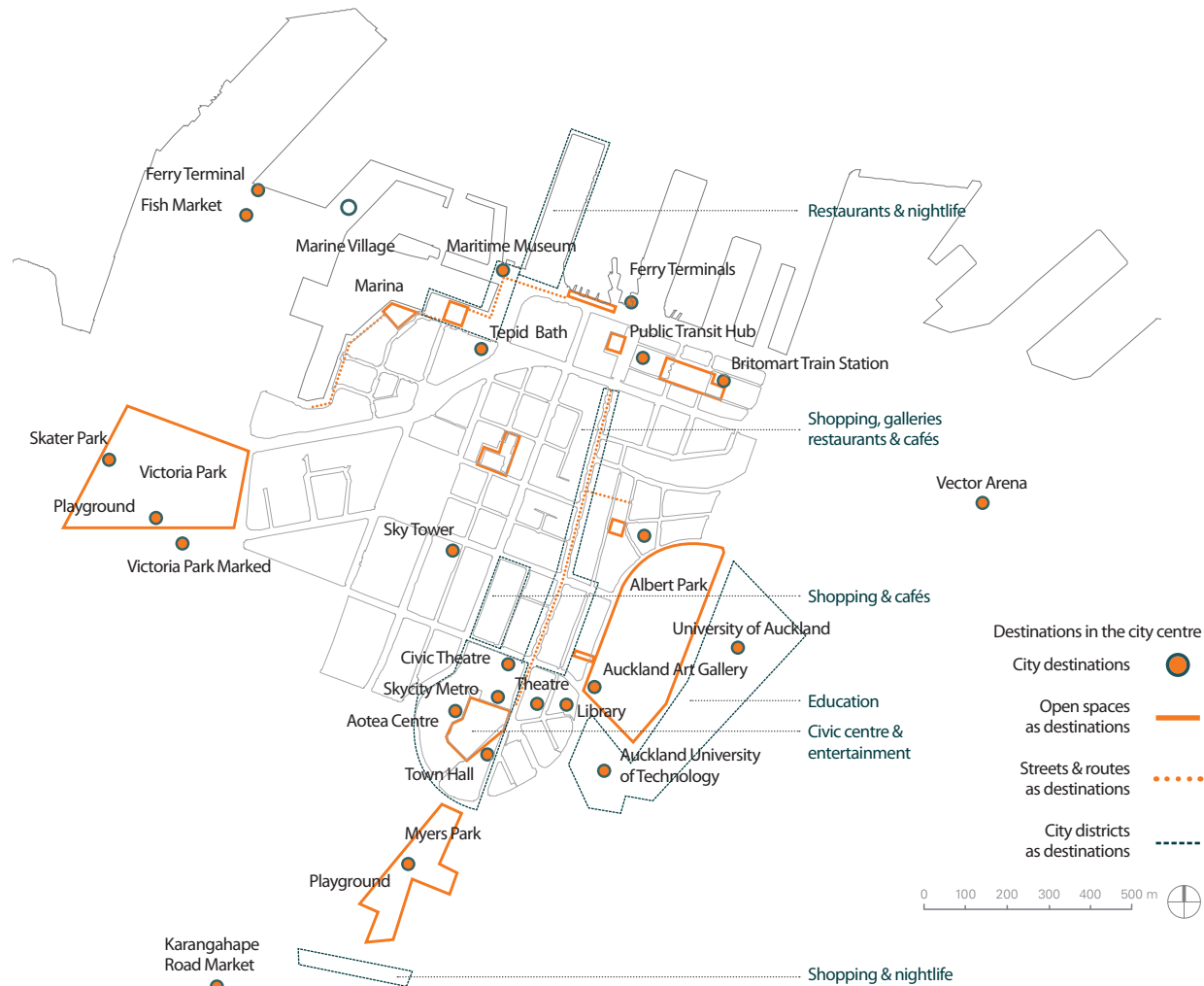
Destinations as attractions

The destinations of a city are characterised by their significance for the city within a wide range of functions and activities; they may make up the 'mental' map for the city. The destinations fulfil different needs for residents and visitors on a daily basis and as recreational and cultural destinations. They include the permanent offers and attractions both as functions, buildings and city spaces and make up essential elements to create an attractive and lively city.

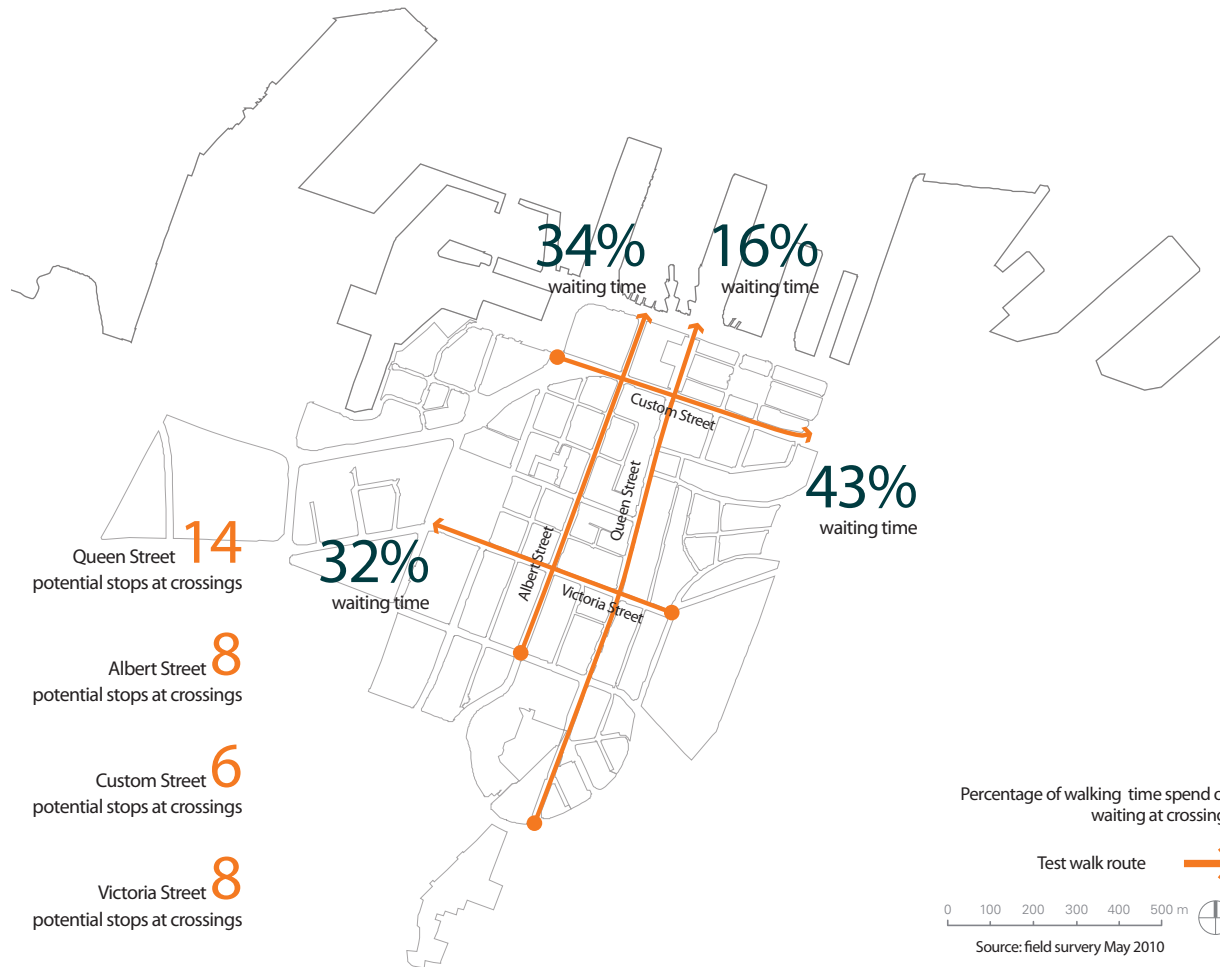
The destinations of Auckland are scattered around the city centre, and large parts of the centre are without any destinations. This combined with the fact that many of the key destinations lack connections to the pedestrian network emphasises the need for a strong, extended city network. One positive aspect of the way the destinations are spread out is that they can act as fixed points for a future city network. Popular destinations are essential for a strong network in order to capitalise on the potential of the destinations as city life generators. Legibility and accessibility are crucial parameters.

By concentration of functions and activities a potential attractive synergy can be achieved and promote a distinct ambience and identity. Like in the Lorne Street and High Street area where numerous galleries are located in relation to the Auckland Art Gallery.

Looking at the categories of destinations, it appears that not much is offered for children and youngsters in the city centre; one skate park and two playgrounds located in the parks. A diverse city needs a broad range of attractions for all user groups to interact and spend time in the city centre.



Destinations - as city life generators
 Public life is the city's key attraction; people seeing other people and people being seen.
 The city destinations potential to generate urban life, where visitors populate and enrich the city depends on the capability to invite people to stay.
 A good city is like a good party, you stay longer than you planned.



A disrupted walking flow

Long waiting times

To promote comfort and efficiency for pedestrians it is essential that people can get across the city in an uncomplicated and easy manner. Thus the number and character of street crossings are crucial for the walking experience.

In general people spend an unnecessarily long time waiting when walking through the city centre. The fastest route is along Queen Street despite the potential high number of stops at crossings on the way, only 16% of the time is spent waiting at lights. The wide footpaths and implemented innovative pedestrian priority phasing signals with only 30 sec. waiting time are important factors.

The advantages become obvious when comparing to Albert Street; a street with fewer potential stops and more than twice the waiting time. When comparing Custom Street and Victoria Street, an almost similar situation occurs. With more potential stops and shorter waiting time on Victoria Street than on Custom Street. It is unclear if the fact that Victoria Street is steep and Custom Street is flat has an impact on the result.

However it is obvious that the combination of long waiting times combined with steep grades lead to a poor pedestrian experience.



The improvements at intersections to ease crossing have reduced the waiting time and improved the walking flow. A perceptible and visible results of the new focus on pedestrian priority



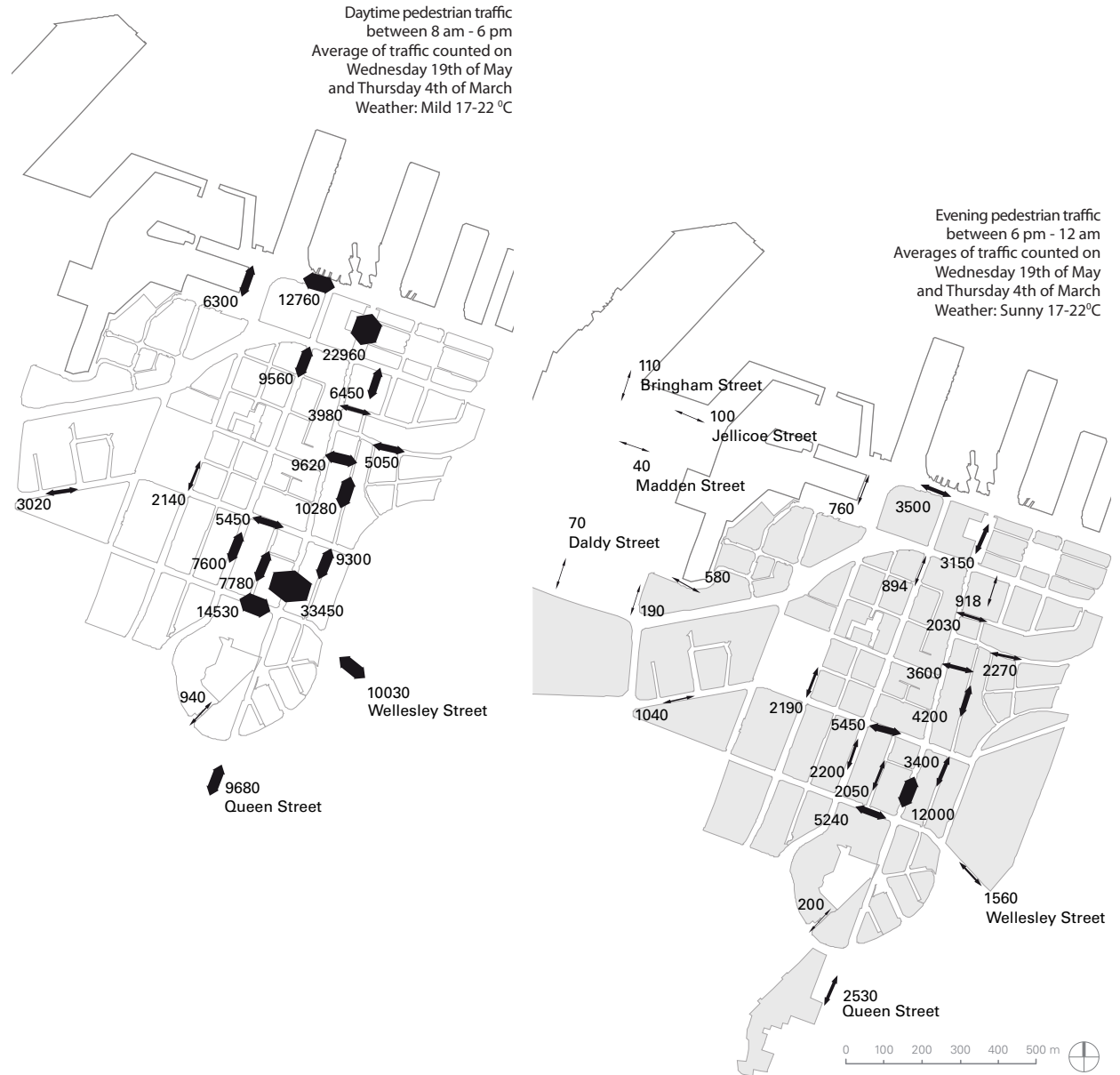
Pedestrian traffic on a weekday

Limited amount of pedestrians compared with other cities.

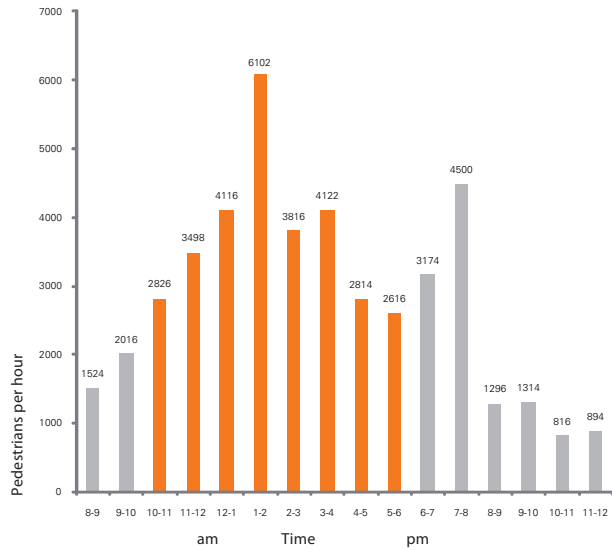
The general walking pattern shows the highest concentrations of pedestrians around transportation nodes on Queen Street with relatively low volumes on surrounding streets. The high volume in the Queen Street area is a product of the quality of the pedestrian environment, the low waiting times, and its position as a key artery for residents, workers and visitors to the city. As a result, most of the pedestrian traffic is located on shopping streets and there is a limited spread to the rest of the city centre.

Low traffic at night

Compared to daytime traffic, there is a substantial drop in pedestrian numbers when evening starts. After work ends and shops close between 6 pm - 7 pm, the majority of all visitors leave the city centre. Of the pedestrian traffic that takes place throughout the day, only 24% of the total traffic occurs after 6 pm. As a metric for public life in Auckland, this is an important figure because it illudes to the amount of people present in the city out of necessity and those present for optional activities. As the public realm in Auckland improves, one can expect to see higher percentages of pedestrians choosing to stay in the city centre at night, as well as during the day.



Main Street comparison



Pedestrian volumes from 8 am - 12-am during a weekday on Queen Street

- 66% of all pedestrian traffic on Queen Street between Wellesley Street and Victoria Street takes place from 10 am - 6 pm, during opening hours.
- 10% of pedestrian traffic is after 8 pm

Limited amount of pedestrians compared with other cities

When comparing Queen Street with other main streets around the world, it is striking how low the level of pedestrians are. The other streets selected each have similar typologies and roles to Queen Street. With the population of greater Auckland, one would expect much higher pedestrian numbers on the city's main street.

Auckland, Queen Street (2010)

29,910 ped. btw 10am - 6 pm

Total length: 1.250 m
 Street width: 22-30 m
 Footpath width: 4 - 8 m
 Status: Main shopping street with high noise levels, heavy traffic, buses and pedestrians
 Population density: 135 people/ha

Copenhagen, Vesterbro Passage (2005)

37,920 ped. btw 10am - 6 pm

Total length: 530 m
 Street width: 42 m
 Footpath width: 5 m
 Status: Restaurants and shops. Heavy traffic street, high noise level
 Population density: 66 people/ha

Melbourne, Swanston Street (2004)

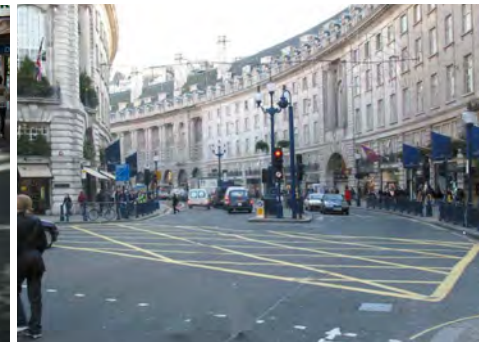
42,490 ped. btw 10am - 6 pm

Total length: 1.270 m
 Street width: 30 m
 Footpath width: 8 m
 Status: Main street dominated by shopping. Trams, taxis and bicycles
 Population density: 52 people/ha

London, Regent Street (2002)

43,550 ped. btw 10am - 6 pm

Total length: 1.200 m
 Street width: 25 - 28 m
 Footpath width: 4 - 7 m
 Status: Shopping street. Heavy traffic, high noise level. (dominated by classic architecture)
 Population density: 48 people/ha (Greater London)
 27 people/ha (City of London)



Total amount of daytime pedestrian traffic spring, weekday, 10 am - 6 pm

Pedestrian traffic on a Saturday

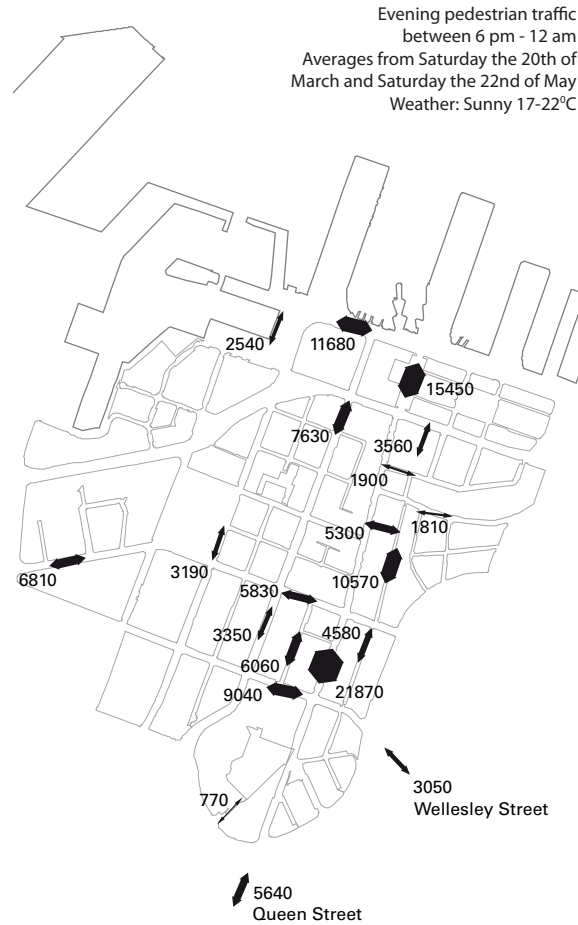
Fewer pedestrians than on a weekday

Saturday traffic levels are 32 % less than weekday traffic. Traffic is still focused around the middle of Queen Street, with more traffic coming from the ferry terminal in the northern end of Queen Street. The decline in weekend pedestrian traffic is illustrative of a city that is not a destination for local residents and visitors.

Evening traffic represents 34% of the total traffic recorded during a Saturday. There is an immense number of pedestrians present in the city centre during the day, that are not being invited to stay and enjoy the city at night.

The exception to this trend is in Victoria Street near Queen Street. This is likely due to the many attractions surrounding the Sky Tower and the surrounding entertainment and dining opportunities.

Pedestrians walking along Quay street during the afternoon do not continue on towards the Viaduct Harbour. Here numbers drop by 77% after the Hobson Street intersection.



Absent user groups

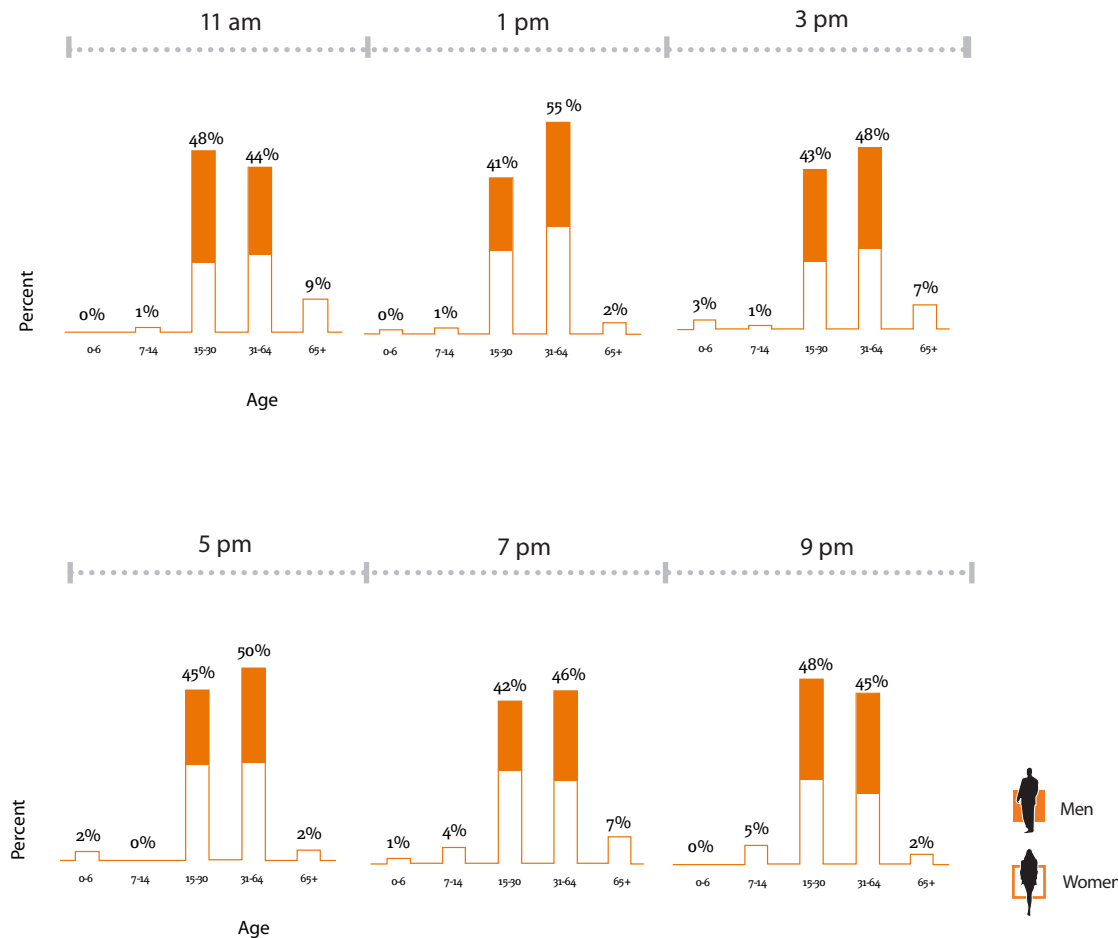
Age and gender survey

Age and gender surveys were taken along Queen Street to determine how the public space in Auckland is used by males and females and different age groups.

The mix between males and females is fairly equivalent, with generally higher percentages of men in the evening than during the day. While Queen Street is a shopping street in typology it is not a space that encourages families with children. The majority of the people present on Queen Street during the survey were young and middle aged people.

Few children and elderly

The data shows a city centre almost devoid of children and the elderly at all times of the day. The elderly have their peak presence in the morning, when they represent 9% of the people surveyed. Of all the people surveyed, only 3% include children below the age of 14.



Graphs showing age and gender distribution on Queen Street. Survey taken on spring weekday.

Who are the people using Queen Street?

The average of all people recorded on a spring weekday on Queen Street:

Children (0 - 14 years):	3%
Young people (15 - 30 years):	46%
Middle-aged (30 - 65 years):	50%
Elderly (65+ years):	2%

The survey illustrates a city centre primarily inhabited by young people. Children and elderly are poorly represented.

Lack of open space network

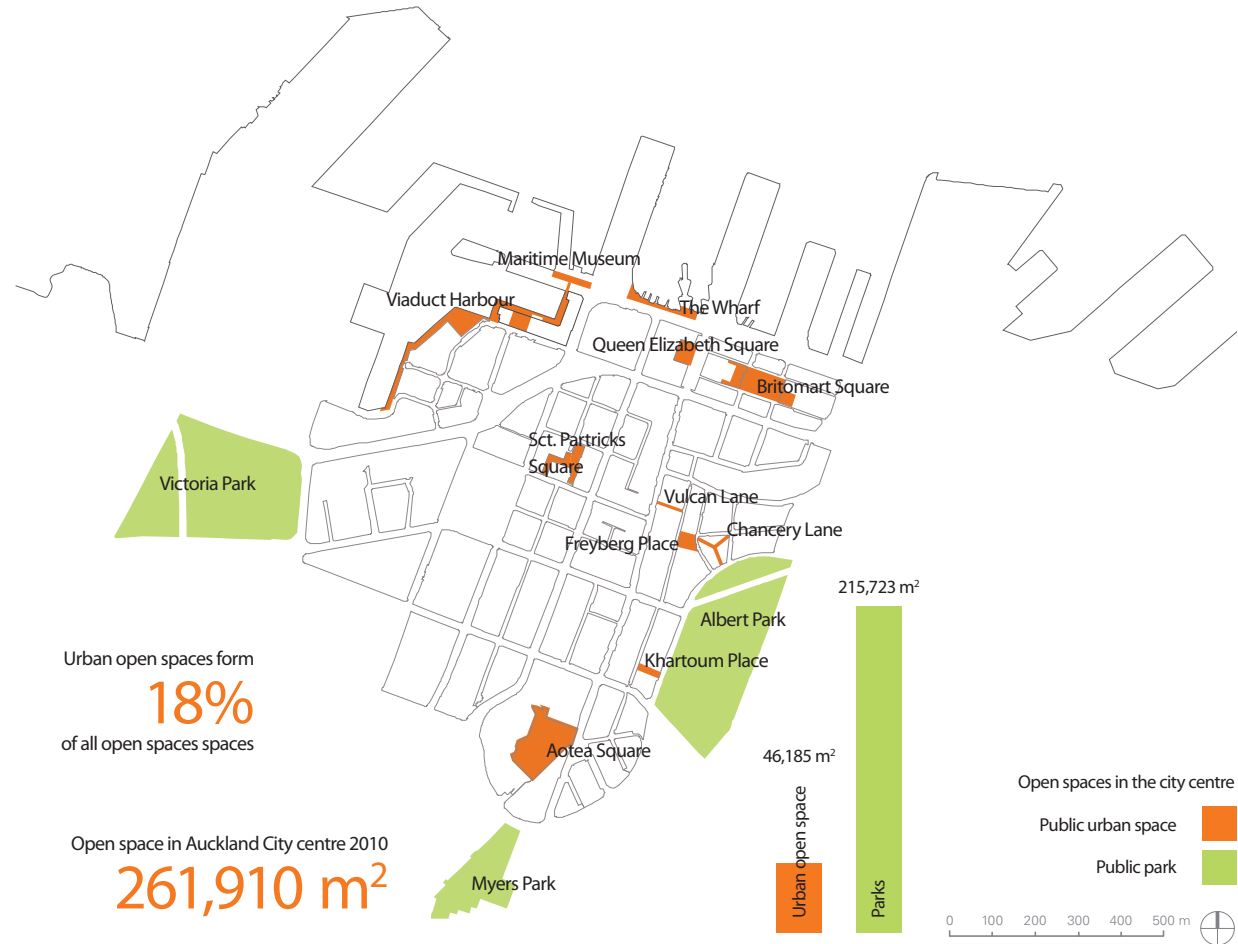
Generous green and modest urban spaces

The urban open spaces in Auckland range from larger squares in connection to city functions - Town Hall and public transport to smaller 'pocket' squares, pedestrian malls and waterfront promenades and squares. The primary squares: Aotea Square and Britomart Square serve as 'anchor points' for Queen Street. These three components form the backbone in a potential City centre network. Victoria Park, Albert Park and Myers Park hold the opposites to the busy centre - peace and quiet and scenic landscape. The urban spaces make up less than one fifth of the city's open spaces. A vibrant public life calls for public space in Auckland. Compared to other cities there is not much urban space left for people to enjoy. Although the city parks are a fantastic resource, a new park on the waterfront would be a fabulous asset for the city.

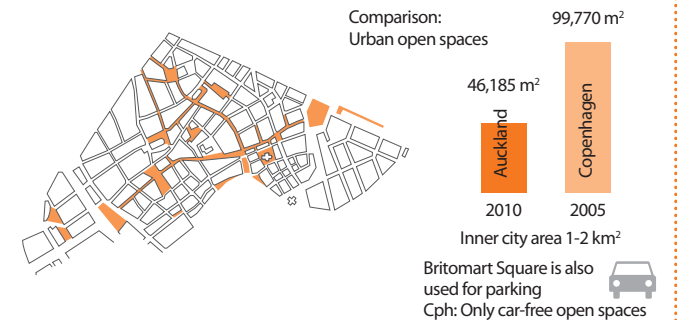
Incomplete public space network

The city centre is in need of a stronger public space network, one that invites people from one space to the next, from one end of the city centre to the other. Many of the existing open spaces are scattered across the city centre of Auckland and are poorly connected. Therefore, they are not used as well as they could be.

A well functioning public space network connects all the public spaces in an attractive and inviting way. It also provides a broad range of activities in open spaces and streets. A good network aims to create an inviting city at all times of the year and be as active as possible throughout day and night. All this makes the city more interesting and enhance a general feeling of safety. This also means a strong focus on pedestrians and bicycles since both groups contribute to make the more lively.



The story of Copenhagen - public space network
Copenhagen has turned a car orientated city into a people oriented city in a step by step process over 40 years. The development has involved stopping through traffic, reducing the number of parking spaces in the centre and increasing the amount of space set aside for pedestrian activities from 15,000 m² to the present day 100,000 m² of car free streets and squares. These streets and squares now form a coherent network of high quality walking links and public squares for recreation, all offering high quality and unique character.



Lack of diversity and hierarchy



The open spaces are mostly used for sitting

55%

of recorded activities between 12 pm and 4 pm on a weekday involve sitting



Viaduct Harbour, Waitemata Plaza & Market Square
'Promenade and coffee'



Aotea Square
'Gathering and meeting'



Victoria Park
'Playing and relaxation'



Britomart Square
'Waiting and carparking'



Khartoum Square
'Resting and pausing'



Albert Park
'Relaxation'



Chancery Street
'Drinks and shopping'

Limited invitations to stay in the city centre

The urban space in Auckland varies in size and design, but offers very little variation in use. Most spaces are experienced as 'mono-functional' sitting rooms. They are well equipped with benches but lack invitations for a wider range of activities other than sitting. Even though sitting is an important aspect of urban life; urban recreation should be so much more, and active recreation in terms of physical activities should be an easily accessible additional choice.

The generally low number of people in the public spaces is not only influenced by the quality of the spaces. There are a number of other factors that influence the use of the public spaces. The public spaces might be poorly connected with other activities in the city centre or have few activities. If too few people use the space, this will not attract more people.

In need of a more diverse public space programming

Auckland City centre has a good base for becoming an active and vivacious city. The analyses of the life in the city centre can be summarized as - the physical structure is there, but opportunities for a range of activities need strengthening.

The city centre is also in need of more diversity of use within public spaces in order to encourage people to stay and interact in the public realm.

Scattered public seating

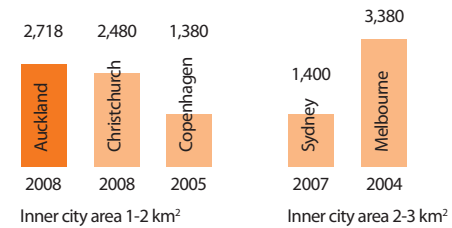
Fair opportunities for seating

Resting is an integral part of pedestrian activity patterns. Good seating gives people the option to pause and rest in order to be able to walk further and enjoy city activities, thus transforming the streets from transit spaces into places for recreation and socialising. Accordingly, the quality of seating offered is essential; high comfort, nice views, good micro climate and the possibility to watch other people. In Auckland City centre there are approximately 2,700 seats provided by public benches. Compared to other cities of same size, Auckland offers many opportunities to sit. This is very positive. Benches are concentrated along Queen Street and Victoria Street, and in the open spaces: Aotea Square, Britomart Square, Queen Elizabeth Square, Viaduct Harbour and in the parks. However, in other parts of the city centre the benches are much more dispersed and the western part is very much in need of public seating. Due to the challenging topography of Auckland, it is crucial that opportunities to sit are provided in the streetscapes and thus invite people to walk. Unfortunately few or no benches are found along the steep streets of Hobson Street, Wyndham Street and Swanson Street.

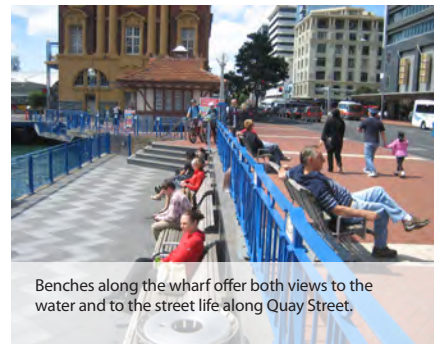
A 'sittable' city
 The public realm should offer a varied selection of seating; both primary and secondary.
 Primary seating consists of actual furniture: city benches, freestanding chairs - fixed or flexible - and café chairs.
 In addition to well-situated comfortable primary seating, many secondary seating options are often needed. Secondary seating are places for more informal and spontaneous resting. Many urban elements can be suitable for sitting: pedestals, steps, stones, bollards, monuments, building edges or the 'city floor' itself.
 When seating is in high demand the secondary seating makes a valuable contribution as supplement to the primary seating but must never replace it!

2,718 seats on public benches (2008)

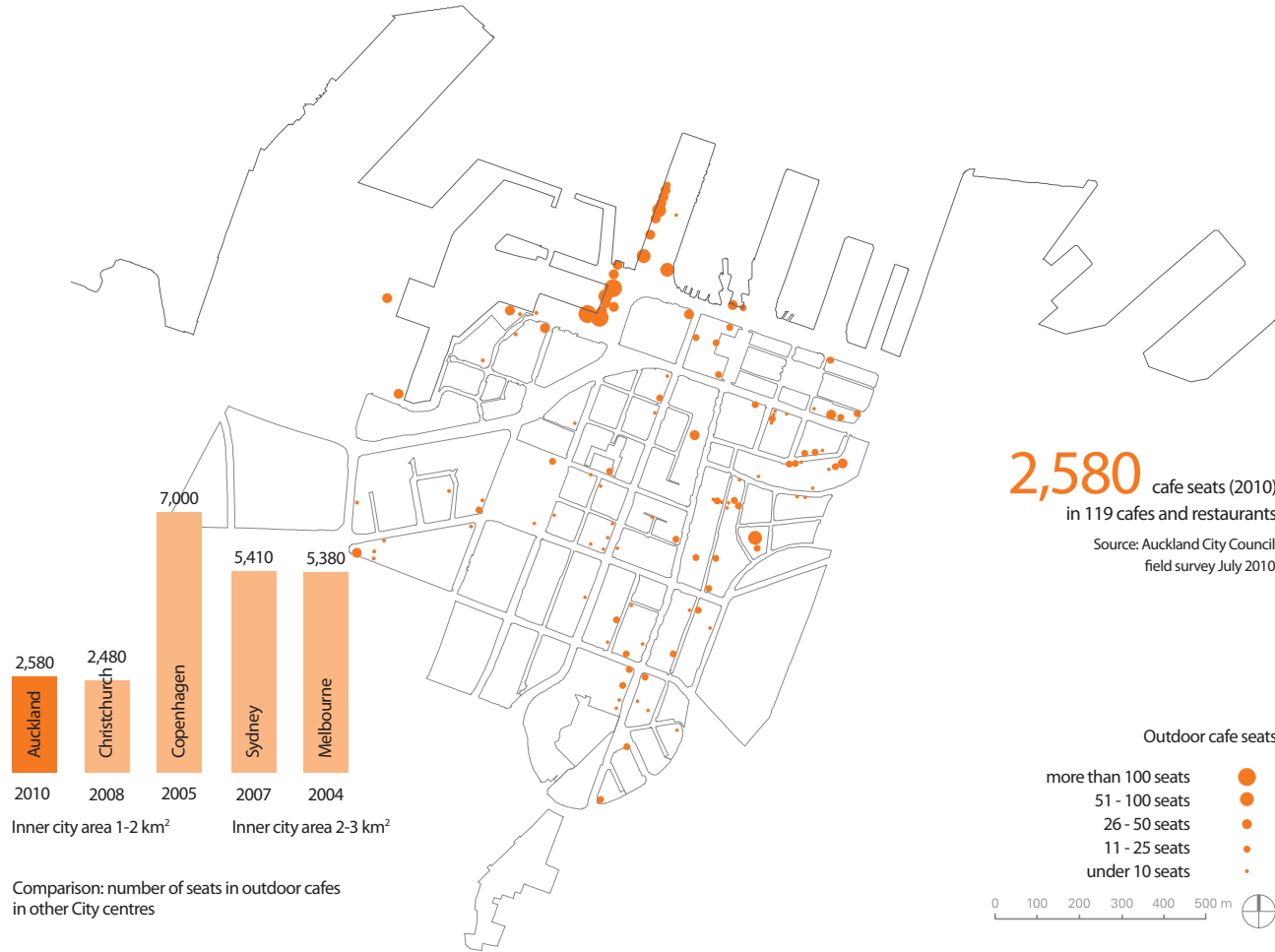
Source: Auckland City Council



Comparison: number of seats on public benches in other City centres



Outdoor serving areas in clusters



Cafe culture & outdoor seating

Over the past decades the culture of outdoor cafe life has developed significantly in many countries around the world. This has entailed a substantial change of the usage patterns in the city centres. Today summer activities are of a much more recreational nature. Drinking coffee is an uncomplicated way of combining several attractions; being outdoors, enjoying pleasant views, and the ever present amusement of watching people pass by.

The number of outdoor cafe seats recorded in the study area amount to a total of 2,580 seats including both Auckland City Council licensed cafes and privately run cafés. Most cafes are found in the northern and eastern part of the study area in clusters along the Viaduct Waterfront, around the Maritime Museum, at Princes Wharf - where you find a high concentration of cafes that make use of this attractive location. Also in the Fort Street area and in Vulcan Lane you find a high number of cafe seats. In Chancery Lane the cafés are located inside the block and thus not directly enrich the street life outside. The number of cafe seats in the south western part of the study area are very confined. Most outdoor servings in Queen Street are found south of Cook Street, and along main parts of Queen Street you find no cafe seating at all. It is also exceptional notable that you find no cafes and outdoor servings in Aotea Square and Britomart Square, and in Khartoum Place and Freyberg Place. Compared to other cities the number of outdoor cafe seats are fairly low and the potential for a more wide spread cafe culture in Auckland could be more utilised.



An all year round pleasure
Over the last 20 years, the outdoor serving culture of Copenhagen has been expanded greatly. It has changed from a daytime activity, to a day and evening activity and also expanded from summer to all year - during the cold winter guests are supplied with blankets and heaters.

Stationary activities on a weekday

Survey of stationary activities

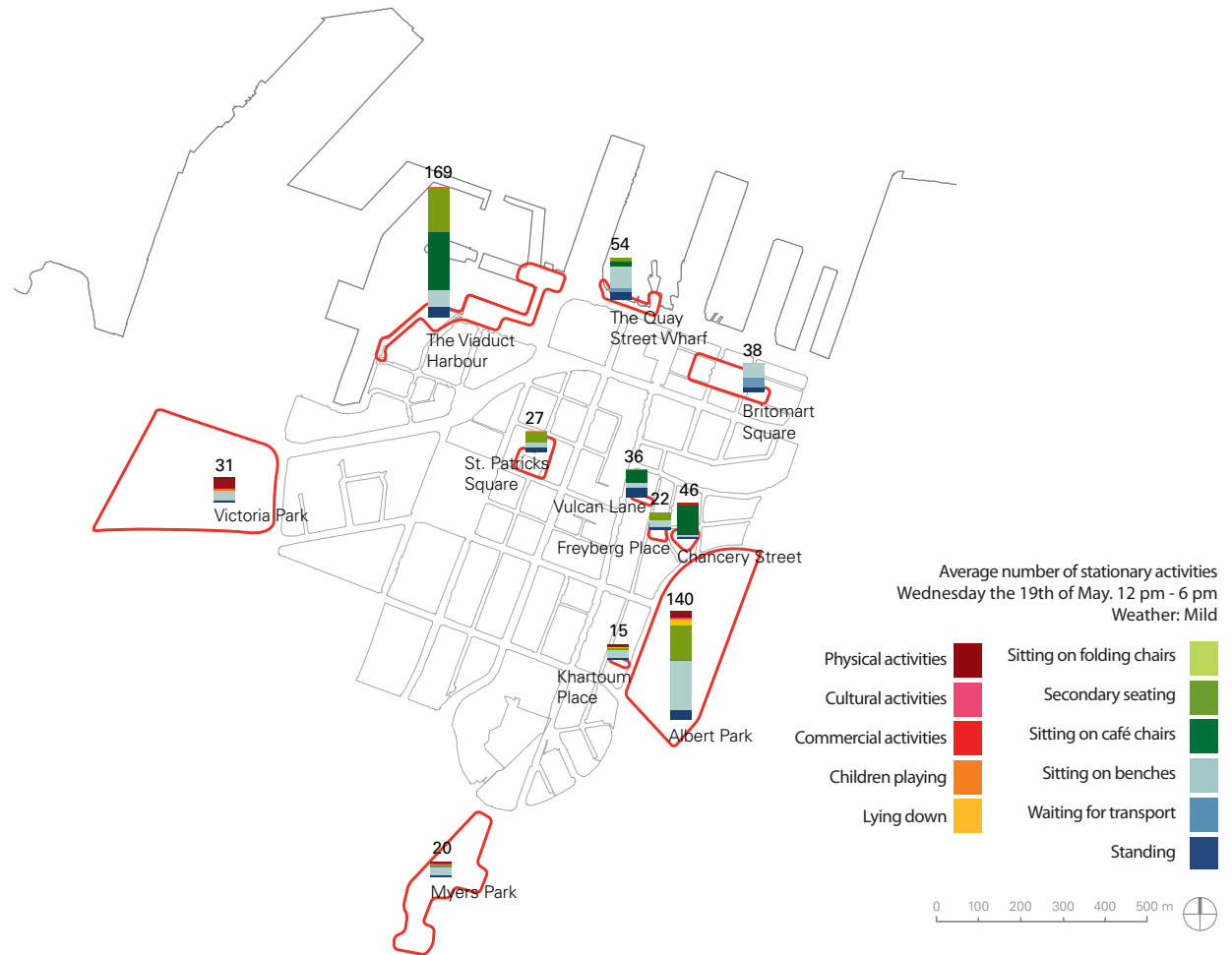
The stationary activity survey records both the number of stationary activities over a 10-hour period, as well as the distribution and type of activity. A high number of people engaged in a diverse spread of activities tell a story of a city with popular and inviting public spaces. Stationary activities were recorded in 11 locations in the city centre between 10 am and 8 pm on Wednesday the 19th of May.

The illustration is showing the average number of activities found between 12 pm and 6 pm on a selection of the surveyed locations. Or in another way: if an aerial photo of the selected space was taken at any time between 12 pm and 4 pm, this is the number of people likely to be found in the photo.

Low diversity of activities on a weekday

There is a very low diversity of activities taking place in the inner-city streets and squares. For example, St. Patricks Square, Freyberg Place, and Vulcan Lane all have an almost identical spread of activities taking place, primarily involving sitting on public or private seating and standing.

While it is not necessary for all squares to promote all types of activity, there should be a sequence of diverse spaces within the city, each offering unique character and supporting a variety of activities.

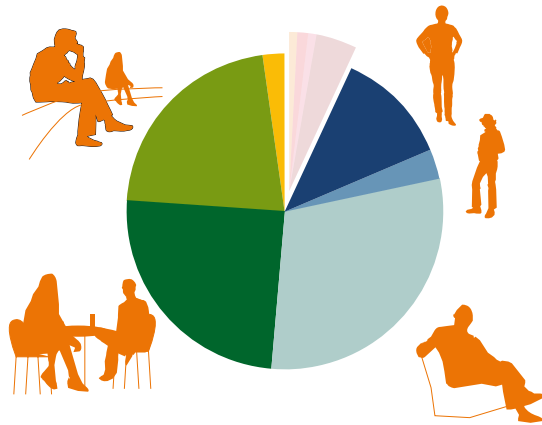


During the period between 10 am and 10 pm, there were 2,720 activities registered in Auckland's City centre.

The types of activities are distributed as follows:

People sitting on public benches:	30%
People sitting at outdoor cafes:	25%
People standing:	12%
People sitting on secondary seating:	22%
Children playing:	1%
Physical activities:	4%

Significant patterns



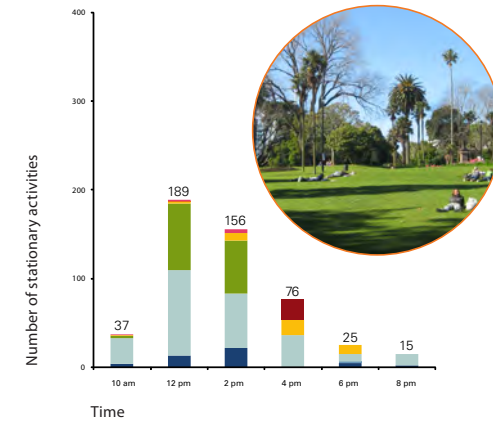
Over **93%** of the activities recorded are passive activities

The public spaces in Auckland act as 'safe havens' from the noisy, traffic-filled streets of the city centre. They are mainly used for passive activities. These are important aspects of city life but more opportunities for people to engage with the public spaces should also be provided. For example, space can be provided for weekend markets, playgrounds, skate parks, interactive fountains and artwork, or athletic space.



Less than **1%** of the activities recorded involve children playing

Children playing are good indicators of a city that has been created for all users. Public spaces require extra features in order to invite children and elderly people to use and enjoy them. Virtually no children were found playing apart from within the public playgrounds in Victoria Park and Myers Park. A public space can also appeal to children and invite them to play even though it is not organised as a playground. Downtown spaces currently do not have this quality. Auckland still has a long way to go in order to become a more inviting place for families and children.



Stationary activities recorded in Albert Park on a weekday. The rest of the survey is presented in: Public Life Data page 83

Albert Park - a popular weekday destination

Albert Park, while it has the support of the university students nearby, is an example of a well performing public space, offering space for relaxation as well as recreation. It is one of the most popular destinations during the week, with an average of 140 people present at any time between 12 pm and 4 pm. It has its peak at 12 pm, when students at nearby universities are out to lunch. At this time of the day most of the activities involve sitting. At 4 pm, as people leave work and finish school, the park becomes a popular place for sports and recreation.

Stationary activities on a Saturday

The inner city does not invite people to stay

The majority of activity taking place on a Saturday is concentrated in Victoria Park and the Viaduct Harbour. Victoria Park is an amenity for residents within the city centre, both as a place for rugby matches and a space to picnic.

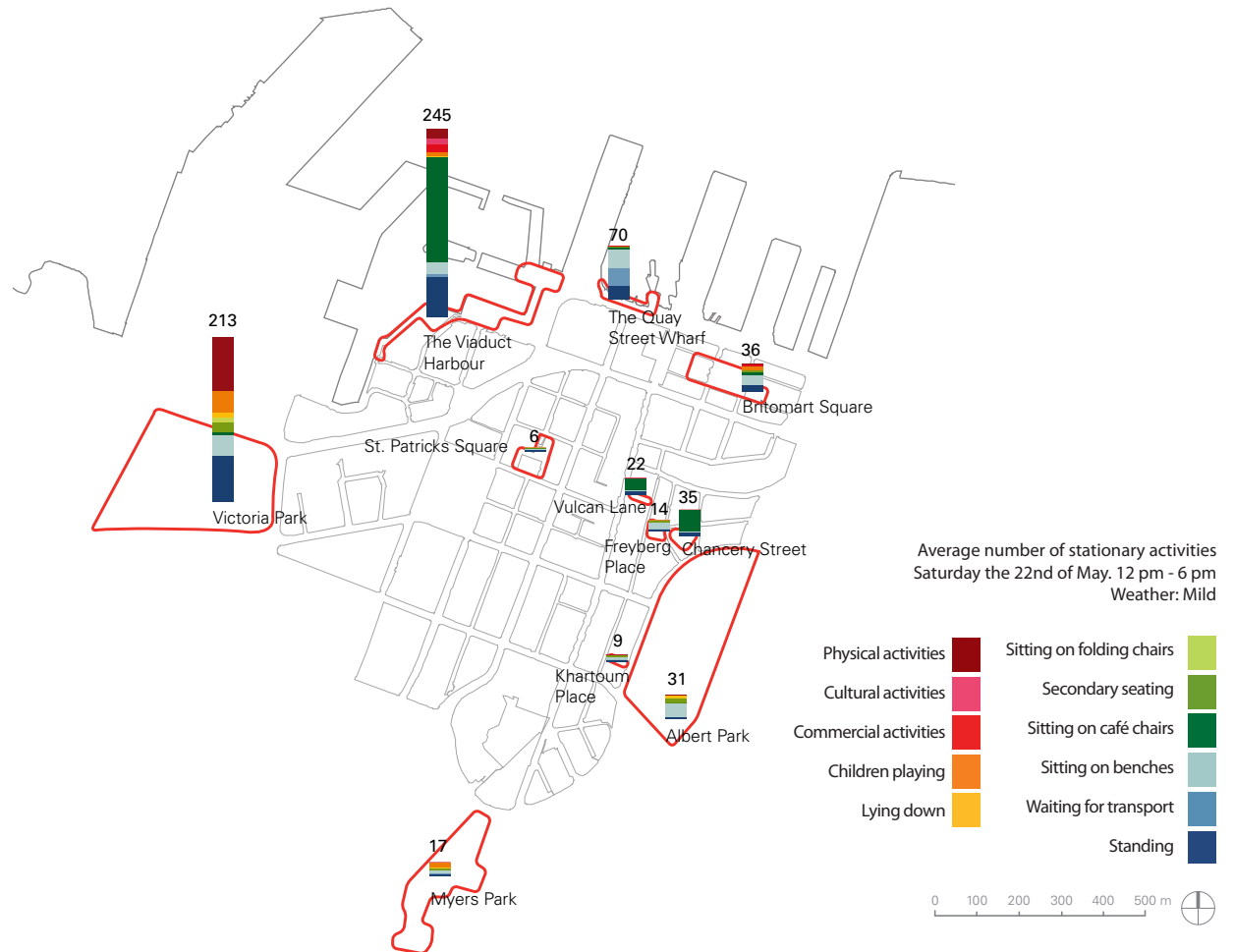
The Viaduct Harbour serves a very different purpose, this is a place to meet for coffee and enjoy the view of the harbour and the presence of other people. In fact, it is one of the few places in the city centre with a quality that allows for a flourishing café culture.

In total, there is actually an increase in activities taking place compared to weekday activities. However, when looking at activities taking place within the city squares (St. Patricks Square, Britomart Square, Vulcan Lane, Freyberg Place, Chancery Street and Khatoum Place), there is a 31% decrease in the stationary activities. This effectively mirrors the 32% decrease in pedestrian traffic during the weekend. People are stopping to rest in the city squares during the weekday, but at other times of the week and weekend, this is not where people spend time to enjoy the city.

A broken waterfront promenade

The waterfront in Auckland has incredible potential to be the center of public life in the city centre. Currently, improvements to the pedestrian environment of the waterfront do little to add to the experience of walking along its edge.

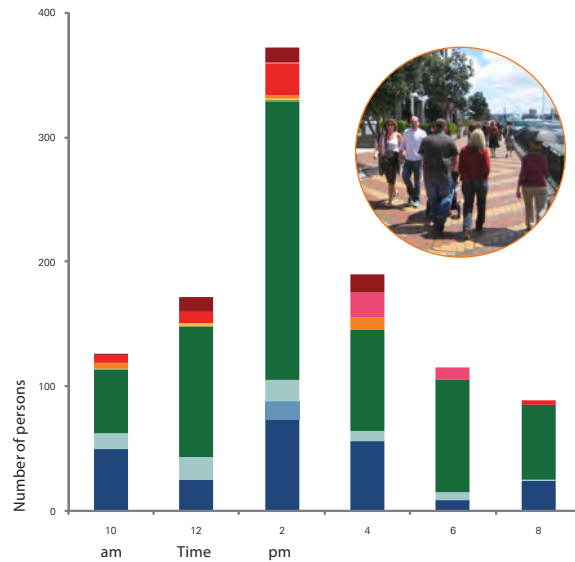
East of Queen Street, the majority of the waterfront is used for port activities and parking. Pedestrians walking along Quay Street and wanting to continue to Viaduct Harbour have to cross the large intersection at Hobson Street. This intersection effectively bisects the waterfront promenade, and as a result, there is a great discrepancy in the volume of stationary activities before and after the Hobson Street intersection.



During the period between 10 am and 10 pm, there were 3,110 activities registered in Auckland's City centre.

The types of activities are distributed as follows:

People sitting on public benches:	17%
People sitting at outdoor cafes:	27%
People standing:	23%
People sitting on secondary seating:	5%
Children playing:	6%
Physical activities:	12%

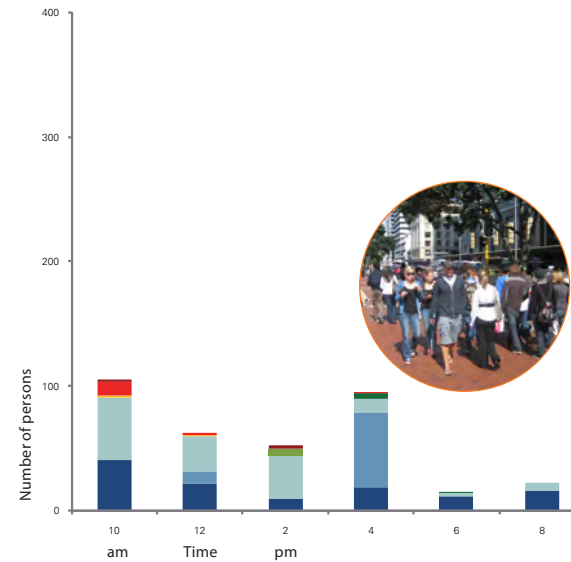


Stationary activities recorded at Viaduct Harbour on a Saturday. The rest of the survey is presented in: Public Life Data page 83

The Viaduct Harbour

Both during the weekday and Saturday, the Viaduct Harbour is the busiest place in the city centre. At any given time from the period between 10 am and 10 pm, there is an average of 136 people sitting on café chairs. The space is a high quality pedestrian environment, with low noise levels, no cars, high quality paving and materials, and a view of the harbour. There is also a decent mix of activities taking place throughout the day, including commercial activities and physical recreation. Activity on the Viaduct Harbour also continues into the night, which goes against the trend throughout Auckland.

The Viaduct Harbour is a perfect model for the level of quality the city should develop along the entire waterfront promenade. The high number of activities taking place demonstrates that the desire for using the city as a public gathering space is very present in Auckland, but the invitation is lacking.



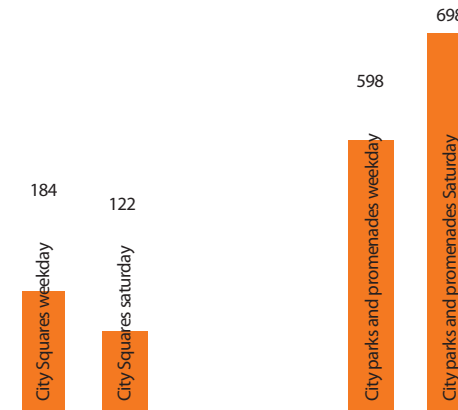
Stationary activities recorded at the Wharf on a Saturday. The rest of the survey is presented in: Public Life Data page 83

The Quay Street Wharf

The Wharf is positioned as a potential continuation of Viaduct Harbour. Currently, none of the activities from the Viaduct Harbour are continuing on to the Wharf. It is busiest during commuting times, in the morning and afternoon. Most of the activities taking place involve sitting on benches and waiting for transport. It is one of the only places besides the Viaduct Harbour where you can sit by the water.

The pedestrian environment along the wharf is heavily effected by high noise pollution from the street. It is also cut off from the city centre by Quay street. the busy traffic along Quay Street creates long waiting times at crossings and inconvenient detours for pedestrians who wish to walk by the water.

Significant patterns



Comparison of stationary activities in parks and squares during the week and weekend

Activity happening outside the squares

From the weekday survey to the Saturday survey there is a 31% decrease in activity in city squares and a 40% increase in park and promenade use. This is due to the fact that the majority of activities taking place in the squares are necessary activities, while optional activities such as picnicking or playing move to the parks where there is a higher quality pedestrian environment. During the weekend, when people have more free time, they tend to use spaces for more optional activities. While squares should serve a different function than parks, they should equally provide for optional activities to take place.





RECOMMENDATIONS

Vision

1

A well connected city

- A city centre in touch with the surroundings
- A city centre network of high quality
- A city centre with a distinct street hierarchy

2

A lively and inviting city centre

- A city centre with versatile public spaces
- A city centre that is vibrant and diverse
- A city centre with an attractive public realm

3

A waterfront city

- A city centre with a world class waterfront

1

A well connected city

A city centre in touch with the surroundings

Today Auckland is an introvert city disconnected from its surroundings by heavy physical and visual barriers.

- The fantastic amenities surrounding Auckland should be easily accessible for the many people living in the city centre and the thousands of tourists visiting Auckland and New Zealand.
- The city centre should be well linked to the residential suburbs by attractive and safe walking and bicycle routes to form an alternative to the use of private cars.
- A 21st century public transport system should be developed to promote more environmentally sustainable public transport options including a system of convenient connections to the city centre among others.

A city centre network of high quality

Auckland suffers from a confined pedestrian network with missing links.

- A continuous City centre network should ensure connectivity to key destinations and provide high quality walking experiences and attractions for pedestrians.

A city centre with a distinct street hierarchy

The streets of Auckland function as traffic corridors!

- A traffic calmed city centre with a new set of street typologies should identify a hierarchy of pedestrian and vehicular priorities to underline legibility and orientation by different identities, characters and use of the streets.



The 'everyday' network

Pedestrians and cyclists are led to and from the city centre by convenient links of high quality with fine staying possibilities along the way.



Bridges as gateways

The bridges create attractive and distinct access to the city centre for pedestrians and cyclists. They celebrate the great views and state the identity of the surrounding districts. Artwork, lighting and scenic elements create distinct entry points to the city.





Waterfront Promenade

An extended and continuous waterfront promenade along Freeman Bay connects different waterfront areas including nearby amenities; Westhaven Marina, Point Erin and Point Resolution. The promenade provides public access all along the waterfront and offers different recreational experiences, both scenic and urban, along the way.



'Green' routes

Recreational routes create a 'green' network linking the city centre to the surrounding unique landscape and parks; Auckland Domain and Mount Eden. The layout raises awareness of the closeness to the amenities and invites people to make use of them.

A city centre in touch with the surroundings

Capitalize on the fantastic amenities

- Make the most of Auckland's unique topography and location close to the sea and its scenic landscape. Preserve and enhance key views and vistas to the water and surrounding scenery and create new vantage points at strategic locations.
- Celebrate the wonderful nearby amenities: Freemans Bay, Saint Marys Bay, Auckland Domain, Mount Eden and other green areas and develop a network of scenic recreational biking and walking routes connecting the city centre to these amenities.
- Ensure that these routes are clearly identifiable and well linked to the city centre network leading straight into the city centre.
- Ensure that links are followed by recognisable elements to ease way finding, these may be interactive or offer various treats and comfort.

Ensure easy accessibility

- Improved accessibility is crucial. The barrier effect of the motorway infrastructure encircling the city centre should be addressed and convenience for pedestrians and cyclists should be stepped up.
- The city centre should be easily accessible from surrounding suburbs: Ponsonby, New Market, Grey Lynn and Parnell by convenient routes giving high priority to pedestrians, cyclists and public transport
- Ensure high quality for pedestrians and cyclists along routes to the city centre with sufficient space for walking and cycling, no obstacles, good lighting in human scale and good paving materials
- Provide dedicated bus lanes to improve efficiency and reliability of public transit service.
- Park and ride facilities should be established at strategic locations outside the city centre to relieve the current traffic pressure from private cars, and to motivate more people to use public transport to get to the city centre.
- Investigate placement of new terminus outside the city centre to avoid bus layovers in the centre.



A city centre in touch with the surroundings



Jogging and cycling along the river.
Lyon, France



Flowers and green create a scenic walking route.
Brisbane



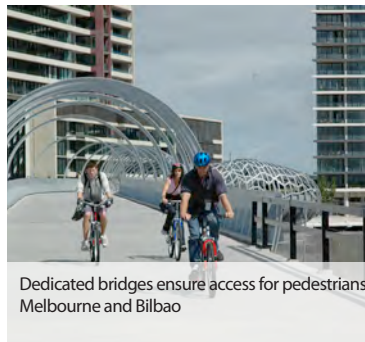
Invitations to play along the way.
Copenhagen



Marking on the paving ease orientation and wayfinding
Lyon, France

Celebrate the gateways

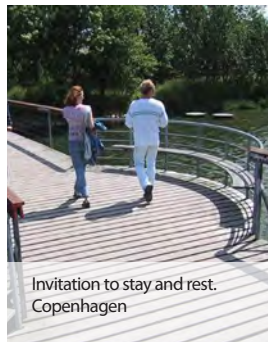
- Enhance the bridges as entrances to the city centre.
- Create strong and attractive arrival points in connection to the bridges. Create a sense of arrival and invite people to enter the city centre.
- The gateways should signal a change of focus to an increased pedestrian and cycling priority. The gateways should also be linked to the city network, both visually and physically. It should be easy to find your way and orient yourself. The focus should be on legibility.
- Investigate how to implement principles developed in the 'Auckland CBD Gateway, walking & cycling study September 2009'.
- The various bridges could be transformed and designed as identity markers for the surrounding districts with lighting, art etc.



Dedicated bridges ensure access for pedestrians and cyclists.
Melbourne and Bilbao



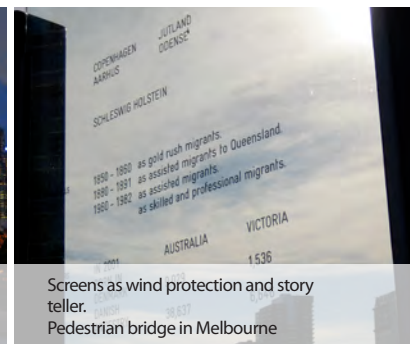
Light at night to support orientation and a feeling of safety.
Copenhagen



Invitation to stay and rest.
Copenhagen



Bridges used as local icons underline local identity and variation.
Copenhagen and Melbourne



Screens as wind protection and story teller.
Pedestrian bridge in Melbourne

A city centre network of high quality

Create a more accessible city centre

- Ensure a coherent network of convenient walking links to key destinations, public transport and major parking facilities.
- Reconnect the city centre to the water with a simple and compact world class pedestrian network.
- Ensure that the pedestrian network facilitates walking loops rather than only walking from 'A to B'.
- Break down traffic barriers and scale down major traffic structures, roads and intersections to provide a human scale.
- Introduce more pedestrian crossings to accommodate desire lines and to escape detours. Simply and clearly marked pedestrian crossings should replace complicated crossings found in the city centre today.
- Remove push buttons and introduce more pedestrian priority phasing signals; equalling signals implemented on Queen Street.
- Put people first and introduce uninterrupted footpath taken over minor side streets.
- High quality walking experiences are characterised by few stops and short waiting times at intersections.
- Introduce two way streets - narrow minor streets may stay one way - to create more flexibility, reduce unnecessary driving and soften the harsh traffic environment.
- Continue to remove left hand turns acting as slip lanes to improve pedestrian priority and safety.
- Create access for everyone to enjoy the city; people with special needs, children and elderly.
- Investigate a parking strategy to encourage people to use public transport; reduce free parking etc.
- Develop and introduce better signs and way finding elements to support accessibility and orientation.



A city centre network of high quality



Pedestrians have the right of way - footpath taken over minor side street. Copenhagen



Direct and clearly marked pedestrian crossing. Copenhagen



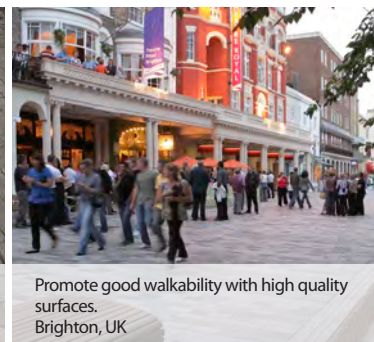
Median create a refuge to support informal crossings. Copenhagen



Dedicated zones for furniture and street elements ensure free space for walking. Melbourne



Reduce differences in level to ensure accessibility for all. Cordoba, Spain



Promote good walkability with high quality surfaces. Brighton, UK



Open ground floors support interaction between function, building and public space. Brighton, UK



Attractive retail units - many units, many doors, high level of transparency etc. Melbourne



Open and inviting frontages - at night time too. Copenhagen

Ensure good walkability

- 'Roll out the red carpet' and invite people to walk to support a new walking culture. Develop an attractive pedestrian network of high quality walking links - both functionally and visually.
- Widen footpaths and ensure adequate room for walking.
- Introduce footpath zoning and remove pedestrian obstacles e.g. clutter as a result of random and unfortunately placed street elements.
- Let footpaths continue across minor side streets to encourage a pleasant walking rhythm.
- Ensure good walking surfaces and outline differences in levels by inserting kerbs.

Support attraction, comfort and safety

- Ensure a network of safe and attractive key walking routes at day - and at night time - with fine lighting and active functions
- Ensure attractive ground floor frontages; rich in detail, exciting to walk by, interesting to look at, to touch and stand beside.
- Create soft edges and let activities inside buildings enrich the street life and vice versa.
- Develop a policy for ground floor frontages, among other things indicating that ground floor frontages attractiveness should relate to the pedestrian network.
- Ensure that ground floors of new buildings are carefully designed to a human scale environment and add quality to the pedestrian landscape in terms of interesting, active frontages with small units.
- Ensure seating options and possibilities for pauses along main walking routes taking the challenging topography into account.
- Ensure that benches are placed in attractive environments with good views and best possible options to enjoy the climate and public life.
- Introduce measures to muffle traffic noise and to lower emissions.

A city centre with a distinct street hierarchy

Create a well balanced traffic system

- Reduce car dominance and create a better traffic balance step by step by means of new street layout and street use aiming to invite people to walk, bike and use public transport.
- Think in terms of 'people' instead of 'vehicular capacity' and put people first in the planning process.
- Ensure that streets are not only for transport, but also for a wide range of more recreational activities as well as forming social meeting places.
- Pedestrian priority should be introduced in various ways thus emphasised and made visible.

Create a legible city centre

- Introduce a street hierarchy in terms of character and identity to improve legibility and orientation in the city centre.
- To give higher priority to the pedestrians and support a better balance between traffic modes a set of street typologies is suggested.
- Ensure a city centre with a greater variation offering different experiences. Develop a versatile network offering a variety of street types; pedestrian streets, pedestrian priority streets and city streets.



Shared space - pedestrian priority streets

Pedestrian priority should be enhanced and made visible to weaken the present car dominance:

- Investigate the possibility of enhancing the number of existing and planned shared space streets into a network of Queen Street by-streets including: High Street from Shortland Street, Lorne Street to Mayoral Drive, Swanson Street to Hobson Street, the link from Elliot Street to Aotea Square, Rutland Street and additionally Federal Street between Wellesley Street and Victoria Street in connection to the 'Sky City'.
- Shared surface streets give, in principle, high priority to the pedestrians. However, a high experience of safety for pedestrians is dependent on the presence of a 'critical mass' of pedestrians. Thus it should be clear who dominates the street and the vehicular traffic must 'slip' along on the terms of the pedestrians.
- Examine the possibility of business along Queen Street to engage with the shared space streets and open up into the by-streets.
- Investigate the possibility of testing the shared space concept in relation larger city events in a 'trial version', e.g. in relation to the Rugby World Cup.



An intimate street where the pedestrians and bicycles are in majority cause to a gentle blend of the vehicular traffic. Strædet, Copenhagen



A homogeneous paving unifies the street and emphasises the street as a shared space. Furnishing and detailing indicates priority of pedestrians. New Road, Brighton



A local connection with human scale and fine details to encourage slow movements and street life. Kalendegatan, Malmö, Sweden

A city centre with a distinct street hierarchy

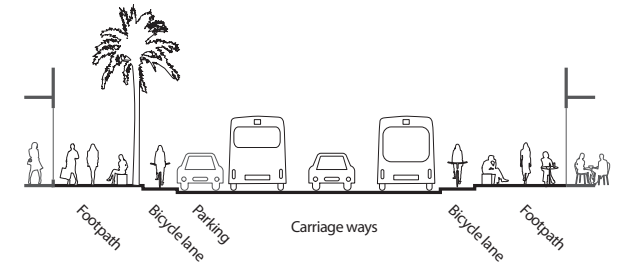
Identify 6 Street typologies

The Main Street focus on:

- Queen Street as a 'No drive-through street', partly closed for private car traffic; prioritising pedestrians, bicycles, public transport and taxis. Private cars are only allowed to drive one block or maximum two.
- Wide footpath with dedicated zones for walking and furnishing ensuring sufficient width for walking; footpath taken over minor side streets.
- Simple and clearly marked crossings along the street supporting desire lines.
- Widespread opportunities for public seating for resting and socialising.
- Dedicated bicycle lanes on each side of the street.
- Street trees adding character and recreational dimension.
- Lighting in human scale ensuring orientation, feeling of safety and atmosphere.
- Short term parking in bays on one side of the street, max. 3 cars in a row.

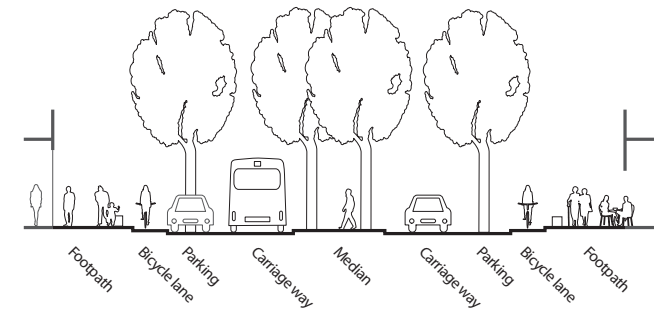


Principle sections



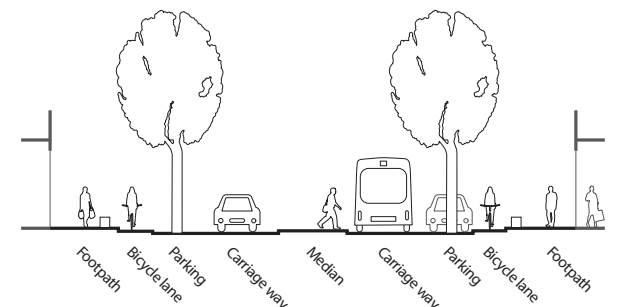
The City Boulevards focus on:

- Custom St / Beach St, Victoria St, Wellesly St, Nelson St, Cook St and Mayoral Drive as connecting green spaces supporting all means of transportation; walking, bicycling, public transport and vehicular traffic.
- Footpath with dedicated zones for walking and furnishing ensuring sufficient width for walking; footpath taken over minor side streets.
- Simple and clearly marked crossings along the street supporting desire lines.
- Opportunities for public seating for resting and socialising.
- Dedicated bicycle lanes on each side of the street.
- Coherent street planting and green medians adding character and easing informal pedestrian and bicycle crossing.
- Lighting in human scale ensuring orientation, feeling of safety and atmosphere.
- Parking in 'pockets', max. 3-4 cars in a row, on both side of the street.



The Urban City Streets focus on:

- Albert St, Wyndham St, Shortland St as urban connectors suitable for walking, bicycling, public transport and vehicular traffic.
- Footpath with dedicated zones for walking and furnishing ensuring sufficient width for walking; footpath taken over minor side streets.
- Simple and clearly marked crossings along the street supporting desire lines.
- Opportunities for public seating for resting and socialising.
- Dedicated bicycle lanes on each side of the street.
- Urban median easing informal crossing and underlining character.
- Street trees adding character and recreational dimension.
- Lighting in human scale ensuring orientation, feeling of safety and atmosphere.
- Parking in 'pockets', max. 3-4 cars in a row, on both side of the street.



Principle sections



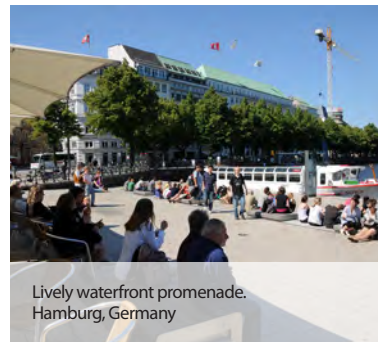
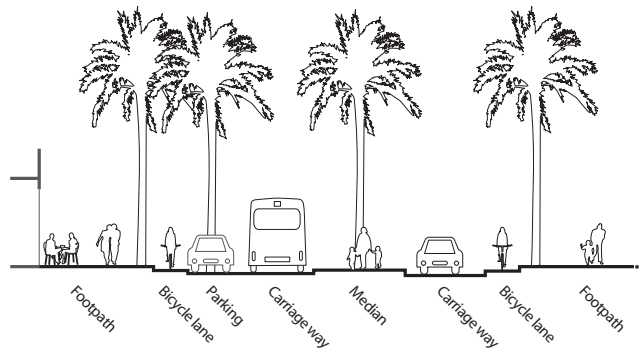
Shared space: Pedestrians, bicycles and vehicular traffic



Inigorated car free street.
Vulcan Lane, Auckland

The 'Fine grain' focus on:

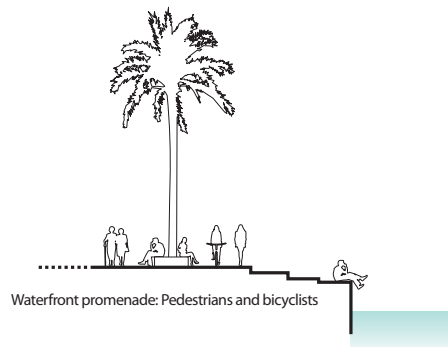
- A network of pedestrian malls and streets as shared space connected to Queen Street with pedestrians, bicyclists and slow driving delivery vehicles traveling in a common area.
- Limited or no thoroughfare for cars along Lorne Street and High Street.
- Wide and clearly marked pedestrian crossings along the streets supporting pedestrian flow.
- Widespread opportunities for public seating for relaxing and socialising.
- Small scale greenery and art to add character.
- Lighting to ensure orientation, feeling of safety and atmosphere.
- Limited short term delivery parking - one at a time.



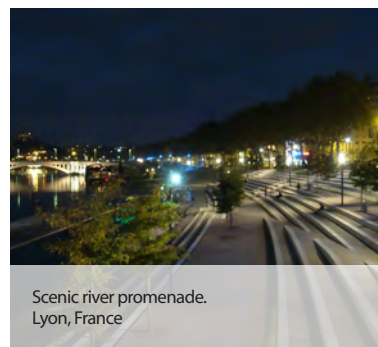
Lively waterfront promenade.
Hamburg, Germany

The Waterfront Esplanade focus on:

- Quay Street as a connecting 'green-blue' urban space with room for walking, cycling, public transport and traffic forming a strong link to the waters edge, piers and Viaduct Harbour.
- Wide footpath ensuring sufficient area for walkers; with car-free minor side streets; footpath taken over minor side streets.
- Simple and clearly marked crossings along the street supporting desired routes for pedestrians.
- Widespread opportunities for public seating for relaxing and socialising.
- Dedicated cycle lanes on each side of the street.
- Trees and water features on footpath and median to add character and a recreational dimension.
- Lighting to ensure orientation, feeling of safety and atmosphere.
- Short term parking in bays on one side of the street, max. 3 cars in a row.



Waterfront promenade: Pedestrians and bicyclists



Scenic river promenade.
Lyon, France

The Foreshore Walk focus on:

- A scenic continuous waterfront route stretching along the entire waterfront allowing walking and cycling along the waters edge.
- Widespread opportunities for public seating for relaxing and socialising.
- Planting to add character and a recreational dimension.
- Various opportunities to experience the water through steps down to the water, dock access, harbour baths or water-related activities.
- Lighting to ensure orientation, feeling of safety and atmosphere.

More details regarding waterfront improvements on page 70

2

A lively and inviting City centre

A city centre with versatile public spaces

Auckland's public spaces do not relate as an internal network and offer little variation in use and programming.

- Auckland has a good base for a lively city, but the city centre has an evident need for a coherent public space network and hierarchy in order to introduce and maintain a strong pattern of city culture and use.
- A good network should 'guide' people through the city centre from space to space.
- The public spaces in Auckland should be for people and not for cars. They should be meeting places and great for relaxing and enjoyment.
- A public space hierarchy, in terms of use and character, should be identified to promote more targeted invitations for urban life.
- The public spaces should be distinct in character to promote different activities and experiences.

A city centre that is vibrant and diverse

The urban life in Auckland City centre today is mainly dominated by people coming to work and shop.

- To create a more lively city public space should be inclusive and provide invitations for a wide range of users to enjoy and have fun in public space.
- The city centre outdoor spaces should invite all user groups through out the day and year.
- A good city should offer good conditions for necessary as well as optional activities to become a lively and wonderful city, a people city.

A city centre with an attractive public realm

The quality of the visual environment has a great influence on the overall quality of public space.

- More distinct character and more detailing and refinement in public space should be provided to create more beautiful and stimulating pedestrian environments.

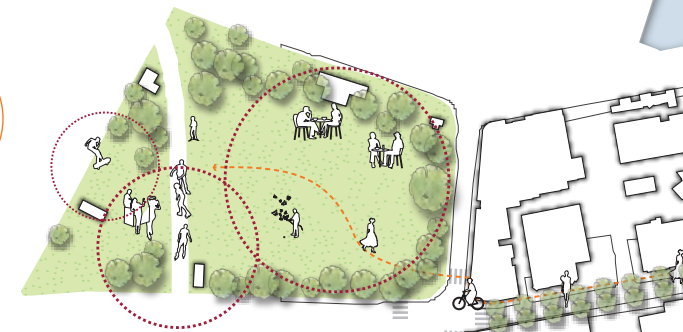
Queen Street - The city's spine

The commercial axis and high street of Auckland. A city destination buzzing with people: shopping, looking in windows or enjoying the street life from a bench or an out door café. An attractive pedestrian connection between Aotea Square and the waterfront.



Victoria Park - Urban playground

The park has a wide range of playing activities for all ages including rugby, climbing walls and swings. Artistic lighting under the bridge gives a distinct atmosphere.



Aotea Square - The city square

A place for festivals, major gatherings and everyday meetings and socialising. Easily accessible with a wide range of opportunities for picnics and outdoor dining.



Britomart Square - The market place

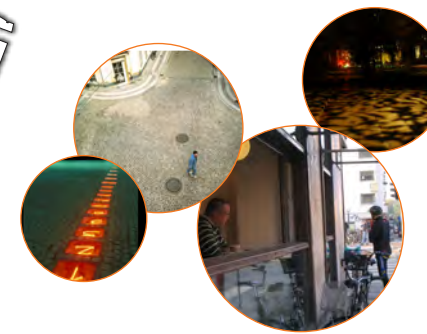
A car free urban space with a daily vegetable and flower market. Stalls offer speciality food, lunch and drinks. During the weekend the square is used for handicraft and flea markets. Public seating and public transport waiting facilities are well integrated in the urban space design. Playful lighting and artistic elements add to the character.



Fine grain in the laneways - The creative link

The intimate lanes form alternative routes and offer a contrast in spatial experience. The library, galleries and cultural institutions characterise the atmosphere with art, installations and on-street activities. Fine paving and delicate lighting underline the innovative and inspiring dynamic identity.

The links relate closely to Queen Street offering public seating, outdoor serving cafés, restaurants, culture and local fashion, as well as to the small urban squares: Vulcan Lane, Khartoum Place, Freyburg Place, St Patricks Square, and Chancery Street.



Albert Park - Art in the park

'Coffee and art exhibitions in the green'. The Art Gallery forms a strong and active part of the park and street life. Interactive art enriches and add new dimensions to public space.



A city centre with versatile public spaces

Develop versatile public spaces

- Introduce a hierarchy of public spaces in terms of identity to strengthen legibility and variation in the city centre.
Upgrade and strengthen each public spaces individual character according to functions and design profile. These profiles should not compete with other aspects of the city centre.
- Identify different types of public spaces to accommodate a wide range of use and activity; some fixed and others more flexible.
- Support overlap in use and interaction to create a more a more lively public space.
- Introduce and integrate playful elements in the urban design to promote new experiences and invitations to stay.
- Promote different functions in adjacent buildings as well as a varied programming of each space.
- Celebrate the different large and small public spaces in the city centre.
- Celebrate the parks, enhance distinctive characters and create multiple choices for use: physical activities, playing etc.

Strengthen the public space network

- The public open spaces should be connected in a network of strong links with fine walking and spatial qualities.
A well functioning network connecting the public spaces in an attractive and inviting way to lead people from space to space through the city.
- Ensure that key destinations are incorporated in the network.
- The public space network should relate to the pedestrian network to support the expansion of the city's 'heart' as it is perceived today.
- Develop a green network to link the green city spaces and parks.
- Identify the network of the various users of the city centre to be able to provide integration and overlap in between and thus promote interaction.



Rambla - promenade with art public seating.
Barcelona, Spain



Innovative laneway.
Tokyo



Green and urban main street.
Melbourne



Urban oasis.
Lyon, France



Activity square.
Barcelona

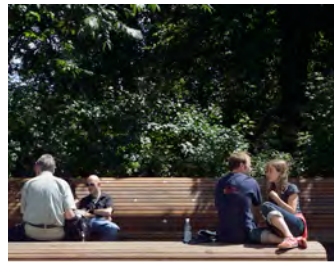
A city centre that is vibrant and diverse

Plan for various use and activities

- The fixed - necessary activities
 'The things that people have to do': go to school, go to work, wait for the bus, shop etc. These activities take place independently of the quality of the public space - because they are necessary activities. Even though the necessary activities take place regardless - it is important to create comfortable city spaces because the daily movement influences our well-being. It is important to provide comfortable, practical and pleasant public spaces protected from the elements. Good conditions for walking and cycling and proximity to public transport will invite more users to use these means of transport.
- The optional activities
 'The things people choose to do, because the public space is inviting': activities people are tempted to conduct because the climate, the surroundings or the specific place is attractive and in general invites them to stay. The optional activities fail to happen if the public space is of low quality and is perceived as deserted and unsafe. A good city is characterised by a wide range of optional activities. People arrive in the city - find it attractive and choose to spend longer than planned.
- The Fleeting - planned activities
 'The activities people deliberately plan in public space': a growing number of activities are planned to take place in the outdoor public spaces. Events and happenings, festivals, political demonstrations, parades, art exhibitions, dancing lessons, fun runs etc. are all activities that can take place in the public spaces; they enrich the space and contribute to the liveliness and diversity. Thus when planning and designing the public space it is important to leave unprogrammed space for flexible use and impulsive activity.



A good city provides good conditions for the many necessary activities and will retain and strengthen these activities over time.



A good public space can always be recognised by the fact that many people choose to spend time in it.



Events and happenings attracts people and coincidental passers-by are tempted to stay longer than planned.



A city centre that is vibrant and diverse

Work towards a multifunctional city centre

- Encourage a good distribution of functions in the city centre. Strive for a mixture of functions within every district and each urban block.

Invite all user groups

- Ensure invitations for all user groups and promote the city centre as a destination for recreation.
- Create more opportunities for physical activities for all ages in the city centre.
- Improve offers for the high number of people living in the city centre; especially children and families.
- Create more invitations for students and people working in the city centre to stay after hours.
- Develop more invitations in public space for the elderly, both physical activity and more passive activities. Invite 'coffee & knit' clubs to locate at ground floors in central streets where they are visible.
- Introduce 'side-by-side' activities to support interaction e.g. invitations for children in connection to areas for outdoor serving.
- Create a good balance between commercial staying activities and public seating possibilities in the public spaces. Provide public benches for formal seating where needed especially along steep streets and along key connections with a bench for resting every 100 metres at the least.

Promote alternative use of spaces

- Temporary interventions can be a way to invite people to spend time in the city, and inspire people to rethink how streets and squares can be used.
- Events and temporary measures can also contribute to creating a dynamic and exciting city environment.
- For the best results events should be coordinated with special activities that engage the local community and invite public involvement.

Create a diverse and lively city centre

- Invite all user groups to use and enjoy the city to support a 24-hour vibrant city with activity through the week and year.
- Ensure that the key pedestrian links and public spaces encompass functions and uses that overlap in time to create life and attractions.
- Provide public transport that supports a 24 hour city by increased peak hours in the evening and by extended weekend services. Ensure that links to and from the public transportation nodes, and the nodes themselves, are safe at night with high quality lighting and the presence of people
- Promote that ground floor facades along key public spaces are active and transparent to enliven the public realm, especially within the enlarged heart.
- Invite people to stay in the city after working hours, at night and during weekends by encouraging cultural and recreational activities.
- Encourage evening activity along key connections in areas where people are compelled to go because of public transport or parking facilities e.g. Britomart Square and the waterfront. Likewise in areas with functions that cater for evening audiences (e.g. Aotea Square and Queen Street).
- Make better use of Auckland's public spaces; Aotea Square, the waterfront, Britomart Square, Lorne Street and High Street and invite people to populate the public spaces all year round.

Ensure a feeling of safety

- Encourage a mix of functions to create an active City centre where many people can meet and interact to contribute to a high comfort level and a general feeling of safety both day and night. Evening and night activity encourage people to stay out and thus support passive surveillance - 'eyes on the street'.
- Develop a lighting strategy for the city centre. The lighting of the public space serves various purposes:
 - 1: Overall lighting to provide general safety and orientation.
 - 2: Lighting to create a pleasant pedestrian landscape.
 - 3: Delicate effect lighting to add new experiences and atmosphere.
- Develop a 'night time network- connecting key destinations in a secure and inviting network. Night time destinations, such as theatres or restaurants, should be connected to public transport hubs by well lit streets, active ground floors or 'eyes on the street'.



Plan for activity all year round.
City Hall Plaza, Seoul



Recreative and cultural activities need to be strengthened in order to attract more people during the weekends. Harbour Park Copenhagen



Health and physical activity is becoming more important. Provide more opportunities for active recreation. Copenhagen



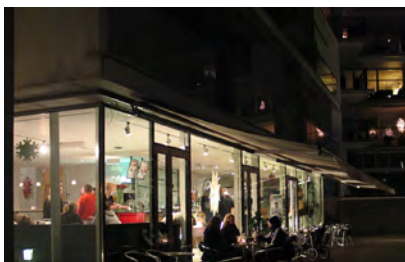
Encourage more opportunities for relaxing in the public spaces on a daily basis. Bryant Park, New York



Plan for more activities for young people, and support overlap with other types of activities. Copenhagen



Playgrounds may have high sculptural value and thereby add quality to the city as well as providing playing options. Sappora, Japan



Provide ground floor uses with long opening hours along key connections. Malmö, Sweden



Activate the public spaces in the evening, e.g. bars and restaurants, cultural activities, events. Hobart



Encourage activities for elderly in the city. Sydney, Australia

A city centre with an attractive public realm

'Greening' the City

- Develop a 'Green' strategy.
- Intensify the urban greenery and introduce more street trees.
- Supplement street trees by flexible planting elements and introduce temporary greenery in selected spots, e.g. on Britomart Square.
- Use temporary greenery to support festivals or other public life programs.
- Combine the temporary greenery with artwork and let 'green artists' play with the various elements.
- Use different types and species to create individual identities for different streets and areas.
- Connect the green amenities in an easy, accessible green network.
- Ensure that the parks are part of the city event programme.

The 'Blue' city

- Celebrate Auckland's scenic location by the water, and Auckland as a harbour city. Develop a 'Blue' strategy.
- Introduce artistic water elements. Use water in its various shapes - mist, fog, ponds, stream, waterfall as playful elements for passers by to engage with.
- Celebrate the history; investigate the possibilities for opening the historic pre-colonial stream in Queen Street. This has been done in several cities throughout the world with immense success, and a great beautification of the city centre (eg. Arhus, Denmark).
- Introduce more historic water references in the city centre. Develop new ways to celebrate the old streams through artwork, lighting, artificial streams, fountains etc.
- Introduce larger water installations where traffic noise should be muffled.

Improve the visual quality

- Develop a paving strategy and toolbox for paving solutions, emphasising quality paving in public spaces.
- Develop a catalogue of street furniture and outdoor serving equipment to generally raise the quality.
- Develop a catalogue of quality urban elements: tables, chairs, umbrellas, sandwich boards etc., that can be rented or bought from the city.
- Introduce limits for the use of commercial elements such as signs, goods on display, elements on footpaths, advertising boards etc.
- Ensure that kiosks and pavilions are well placed and add to the visual quality of the public realm.

Develop a lighting strategy

- Develop a lighting strategy - The 'City by Night' - to ensure that pedestrian routes and main public spaces are well lit.
- Develop standards regarding basic functional lighting for pedestrians to ensure safe and comfortable passage through the city. Include principles for transparent and lit street frontages and lighting of entrances to buildings.
- Develop strategies for artistic lighting to enhance connections, special identities and spatial characters. Develop lighting schemes to emphasize heritage buildings and landmarks.
- Apply artistic lighting to stage individual spaces, buildings and areas, making the city centre an exciting and intriguing night time destination.
- Invite artists to create light installations that can change the spaces at night in a playful manner. Work with lighting points in the pavement or other directional means to indicate key pedestrian routes or links to nearby destinations.

Develop art programmes

- Let the city centre have that 'little extra' to create surprises and extraordinary experiences.
- Develop principles from 'Art in the central business district' into dynamic programmes for art interventions in specific areas; e.g. Britomart Square, Lorne Street and High Street etc.
- Invite different artists, the galleries and the Art Museum to create art and installations, permanent or temporary in public space to engage passers-by.
- Encourage art as an integrated part of the street layout or design of public squares, introduce playful and interactive elements and artistic lighting to create new experiences at night.

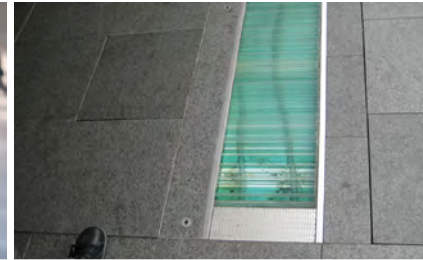
A city centre with attractive and inviting streetscapes



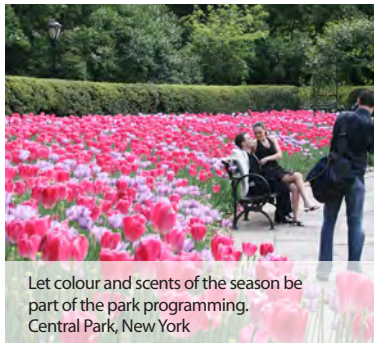
Water and light in a beautiful context.
Copenhagen



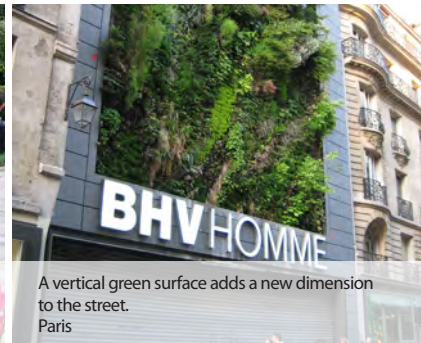
'Misty mornings' - stream as an artistic interpretation of water.
Copenhagen



Introduce more references to the pre-colonial streams, and develop a wide range of 'memories'.
Queen Street, Auckland



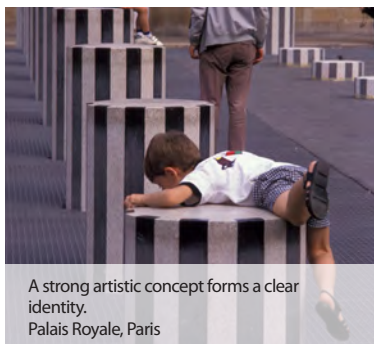
Let colour and scents of the season be part of the park programming.
Central Park, New York



A vertical green surface adds a new dimension to the street.
Paris



A significant paving pattern unifies the space and emphasises a specific identity and character.
Copenhagen



A strong artistic concept forms a clear identity.
Palais Royale, Paris



Art can be installed on all dimensions
Oslo, Norway



Consistent furniture of high quality. Good detailing is essential for more people to spend more time in the city centre.
Brighton, UK

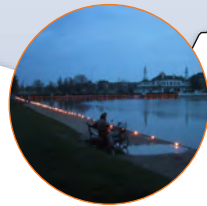
3

A waterfront city

A city centre with a world class waterfront

A vibrant and inviting waterfront as a key amenity is an important element in attracting people to live, work and visit the city but is also beneficial for the image of the city as a whole. Today, Auckland's waterfront is disconnected from the city centre by physical and visual barriers and much attractive space is used for non-public functions.

- Yachts and pleasure boats in their thousands characterise Auckland harbour and waterfront giving the city the name 'the city of sails' - but there should be more to it. Auckland's unique setting should be celebrated. More people should be invited to enjoy the water in all its aspects.
- The waterfront should be developed into a connecting public space of high urban quality for both daily and recreational life; active and inviting throughout the day and year for both local residents and visitors.
- Attractive links should direct people to the water and reconnect the city to the waterfront.
- The Viaduct Harbour has great potential to become the city's 'seafood dining room' and should be developed.
- A wide range of water related activities should be brought to the waterfront to highlight the fantastic location of Auckland.



Poetic lighting along the water's edge



The 21st Century Water Park

Plenty of invitations and facilities to support recreational and physical activities such as public bath, beach volley, 'on-land' surfing, fitness & workout trails etc.



Fish Market

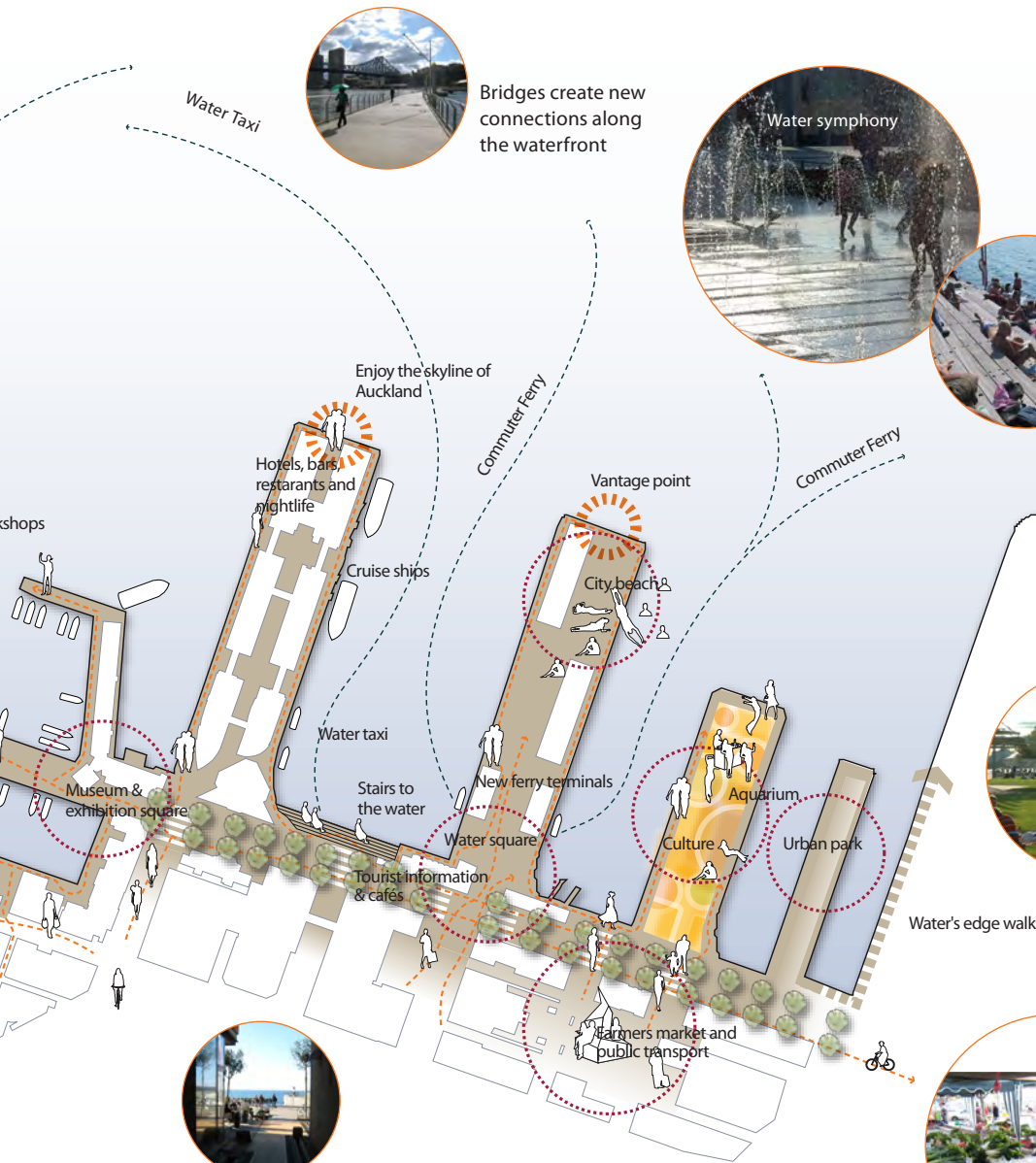
Open the Fish Market to the surroundings and develop fine outdoor dining spaces close to the water



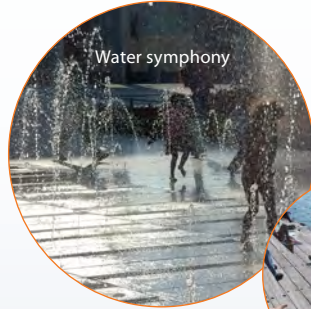
Viaduct Events Centre

A new waterfront landmark. A multi-purpose facility hosting exhibitions and meetings.

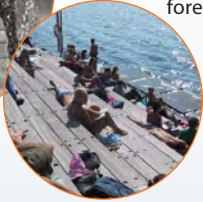
A world class waterfront



Bridges create new connections along the waterfront



Water symphony



Water Square

A water square forms a new anchor point for Queen Street at the waterfront. Water features activate the new meeting place and stairs allow close contact to the water. The square acts as a forecourt to the Ferry Terminals.



City beach with sand and loungers.



Urban Park

An open green area close to the water invite for more recreational activities.



Enhance the views to the water

Daily farmers market at Britomart Square offers delicacies to office workers at lunch and after hours.



A city centre with a world class waterfront

Develop the waterfront into a city destination

- Celebrate Auckland as 'The City of Sails'
- The waterfront should be developed into a true city attraction for all Aucklanders.
- Develop Queens Wharf and Captain Cooks Wharf into new inviting inclusive public meeting places with focus on culture and urban recreation.
- Create a 'water' square as a new anchor point at the end of Queen Street in close relation to the ferry terminals.

Create a connected waterfront

- Extend the present waterfront promenade and develop a continuous and pleasant foreshore walk from Point Resolution Park in the east to Point Erin Park and Westhaven Marina in the West.
- Provide public access along the waterfront with priority to pedestrian and bicycle traffic.
- When developing the waterfront, the spaces need to be comprehended as a whole.
- Create different types of waterfront routes and connect missing links with new bridges.
- Create destinations and attractions along the waterfront and add new experiences and activities.
- Create diverse spatial experiences along the waterfront.

Extend the city waterfront and broaden the offers

- Develop the Wynyard Wharf as a multifunctional area with a mix of city functions and housing.
- Create a '21st Century Park' at Wynyard Wharf with focus on active health - recreation and physical activities in relation to the water.
- Ensure integration with the city centre and develop attractive pedestrian and cycling links between the Wynyard Wharf and the centre.
- Study the possibility of living 'on' the water in houseboats.

Ensure connections to the water

- The waterfront should be easily accessible through inviting links from the city. The access points within the existing structure should be invigorated to strengthen the connection to the waterfront.
- Ensure integration with the pedestrian network in the city centre.
- Maintain visual corridors and celebrate and enhance views to the water when developing the waterfront and in the CBD.
- Turn Quay Street from a barrier into a connecting urban space.
- Improve the Hobson Street link to the waterfront by removal of the flyover. Develop a more pedestrian friendly streetscape to support easy and pleasant access to the water.
- Redevelop the 'Downtown Car Park' and investigate change of use to reduce the high number of parking spaces in the city centre and promote more attraction and diversity.
- Introduce new vantage points at strategic locations - towards the bay and the city skyline.
- Introduce artistic features referring to the water and Auckland as a waterfront city in the public realm.

Let the life flourish by water

- Create more public spaces and improve invitations to stay.
- Introduce a mix of functions and invite a more diverse public life.
- Invite people to populate the waterfront at all times.
- Introduce more water related activities - physical activities, more invitations for families and children, recreational facilities and more cafés with outdoor seating.
- Create possibilities to get close contact with the water by stairs, lower level decking and floating elements.
- Create walkways where people can view water related activities - yachting, fishing and harbour related activities.
- Introduce more and more equally spread public seating.
- Buildings along the waterfront should have open and active frontages towards the water.



The waterfront promenade should allow a variety of types of promenading.
Toronto



Steps and low level decking form an attractive access to the water.
Malmö, Sweden



Public benches along a continuous boardwalk provide passers-by with a rest.
Waterfront, Toronto



Footbridges form a complete water-walk connecting the piers.
Melbourne



Renew the staying options along the waterfront.
Copenhagen



Develop invitations for a wide range of water activities.
Copenhagen



Water stream in a pedestrian street.
Freiburg, Germany.



A playful 'water' square in connection to the promenade.
Place de Terreaux, Lyon, France



Fresh seafood market.
Pike Place Market, Seattle





Turning a city around Copenhagen, Denmark (1.3 Million inhabitants in greater Copenhagen)



Policy profile

- Copenhagen's step-by-step policy covers a zone where a series of policies are applied to create better conditions for soft traffic and people on foot.
- Public spaces are seen as a network of streets that link with public transit and a series of piazzas or squares that open up for different activities and urban recreation.

Distribution of public space projects

- Early projects were all in the historic core of the Inner City. Later, local spaces in the outer districts of the city were developed and, more recently, new spaces have been established along the waterfront.

Public spaces and traffic

- Bicycle lanes and bicycle priorities in different forms have been applied throughout. Access to the Inner City is possible by car but driving through is restricted, so walking or cycling is easier.
- In the Inner City most of the public spaces are part of traffic calming measures and a series of different types of street designs have been applied from pedestrian-only, to pedestrian-priority streets and to streets with other limitations for driving.
- No new parking structures have been established in the Inner City for some years and kerb side parking has been reduced by an average of 2-3% annually. Surfaces have been converted to accommodate other people-oriented activities.

- New metro lines have been built recently to give better access to the Inner City from some of the new development areas of Orestad, a new town being built close to the city centre.

Types of public spaces

- The new public spaces in the Inner City consist of renovated existing "rooms" in the historic city, all with a modest and fine human scale. The spaces are mainly streets and squares, which through time have got different functions as "living rooms", "dining rooms" for staying activities or "corridors" for strolling along as part of urban recreation.

Organising the task

- For many years the design of public spaces has been taken care of by the City Architect's office, while the City Engineer's office, paved and maintained them. In recent years the organisational structures at Copenhagen City Hall have been reorganised and an office established especially for public space design and policy.

Process

- The policies have been emerging gradually from early experiments with the first pedestrian streets in the 1960s to the 1980s, where consistent and coordinated policies were formulated.
- Copenhagen has changed gradually through the last 30 to 40 years, from a city dominated by cars to a city centre for daily life for people on foot.

Results

- Copenhagen's Inner City has gained the reputation of being a fine place for urban recreation, where each new step has increased the quality for people on bicycles and on foot. These qualities of life are part of

the reason that a growing number of people want to live in the centre of the city, where new housing has been built along the harbour fronts. Copenhagen has also experienced a general development from the first pedestrianisation years, where public life revolved around walking and shopping, to a more developed city culture where the number of mixed activities increase and where people spend four times as much time as before the redevelopment schemes started. The public money invested in renovating public spaces has been paid back through an increased number of tax payers in the city - more residents - and an increased turnover for city-based businesses. The general image of Copenhagen has changed towards a much more attractive city as a base for larger corporations and businesses in general.

Democratic and pioneering public space policy Barcelona, Spain (3.5 million inhabitants in greater Barcelona)



Two different occasions and policies:

1. A democratic society and public spaces

- The policy to create new public spaces for free meeting and talking was formulated in Barcelona after the fall of the dictatorship of General Franco. The new democratic government that came to power in the first free elections in 1979 promoted new public spaces to give inhabitants immediate improvements in living conditions and open up democratic discussion.

2. The Olympic Games and the city plan

- The Olympic Games in 1992 were used as a great opportunity to make large-scale improvements to the city. Investment was used to drive development of the city plan, where unfinished parts were completed and derelict industrial sites were transformed into new city districts. In this way, Barcelona got new sports arenas and a new district of housing with a leisure harbour connecting new city districts to the beach along the coast.

Public space policy profile

- Barcelona has been pioneering public space policies, where a great number of imaginative new designs have been applied across the city.
- New public spaces in each neighbourhood for people meeting, talking, discussing, playing and unwinding.
- The public space policy has been called “projects versus planning” as it turned the traditional planning methods upside down by focusing on what independent small projects can do for a city district - and for a whole city. Instead of waiting for the grand coordinated master plan to be developed, the city has been implementing public spaces - even where no spaces existed - by tearing down derelict buildings, using old railroad yards, or renovating existing spaces. Without any great need of coordination, these projects improved the city for inhabitants.
- No standard designs but “tailor-made” solutions place-by-place, involving a great number of local architects.
- With the slogan “the gallery in the street”, contemporary sculptures have been an integrated part of the public space programme with the dual intention of giving each place its unique character and to create discussions between local people.

Distribution of public spaces

- Hundreds of projects on many different scales, from major parks to local piazzas, or just a little corner with a couple of trees and a bench standing on a fine new urban floor, are spread over the whole surface of the city. It functions like a kind of urban acupuncture, where the whole body of the city becomes better without a great need for coordination of projects.

Public spaces and traffic

- Initially the public space policy was not an integrated part of any major traffic plan. In most cases, projects were made without taking space from driving and only a few of the many spaces have underground parking garages as part of the new designs. Later, projects with more traffic and parking emphasis have been emerging, such as parks on top of freeways.

- Barcelona has developed a wide range of public space types from small hard scapes in the form of piazzas, to large parks that function like “green oases”, often established on derelict land or former industrial sites. Promenades and other types of new interpretation of the rambla motif are frequent as well as a series of spaces dominated by gravel and soft shapes, mostly for playing. In this city with high density in both building mass and in traffic volumes, all the different types of open spaces are highly appreciated.

Organising the task

- The city created a new office called Servei de Projectes Urbans to work with new projects in the 10 city districts. Meetings are held with local people in each district as part of the process, and architects at the office coordinate the technical and administrative aspects of the project. There are a large number of local architects from private practice working in collaboration with - and doing projects for - the office.

Process

- The new democratic city council selected Oriol Bohigas as a city councillor for urban design. Bohigas was both the director of the School of Architecture and partner of a major private practice, and he formulated the general approach. The results show an interesting relation between the public and private sectors, as the public investments in new city spaces were followed up by property owners renewing surrounding buildings. The early projects were designed after architects' competitions and later the office for public space design was put into place to work continuously with the projects.

Results

- The idea of reconquering public spaces was formulated in Barcelona as a political idea of providing democratic space as well as a vision for re-creating the art of making public spaces. Nowhere in the world can the viewer see so many different examples of new and experimental designs of parks, squares and promenades in a single city as in Barcelona.

Urban transformation into a place for people Melbourne, Australia (3.6 Million inhabitants in greater Melbourne)



Policy profile

- The City of Melbourne's design philosophy was first outlined in the 1985 Strategy Plan that called for the city to build on its existing strengths in a manner that reflected Melbourne's local character, while diversifying uses within the central city to transform it from a central business district to a central activities district. Melbourne's existing strengths and physical patterns were identified and later elaborated upon in Grids and Greenery. Published in 1987, Grids and Greenery provided a vision for the future of Melbourne.
- Alongside its early strategic vision and directions, the Council developed urban planning and conservation controls, broad-perspective master plans and guidelines, as well as detailed action plans, streetscape plans and street furniture technical notes. The Council also instigated retail, events and arts policies and programs, as well as strategic initiatives and project partnerships including Postcode 3000 to encourage residential living back into the city.

Distribution of public space

- Since 1985, the City of Melbourne's urban design programme has been implemented throughout the municipality, although high-profile projects have generally been concentrated in the central business district, Southbank, and most recently, Docklands.

Public space and traffic

- A principal objective of Melbourne's urban design programme has been to reduce car dominance in the street while establishing a more inviting public realm for people. To achieve this, the Council has undertaken an incremental but consistent process of pedestrianisation through the installation of high-quality bluestone paving, street furniture, trees, newsstands, and kiosks, complemented by a policy for more active street-level building frontages. Such physical improvements have created a safer, more inviting and engaging public realm. The area of pedestrian space has increased through footpath extensions, most significantly in Swanston Street and little streets such as Flinders Lane. Temporary lunchtime road closures provide pedestrians with a less congested through-route in Little Collins Street.
- In addition to improving public space for walking and social interaction, Melbourne has sought to promote sustainable transport alternatives to reduce emissions and traffic congestion, and to ensure the public realm is inclusive and accessible to all people. While streets within the city centre do not have formally dedicated bicycle lanes due to the competing demands for road space, the closure of Swanston Street to daytime through-traffic has established it as a popular north-south cycle route.

Types of public space

- The City of Melbourne has aimed to enlarge the public realm and pedestrian networks with a broad range of public space types through: (1) the establishment of main public spaces such as Bourke Street Mall, City Square, Federation Square, and waterfront promenades including Southgate; (2) small-scale spaces established by re-claiming surplus road space; and (3) works to upgrade existing streets and laneways.

A standard suite of materials and furniture

- The City has created standardised designs for a wide range of street furniture in order to improve streetscape amenity with attractive, durable, functional and unobtrusive elements that complement the urban culture, character and significance of each street.

Melbourne's bluestone pavement program, founded on the city's traditional materials, has ensured that repaving successfully fits into both contemporary and historic settings.

Process and organising the task

- In the 1980s, Melbourne's citizens spoke out about the slow destruction of their city. Inappropriate international style developments, the invasion of the automobile, destruction of heritage areas and general decline of the central city saw new political forces emerge at both a State and Local Government level. Their success at the polls allowed them to reset the agenda for Melbourne.
- Commencing in 1985, the City of Melbourne's urban design department developed a comprehensive planning and design policy framework that defined a simple vision to transform Melbourne's ailing central business district into a central activities district, while retaining the physical characteristics that were distinctive to Melbourne. This vision was adopted and has been gradually implemented through ambitious but achievable targets over the past two decades.
- Using in-house professional skills, the City of Melbourne has worked to lead rather than just manage the city's transformation. It has mastered the art of successful partnerships and directed the resources of other levels of government and the private sector towards improving the public realm through such projects as Federation Square and QV.

Results

- The Council's urban design program has been instrumental in inspiring, directing and accelerating the process of revitalising Melbourne through a gradual but consistent transformation of streets, lanes and other spaces into public places that are engaging and diverse. This is evident from population and economic growth. Since 1994, there has been a staggering 830% increase in city residents, and this has been accompanied by a significant rise in pedestrian volumes and the number of people choosing to spend time in the public realm. The follow-on effects include revived street use patterns as the community utilises the city as its recreational, retail and entertainment base, and this has been highly influential in creating a more vibrant, safer, and sustainable 24 hour city.

Poetic, coordinated and social public space policy Lyon, France (1.3 million inhabitants in greater Lyon in greater Lyon)



Policy profile

- The public space planning is coordinated with social policy with the aim of creating “a city with a human face” and a city for all its inhabitants. Equality and balance between projects in the Inner City and in suburban districts are underlined, for instance by giving the same architect the commission to design public spaces in both the centre and the suburbs.
- Three different types of plans have been developed: A green plan, which focuses on the city’s public spaces, a blue plan that deals with the way the city meets the rivers, and a “yellow” plan, a lighting plan. The latter addresses the character and quality of lighting of monuments and other buildings as well as the streets, squares and parks. It is also a tool for collaboration between the public and the private sector in relation to the quality of lighting in different locations.
- Lyon is actively supporting smaller shops in the inner city by stopping all further development of out-of-town shopping centres.

Distribution of public spaces

- Projects are spread over the city, with a balance between the Inner City and suburban districts.

Public spaces and traffic

- In order to create a human face to the city, the traffic policy is aiming at putting car parking underground. Many of the renovated spaces in the centre of the city have 4 to 6 stories of parking garages under the car-free surface of the public space. A partly public and private firm has been established to build and run the new parking structures.
- New lightrail lines and a metro are giving alternative forms of transportation.

Types of public spaces

- Most of the renovated public spaces in the Inner City were existing “classical rooms” in the historic city fabric, whereas the spaces in the suburban districts were “free floating” spaces between high-rise housing blocks. These suburban spaces had to be redefined and redesigned for new uses, thus creating new types of public spaces.

Fixed set of materials and furniture

- A “Lyon vocabulary” of materials to be used in the spaces has been developed, particularly to underline the identity of the city but also to limit the number of materials to be maintained. To stress the equality between different districts, the same street furniture can be found in suburban housing projects as well as in central city spaces.

Organising the task

- The city created two new organisations to cope with the coordination of public space policy. On the political level an organisation called “Group de Pilotage Espaces public” was formed, headed by the mayor. This group, with representatives from all departments involved in the process, meets once or twice a month. A parallel interdisciplinary organisation called “Group Technique de Suivi”, with experts from all departments, is meeting every week to prepare and coordinate the technical and practical sides of the implementation of the plans.

Process

- As a response to the deteriorating quality of the public realm under the pressure of a growing number of cars entering the city centre, combined with social tension between suburbia and down town, one of the mayors, Henry Chabert, formulated the policy to create a city with “a human face” (or surface) in 1989.
- Poets and other artists have been asked to generate the spirit of the place, the genius loci, before the brief is given to the architects or landscape architects who were designing the spaces.
- A large number of public meetings and interaction with the local people are other characteristic elements of the process, which has also aimed to create a good interaction between the private and public sectors.

Results

- Lyon suffered an industrial decline in the 1970’s, but has reformulated its role and become a very dynamic city. The policy has changed the appearance and image of the city, with a large number of high quality public spaces.

Urban transformation into a place for people New York, United States (8,274,527 Million inhabitants in greater NY city)

The process of getting started

Public life survey in New York

- In 2007, as a part in the PlaNYC, a long term plan to create a greener, greater New York started. New York City DOT contracted with Gehl Architects to conduct public life surveys of selected sites around the city. Gehl's data provides information on where people walk and what they do when stationary, either as part of daily activities or for recreational purposes. Gehl Architects also analysed the quality and condition of outdoor seating, the quality of paving materials, construction-related impacts and other qualitative factors that affect the public realm. Results from the public life survey helped formulate much of New York's strategy for improving streets as public spaces, and can serve as a baseline against which future surveys can be compared.



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The vision

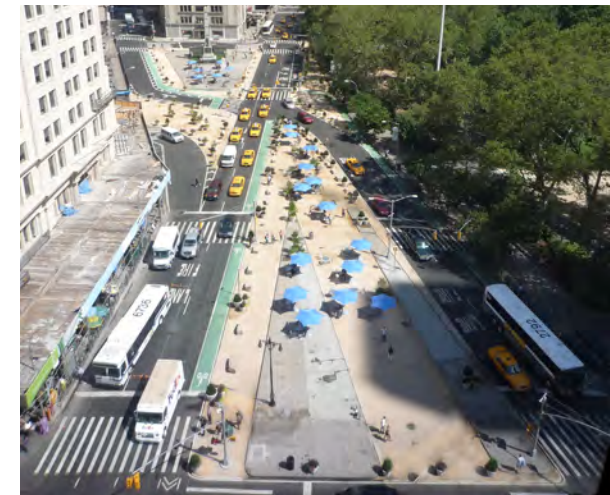
- One of the challenges PlaNYC poses to city agencies is to "re-imagine the City's public realm" — to develop an urban environment that transforms the streets and squares into more people-friendly places. This is to be done through new initiatives such as; Broadway Boulevard, the Public Plaza Program, Coordinated Street Furniture, Summer Streets and initiating the beginning of a 1864 miles (3000 km) city-wide bicycle network.

The process

- The process in New York has been gradual: first reclaiming the space from automobile use whenever possible, simply by laying out coloured asphalt and furnishing the spaces with chairs, tables and umbrellas and creating protection from passing cars by introducing a heavy green planter. Later, process will include upgrading to more permanent materials and creating an activities and identity program in the existing spaces on Manhattan but also expanding the programme to all of New York's five boroughs.
- See example of the Madison Square transformation.



Madison Square, September 2008, with new surface, flower pots and a café, transformed into a recreational space.



Madison Square, September 2008 seen from above.





PUBLIC LIFE DATA

Method

Pedestrian counts and observations

The purpose of this study was to examine how public spaces are used. It provides information on where people walk and stay either as part of their daily activities or for recreational purposes. This can form the basis for future decisions on which streets and routes to improve, to make them easy and pleasant places to visit, and not just act as traffic conduits. The study also provides information on how many people sit, stand or carry out other stationary activities in the city and where they do it. These stationary activities act as a good indicator of the quality of the urban spaces. A large number of pedestrians walking in the city does not necessarily indicate a high level of quality. However a high number of people choosing to spend time in the city indicates a lively city of strong urban quality.

How the data was collected

- Counting pedestrians
- Surveys of stationary activities (behavioural mapping)

Study areas

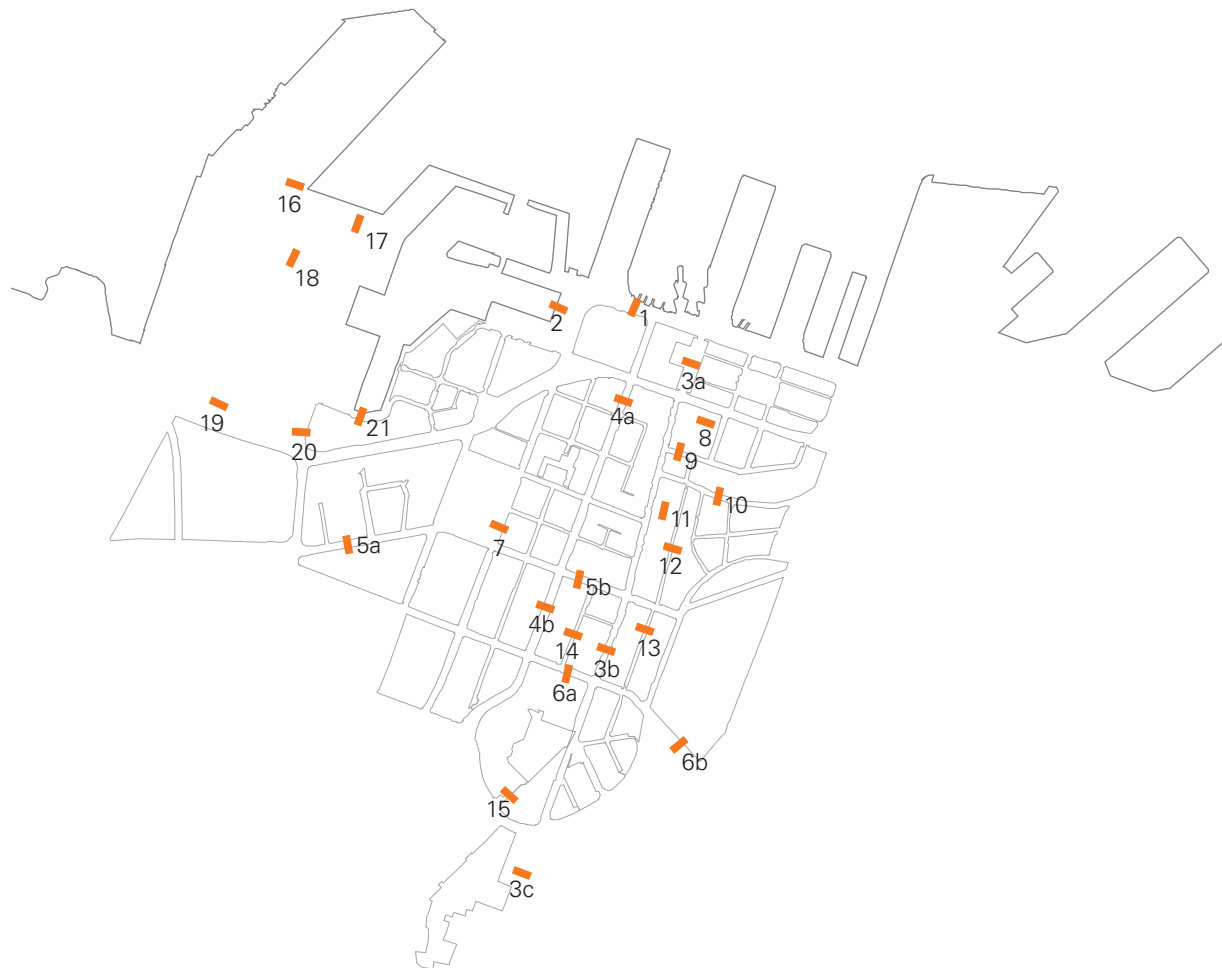
The counting positions have been chosen to provide the best possible overview of pedestrian traffic. The areas for recordings of staying activities are equally chosen with the intention to achieve knowledge of the study area as a whole.

Method

The method for collecting this information has been developed by GEHL Architects and used in previous studies in Perth, Melbourne, Adelaide, Wellington, London, Riga, Stockholm, Oslo, Copenhagen, Rotterdam, Edinburgh and a number of provincial cities in UK and Scandinavia.

- Pedestrian counts were carried out in selected streets for 10 minutes every hour between 8 am and 12 am.
- Stationary activities were mapped every second hour between 10 am and 8 pm.
- The surveys took place on Autumn days with fine, sunny weather in May 2010
- The data was collected on weekdays (Wednesday / Thursday) and Saturdays.

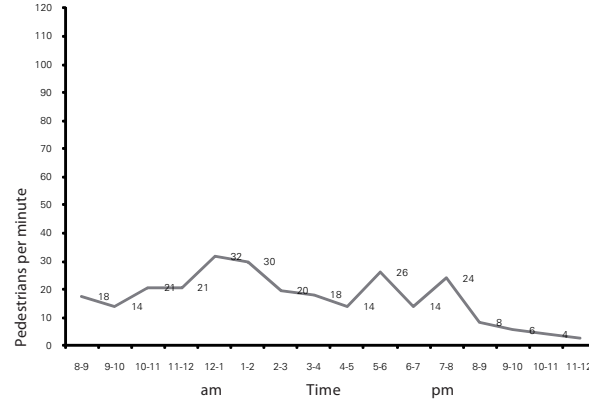
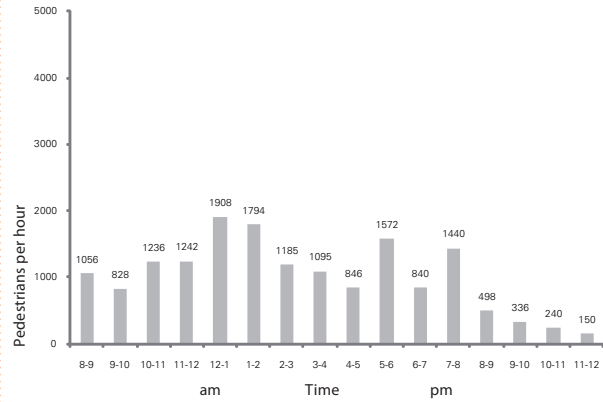
Pedestrian traffic survey locations



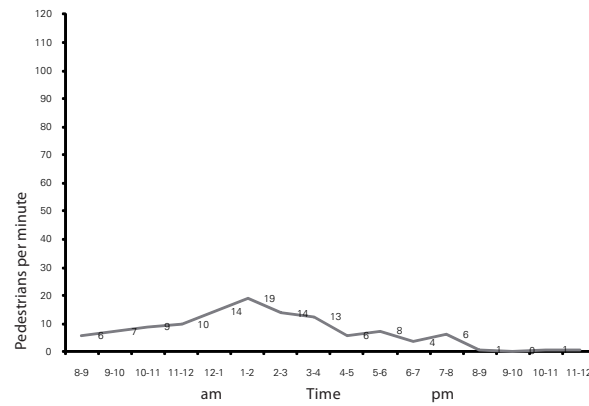
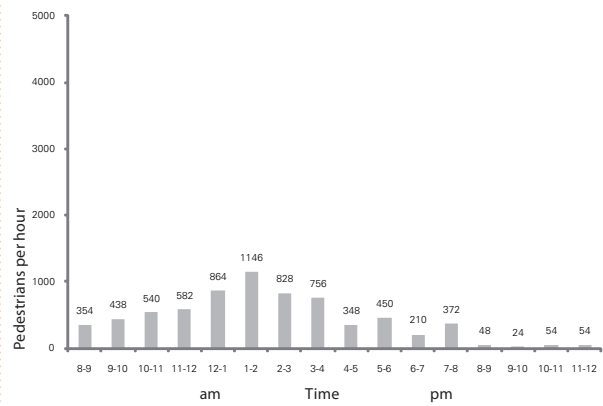
1. Quay Street
2. Viaduct Waterfront
- 3a. Queen Street (a)
- 3b. Queen Street (b)
- 3c. Queen Street (c)
- 4a. Albert Street (a)
- 4b. Albert Street (b)
- 5a. Victoria Street (a)
- 5b. Victoria Street (b)
- 6a. Wellesley Street (a)
- 6b. Wellesley Street (b)
7. Hobson Street
8. Fort Lane
9. Fort Street
10. Shortland Street
11. Vulcan Lane
12. High Street
13. Lorne Street
14. Elliott Street
15. Greys Avenue
16. Brigham Street
17. Jellicoe Street
18. Madden Street
19. Daldy Street
20. Halsey Street
21. Gaunt Street

Pedestrian traffic - weekday

1. Quay Street



2. Viaduct Harbour

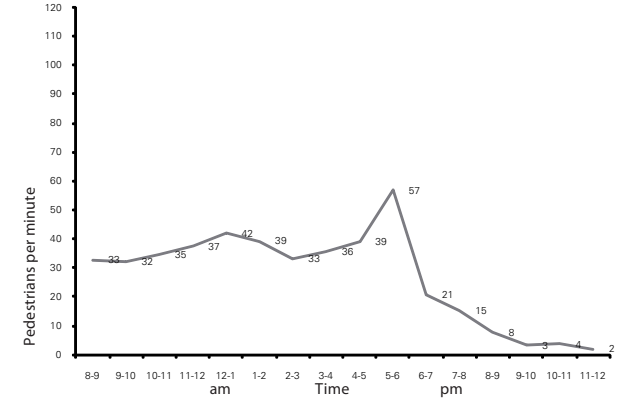
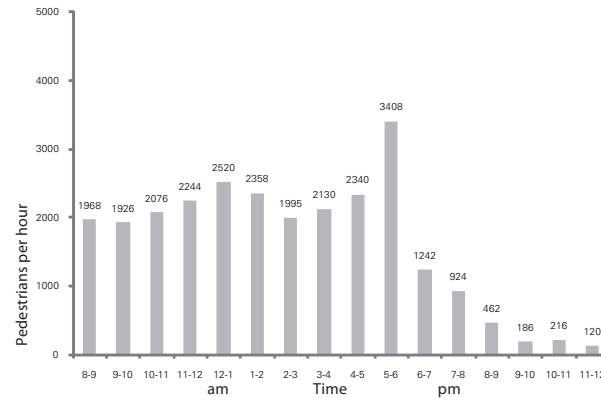


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

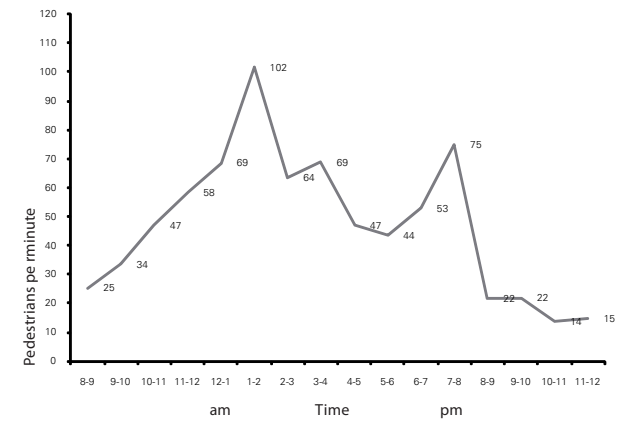
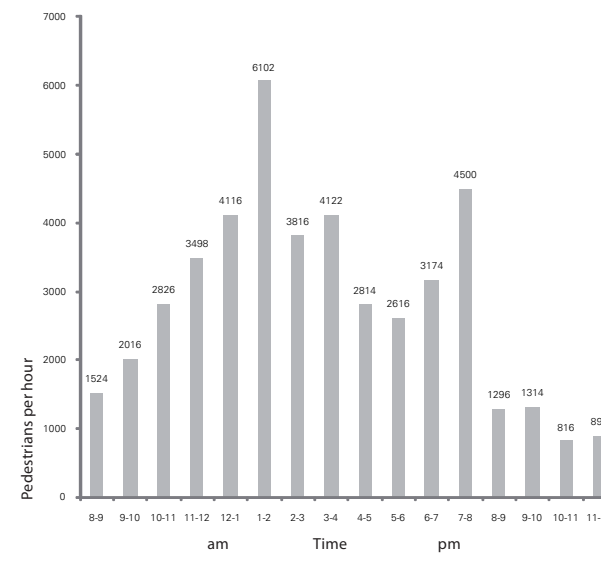
Pedestrian traffic - weekday



3a. Queen Street (a)



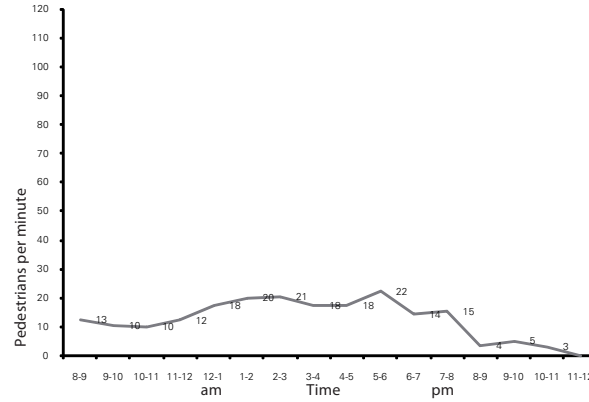
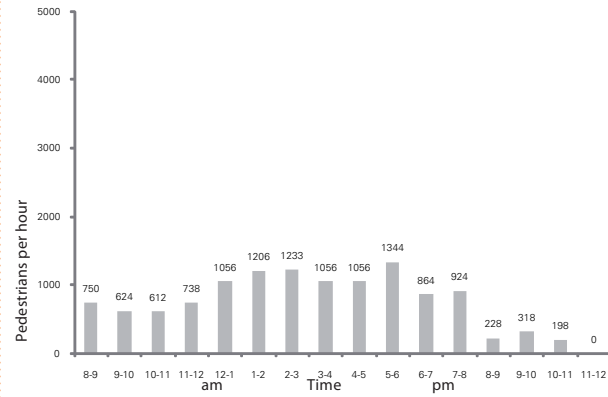
3b. Queen Street (b)



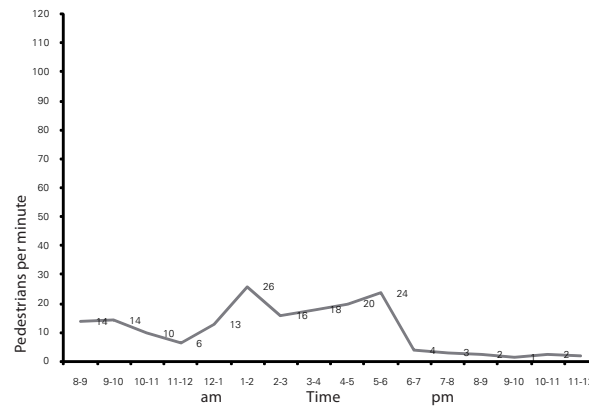
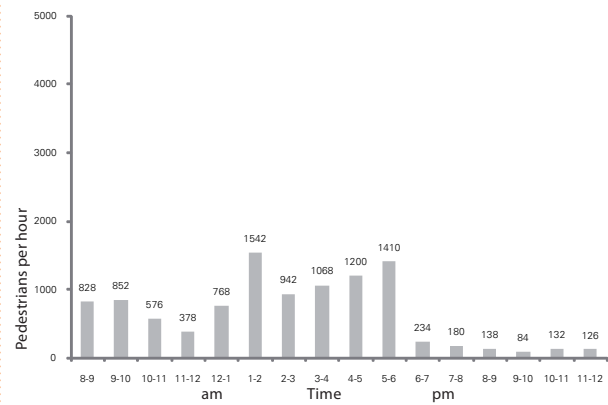
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - weekday

3c. Queen Street (c)



4a. Albert Street (a)

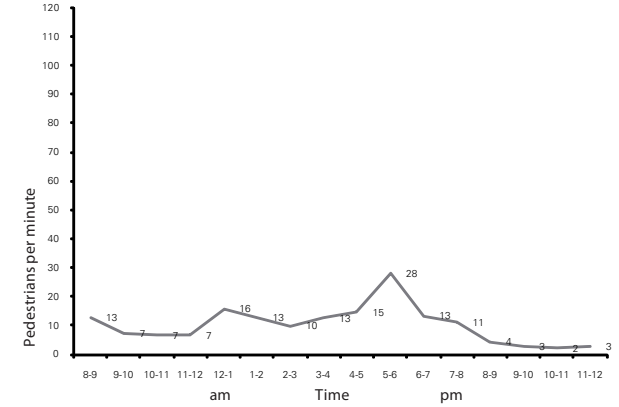
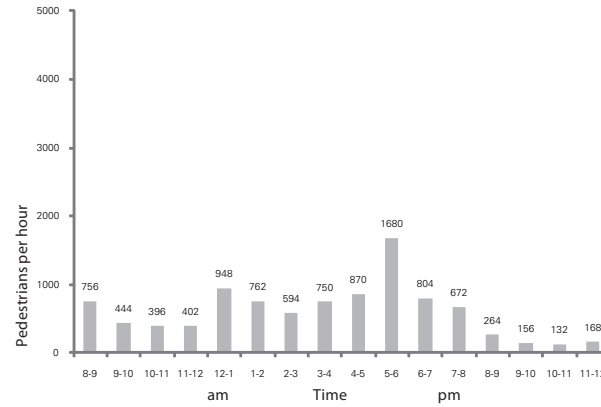


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Weather: Mild 17-22°C

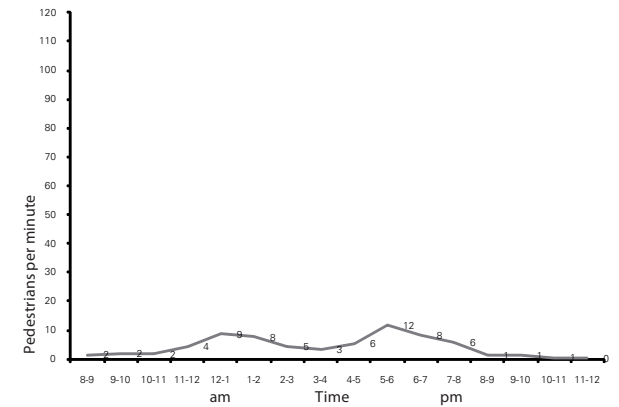
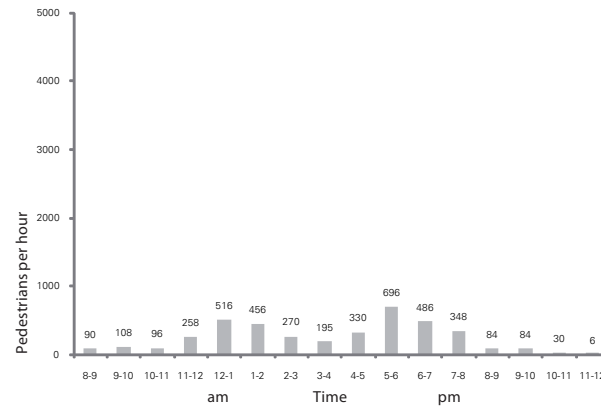
Pedestrian traffic - weekday



4b. Albert Street (b)



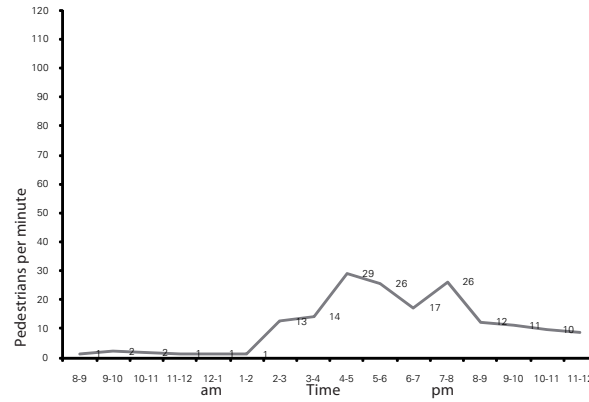
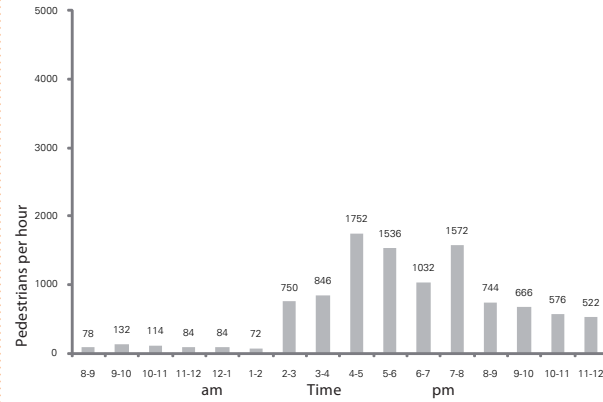
5a. Victoria Street (a)



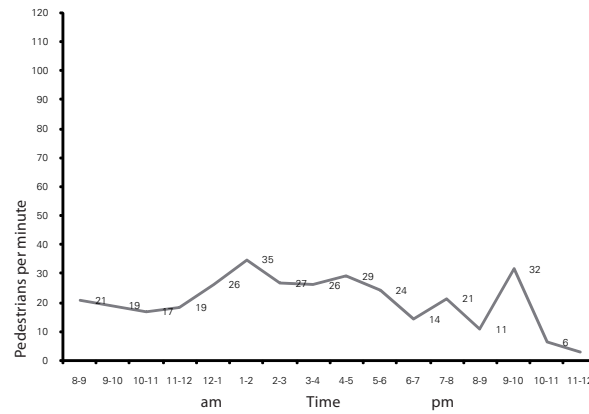
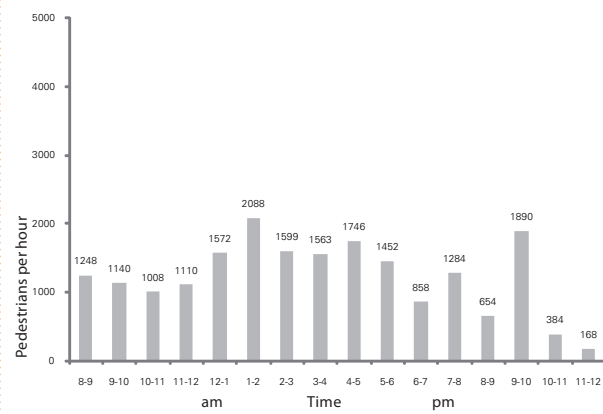
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - weekday

5b. Victoria Street (b)



6a. Wellesley Street (a)

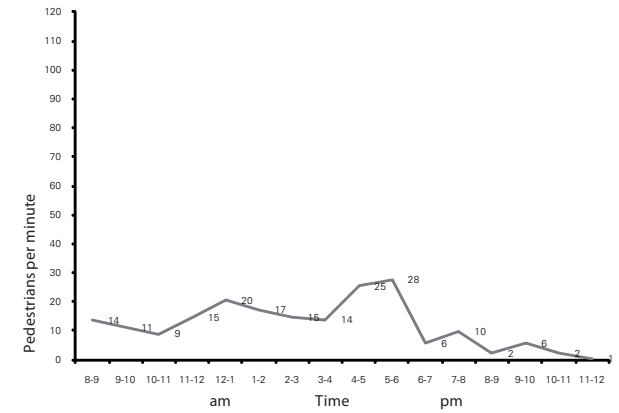
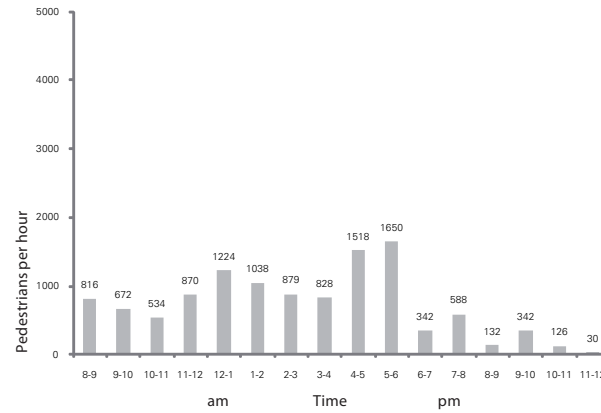


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

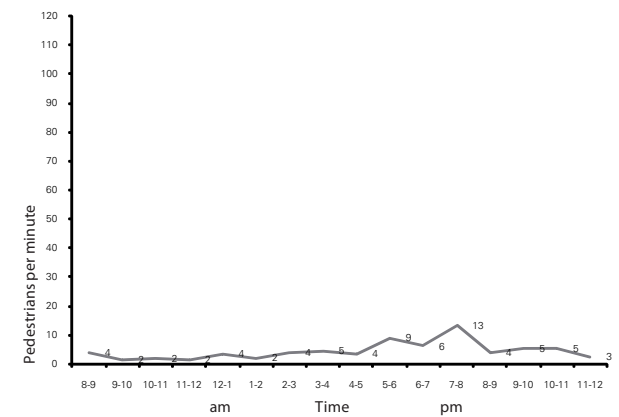
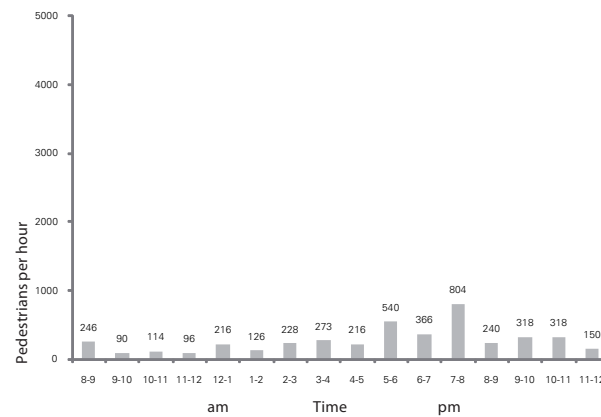
Pedestrian traffic - weekday



6b. Wellesley Street (b)



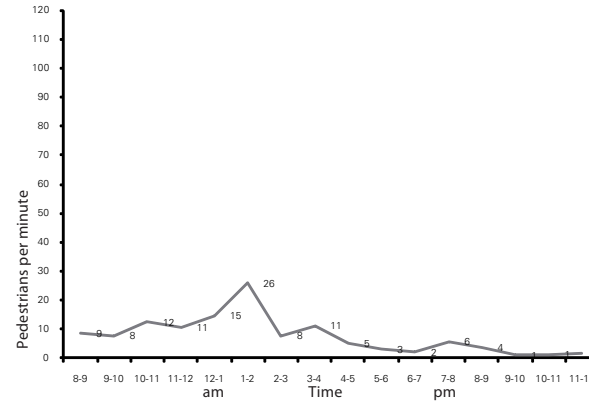
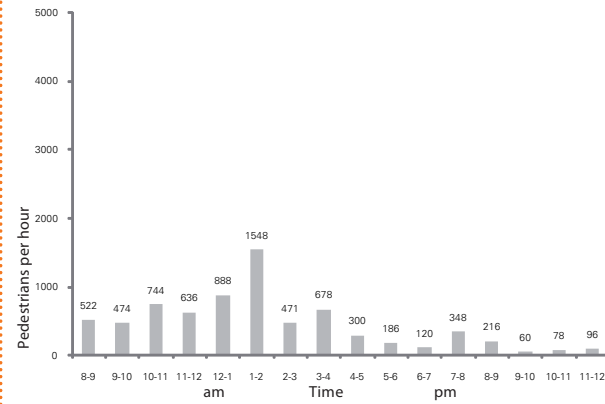
7. Hobson Street



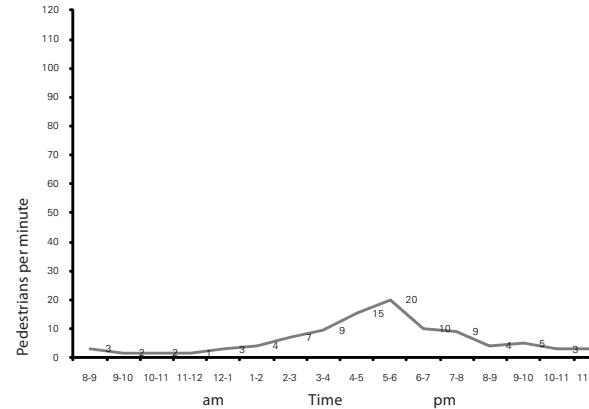
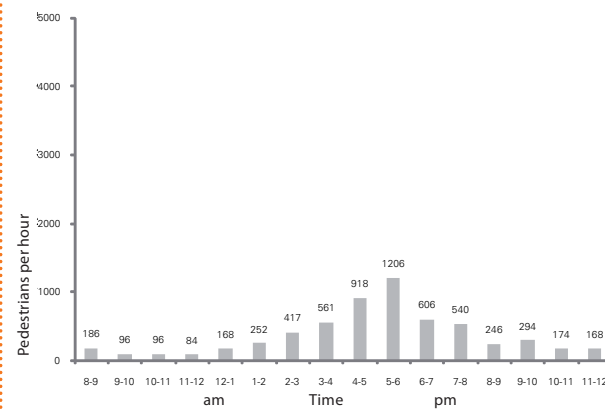
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Weather: Mild 17-22°C

Pedestrian traffic - weekday

8. Fort Lane



9. Fort Street

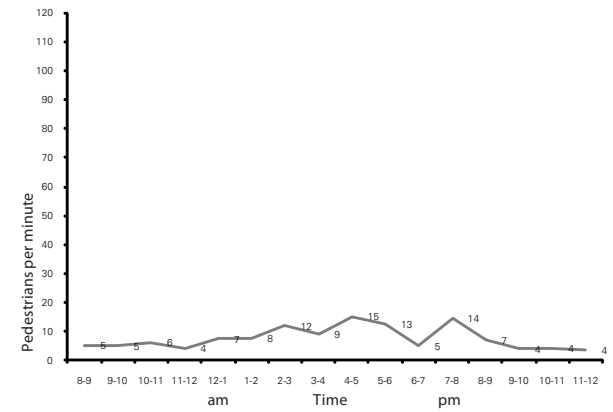
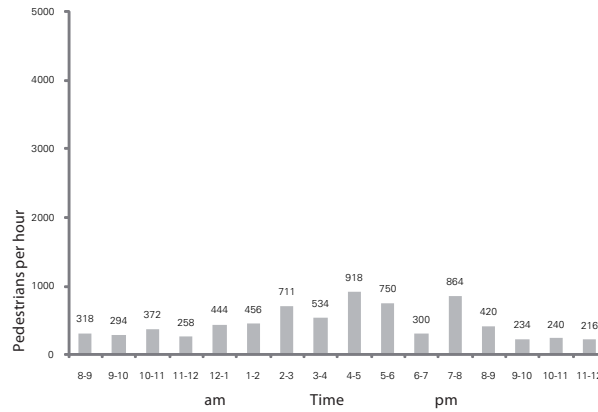


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Weather: Mild 17-22°C

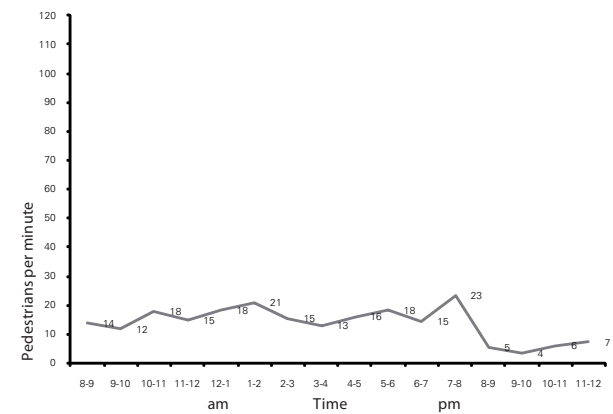
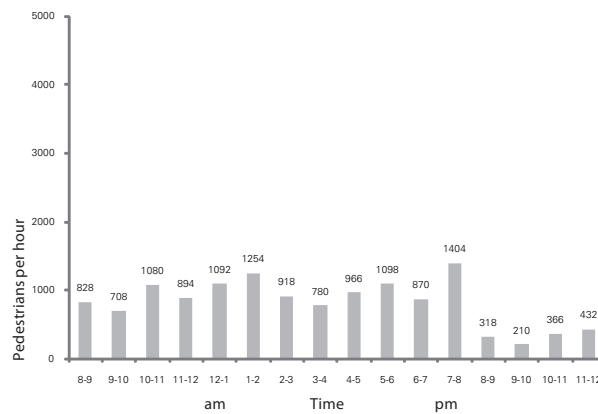
Pedestrian traffic - weekday



10. Shortland Street



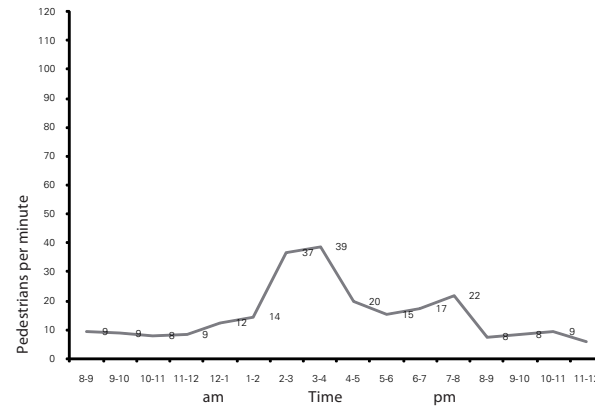
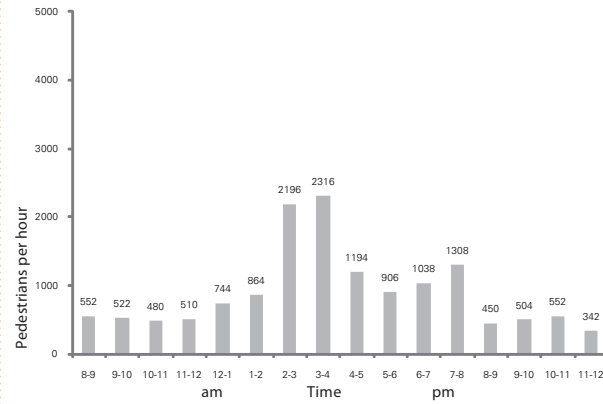
11. Vulcan Lane



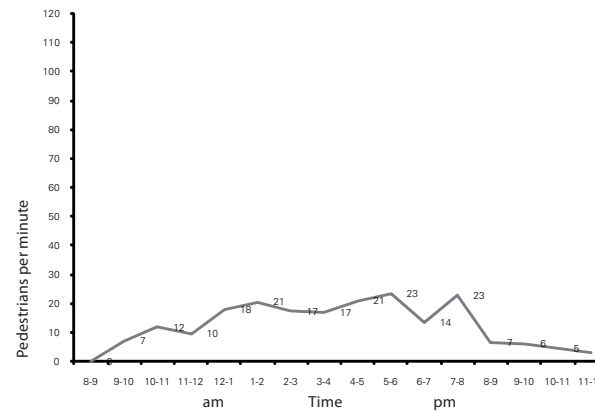
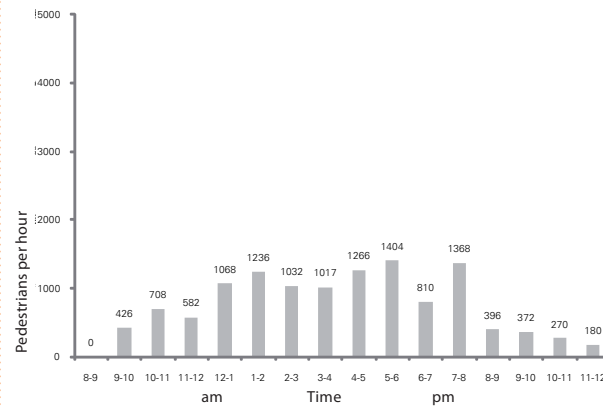
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - weekday

12. High Street



13. Lorne Street

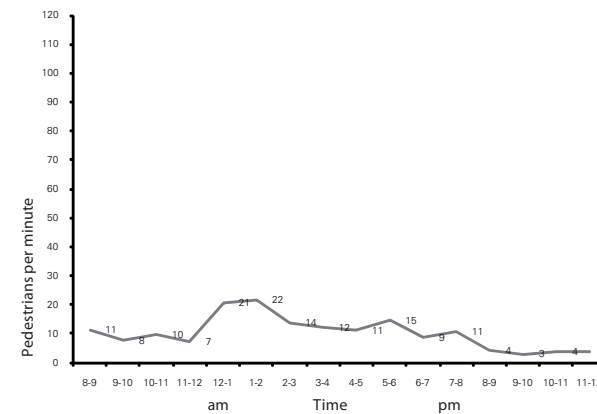
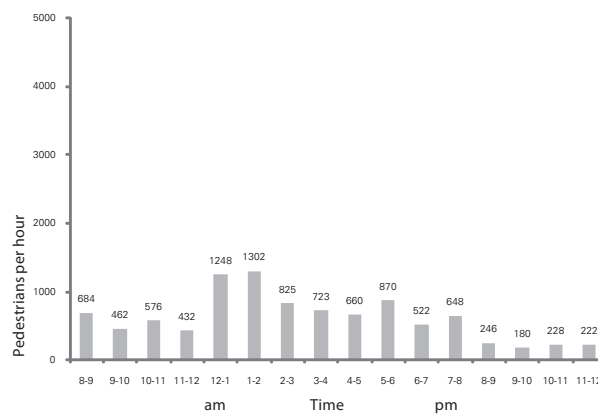


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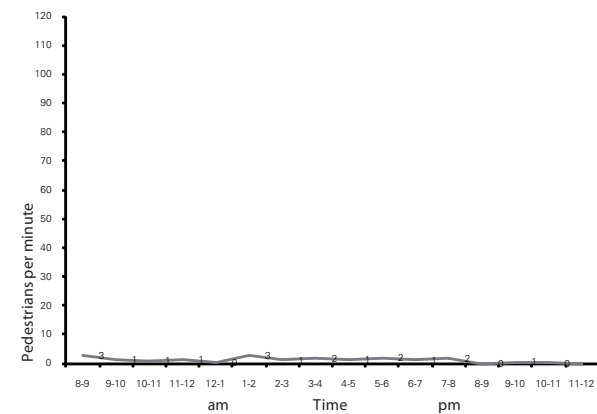
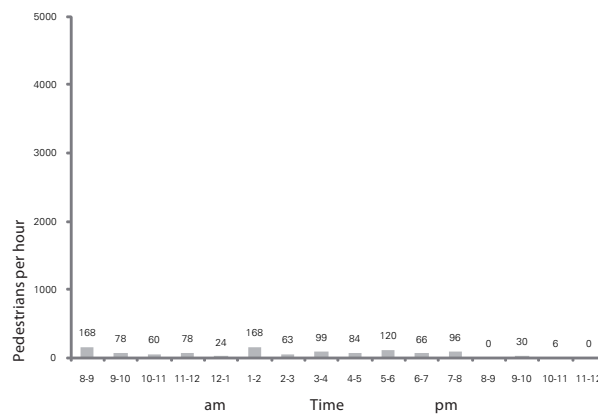
Pedestrian traffic - weekday



14. Elliott Street



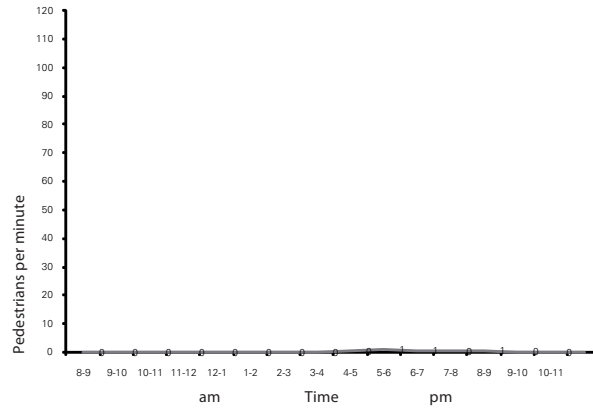
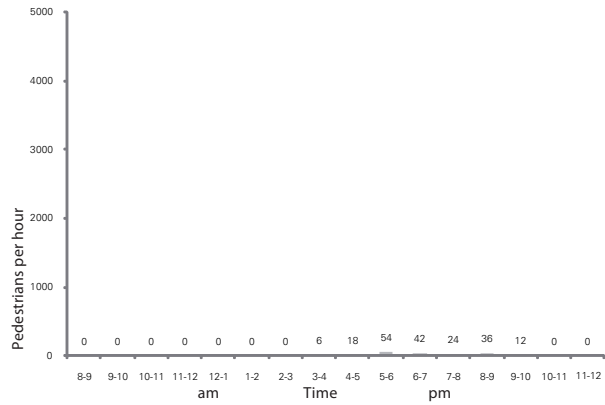
15. Greys Avenue



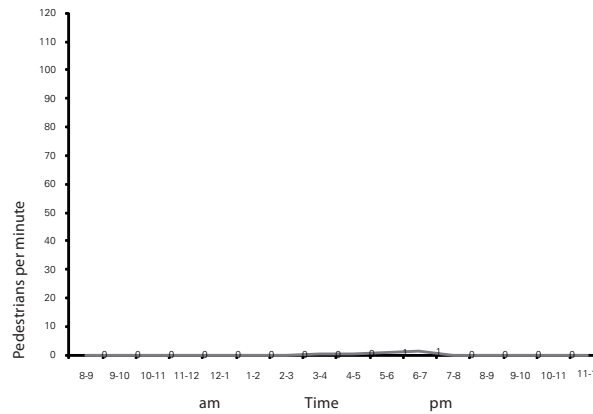
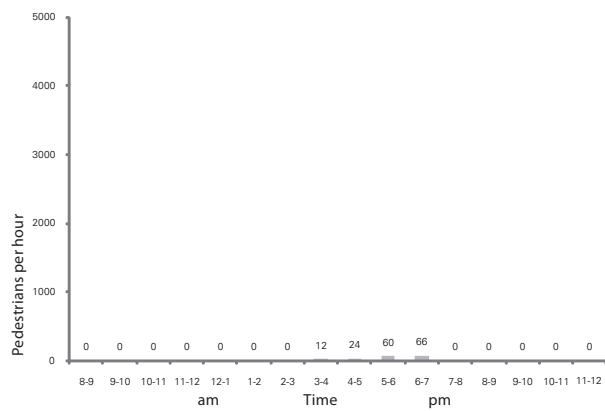
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - weekday

16. Brigham Street



17. Jellicoe Street

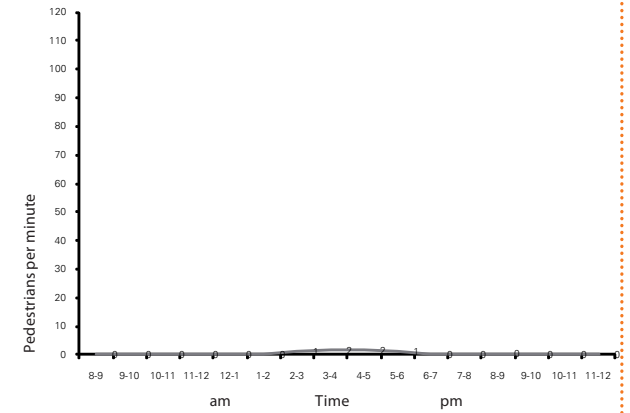
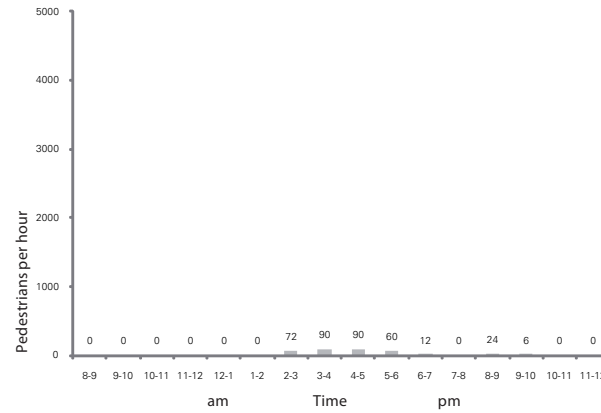


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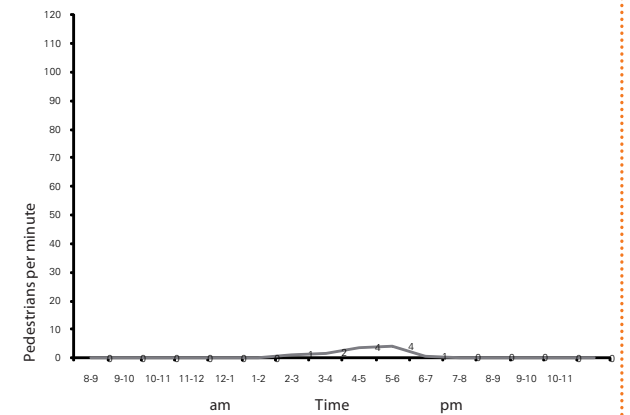
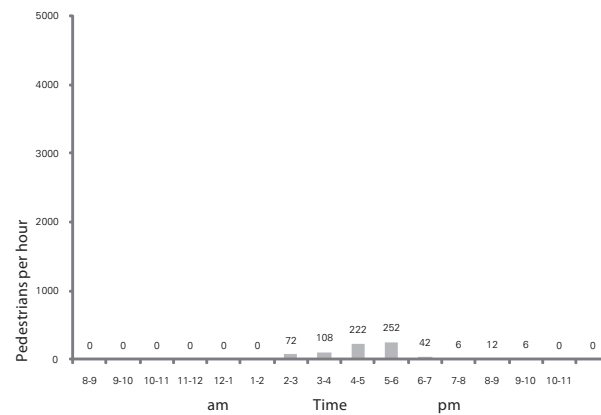
Pedestrian traffic - weekday



18. Madden Street



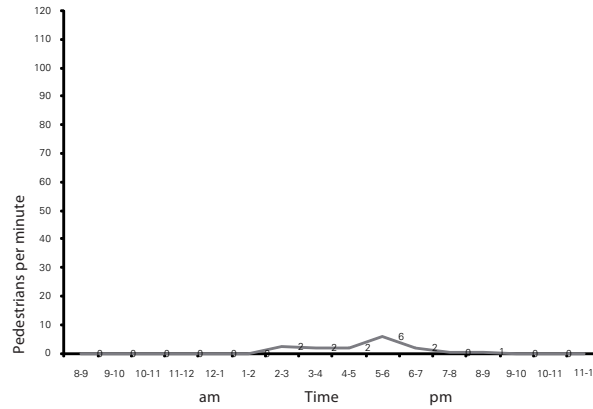
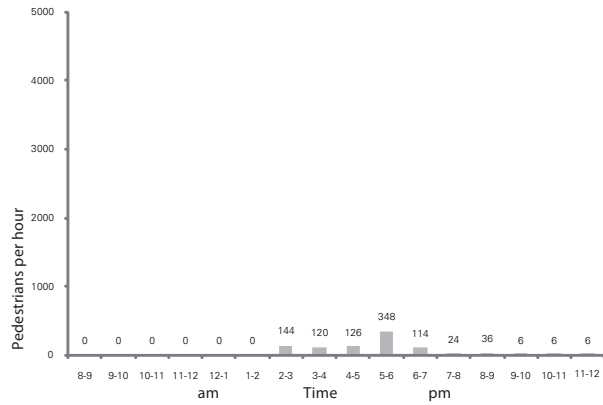
19. Daldy Street



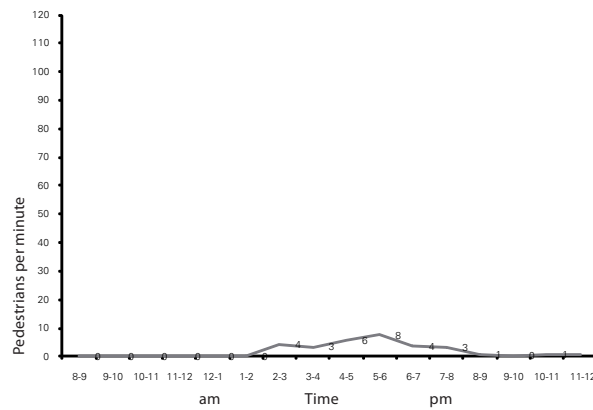
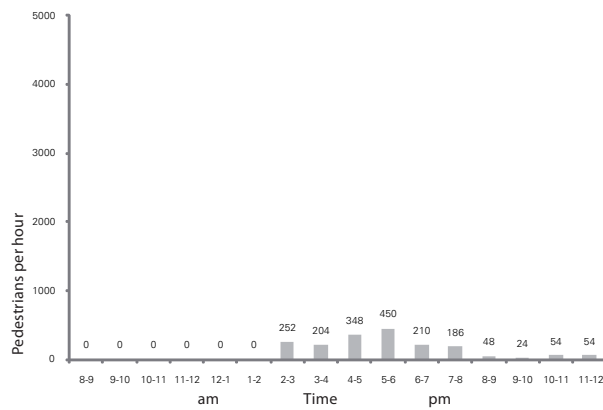
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - weekday

20. Halsey Street



21. Viaduct Harbour Avenue

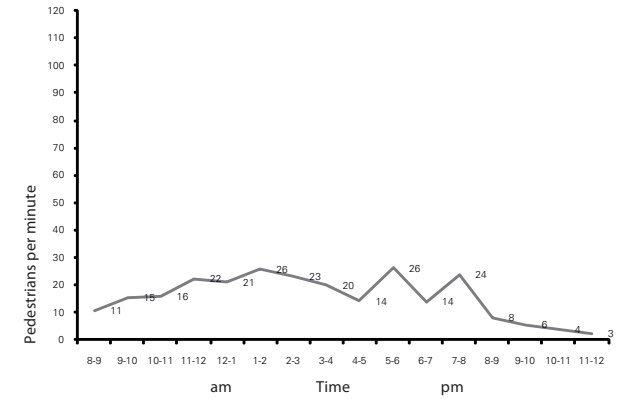
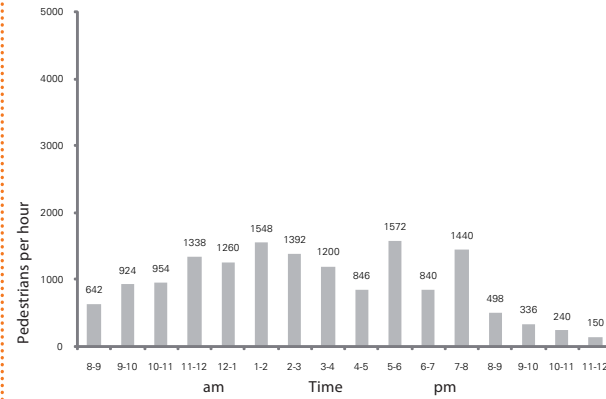


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

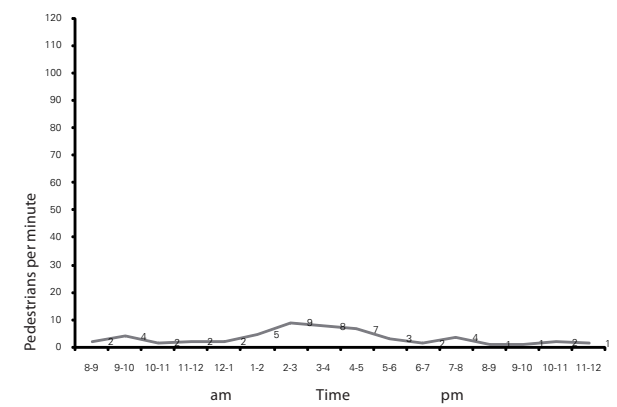
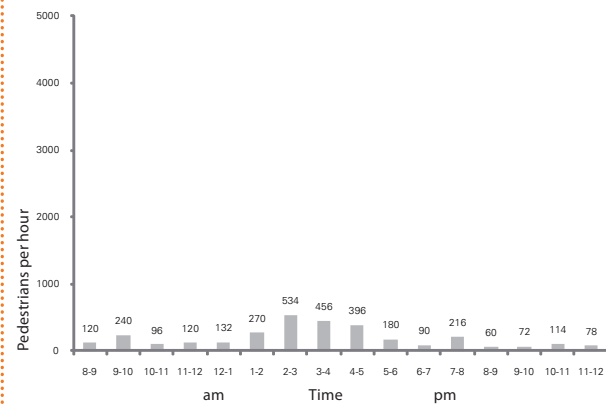
Pedestrian traffic - Saturday



1. Quay Street



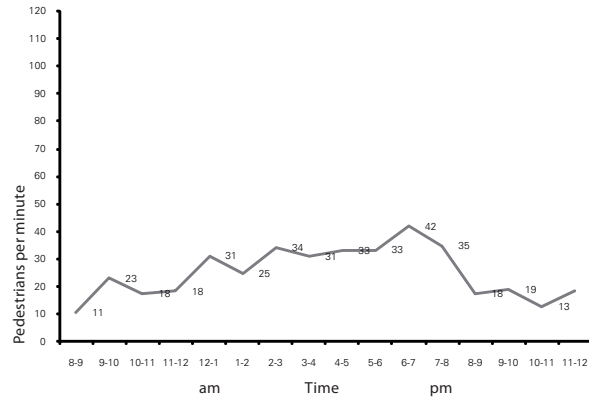
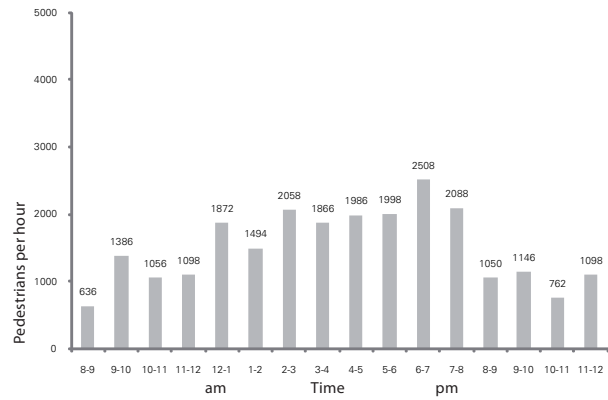
2. Viaduct Harbour



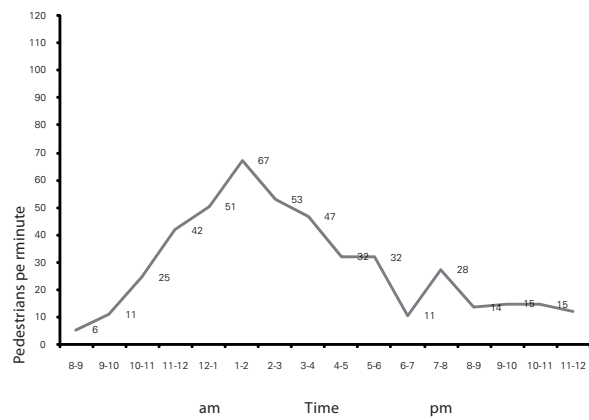
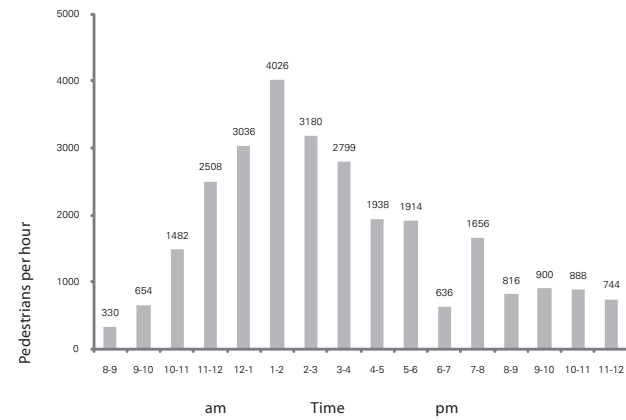
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - Saturday

3a. Queen Street (a)



3b. Queen Street (b)

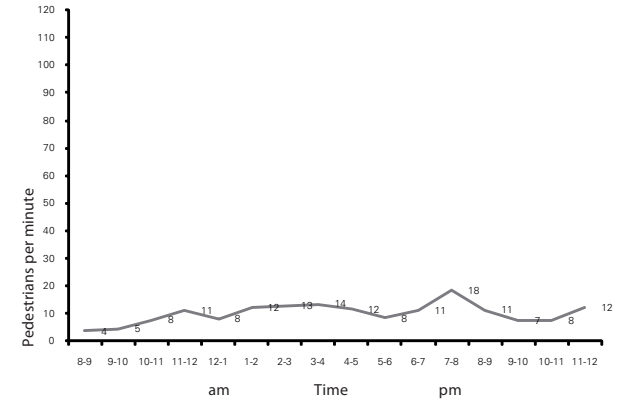
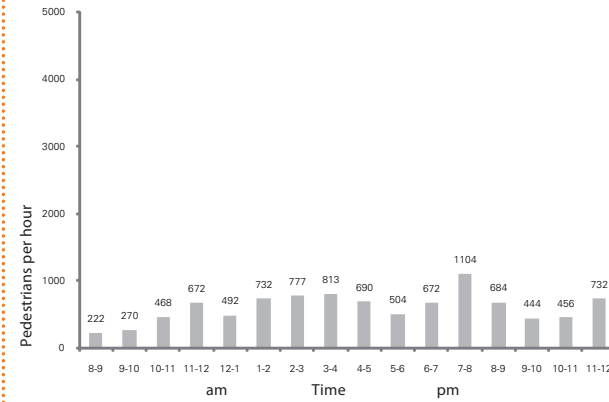


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

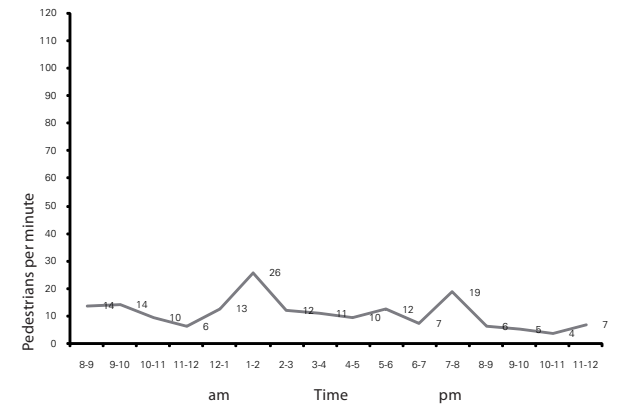
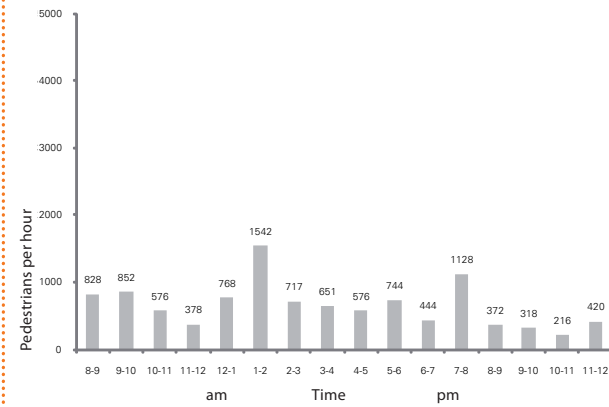
Pedestrian traffic - Saturday



3C. Queen Street (c)



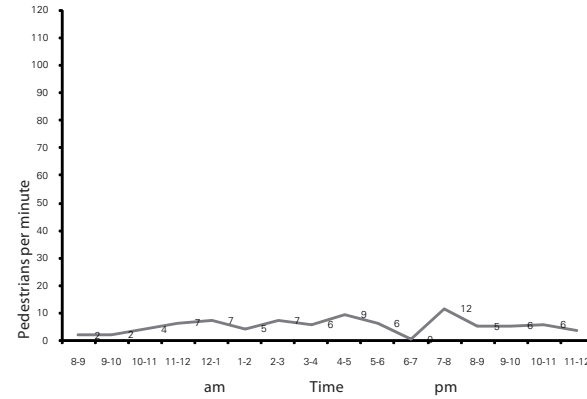
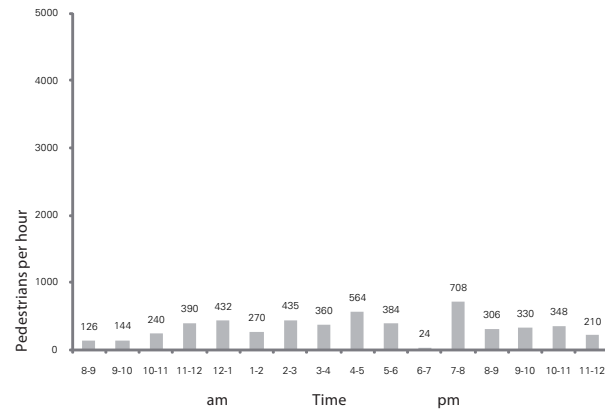
4a. Albert Street (a)



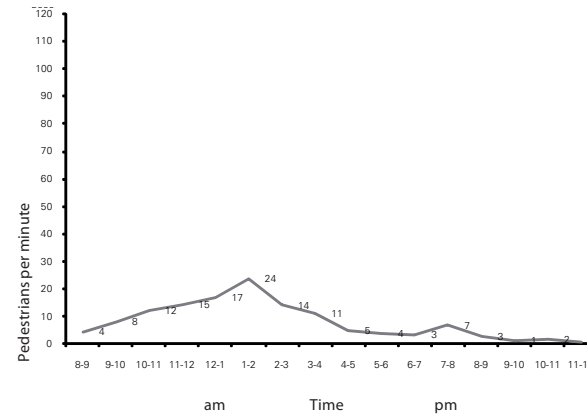
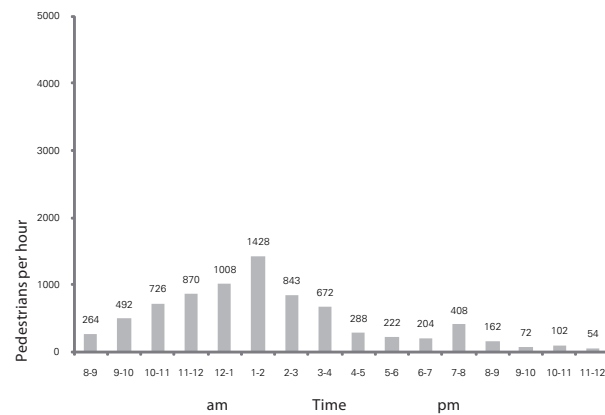
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - Saturday

4b. Albert Street (b)



5a. Victoria Street (a)

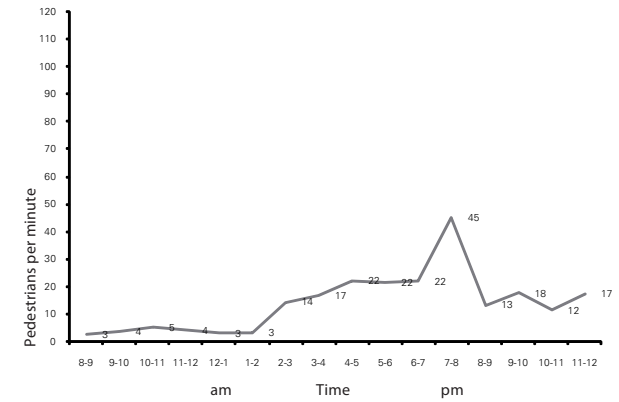
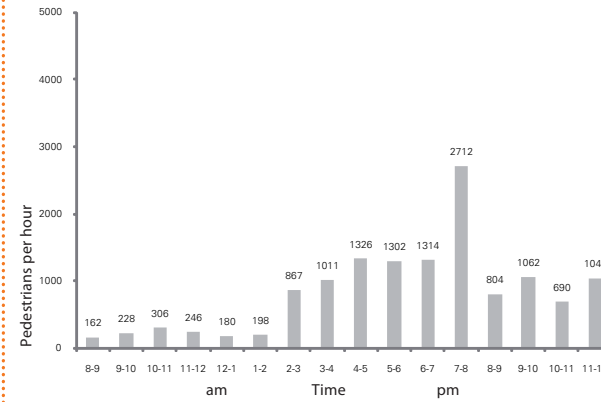


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

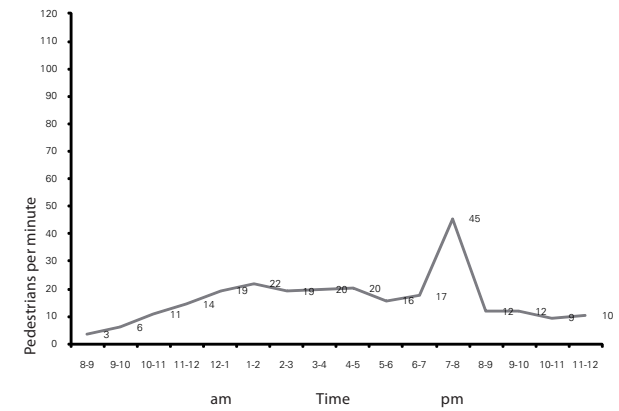
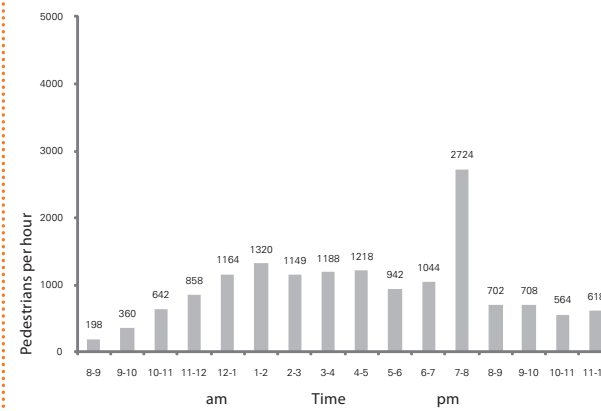
Pedestrian traffic - Saturday



5b. Victoria Street (b)



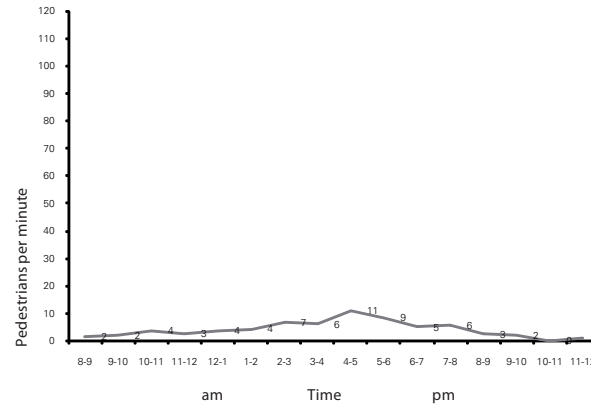
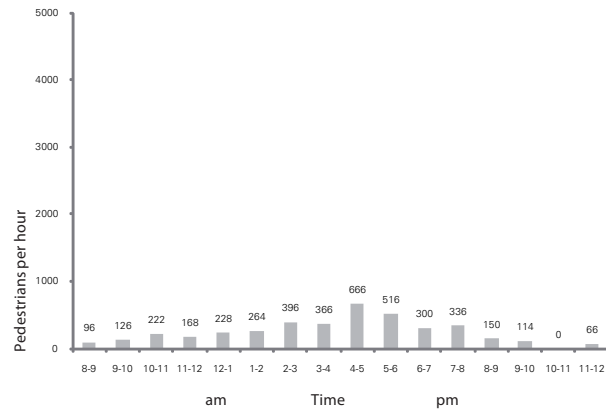
6a. Wellesley Street (a)



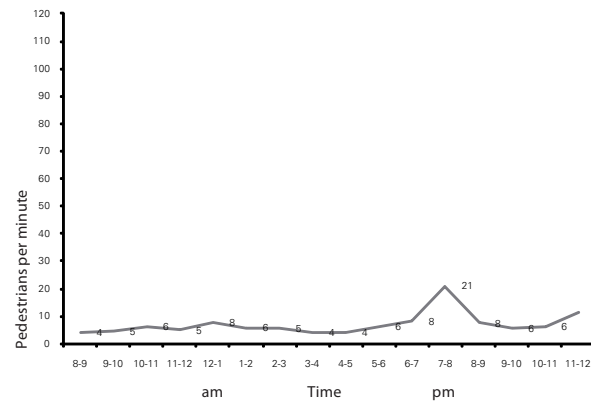
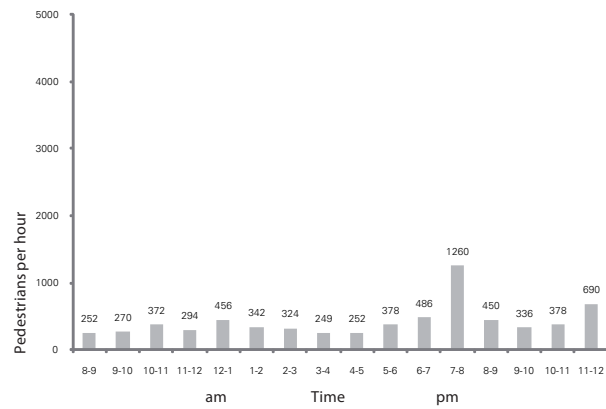
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - Saturday

6b. Wellesley Street (b)



7. Hobson Street

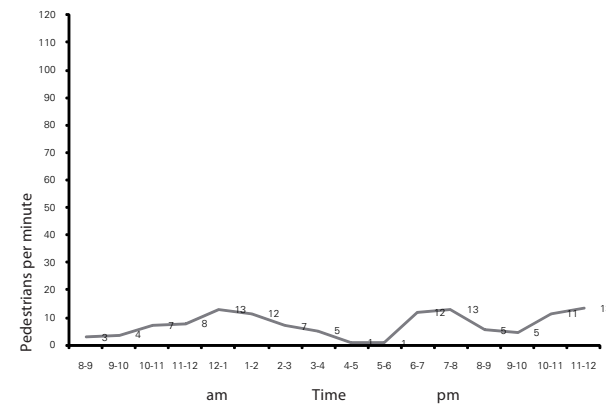
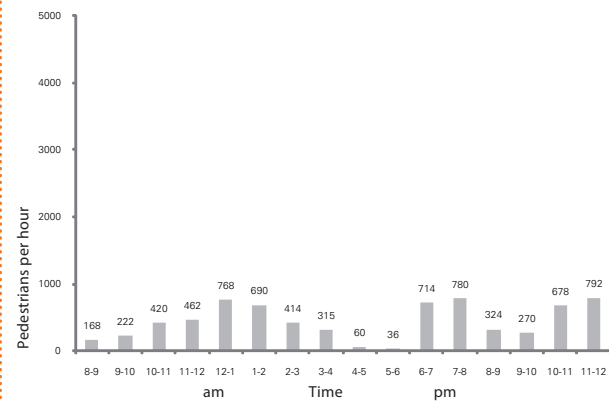


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

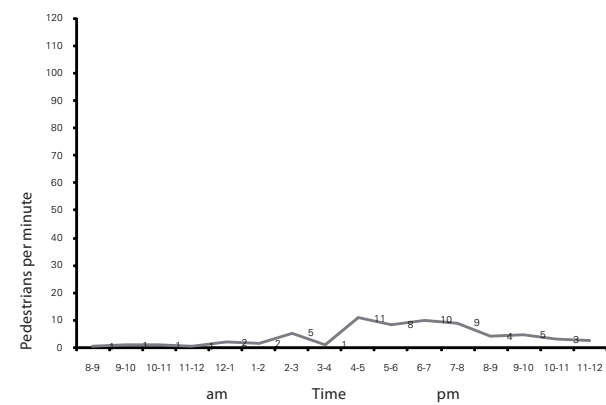
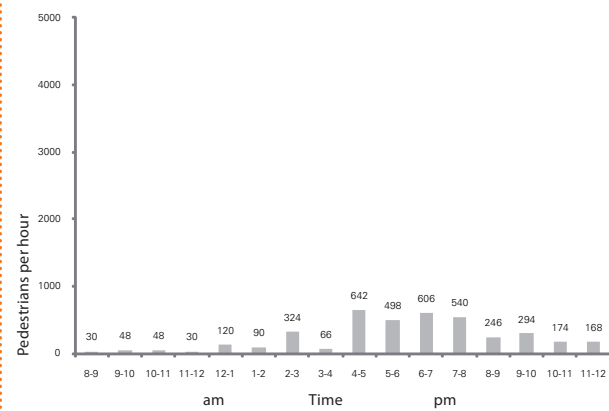
Pedestrian traffic - Saturday



8. Fort Lane



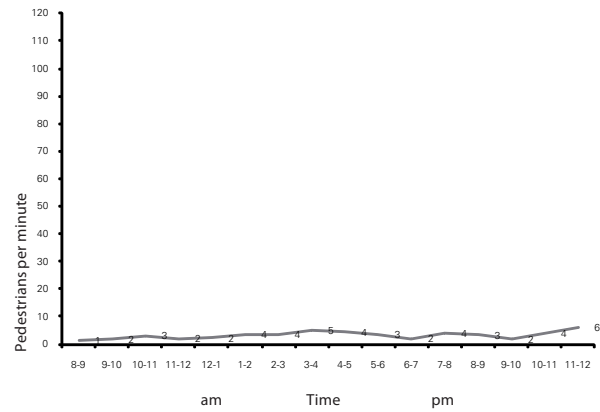
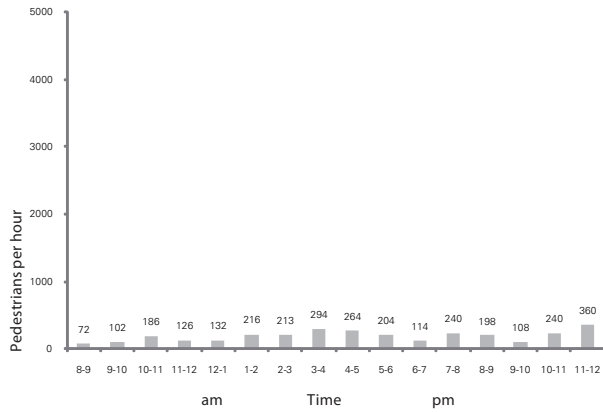
9. Fort Street



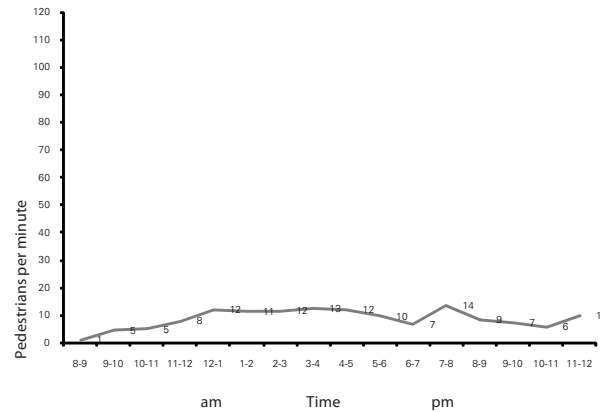
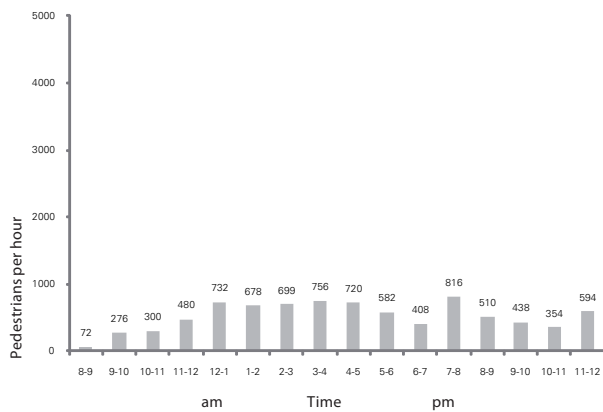
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - Saturday

10. Shortland Street



11. Vulcan Lane

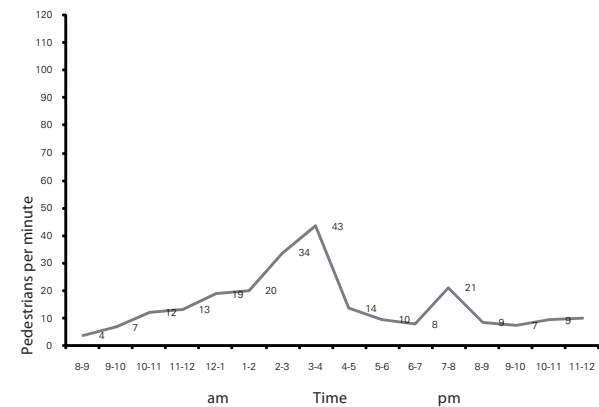
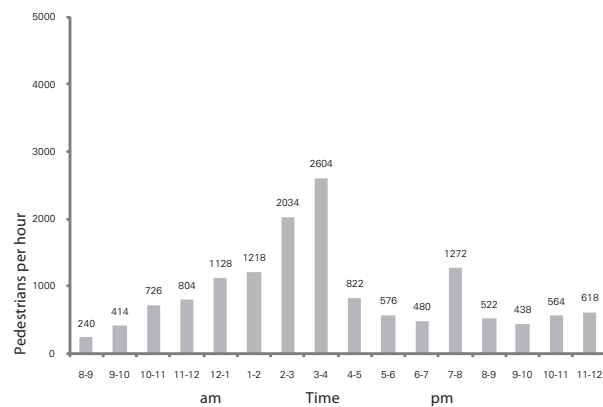


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

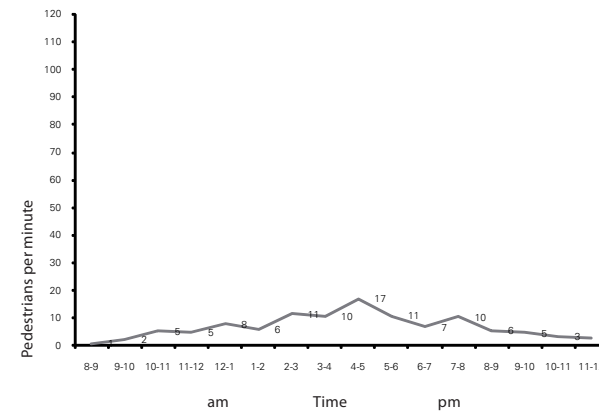
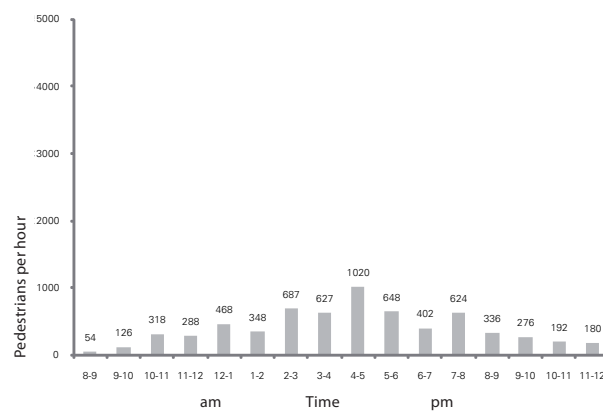
Pedestrian traffic - Saturday



12. High Street



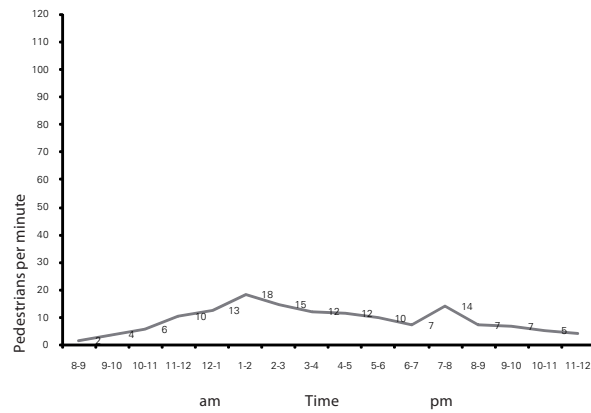
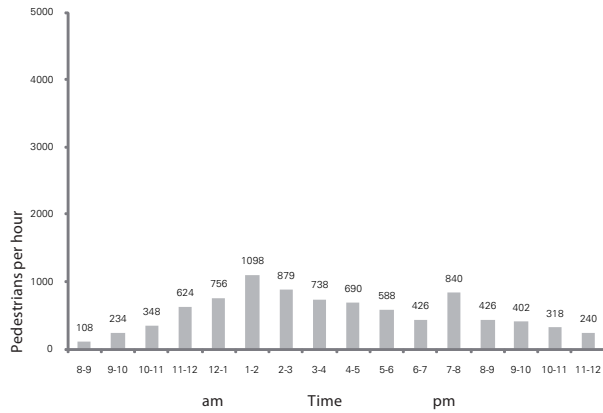
13. Lorne Street



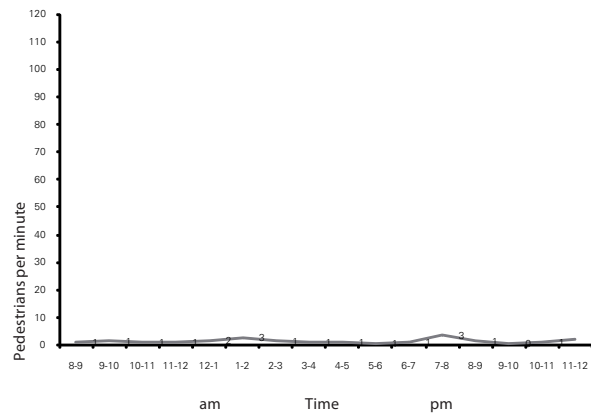
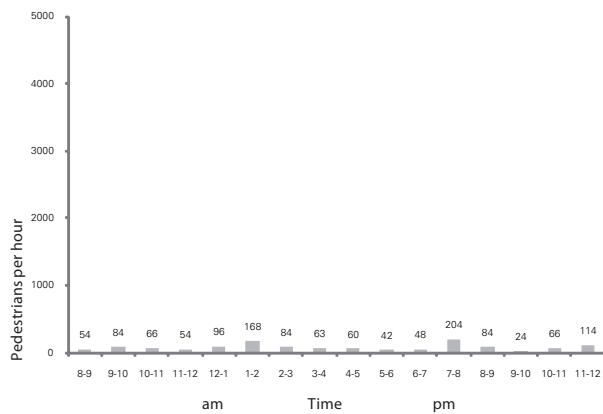
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - Saturday

14. Elliott Street



15. Greys Avenue

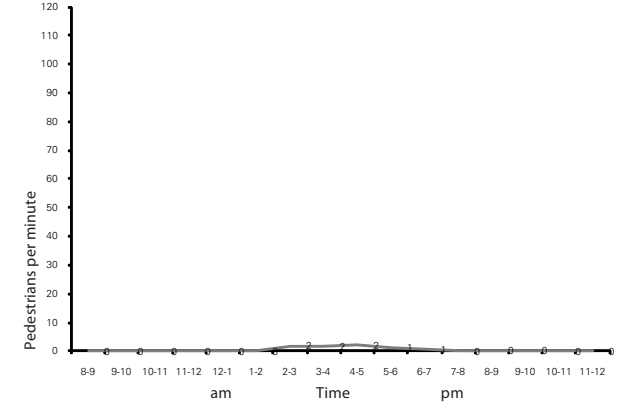
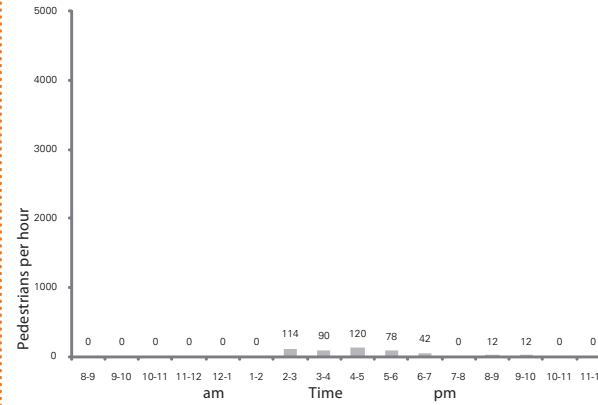


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

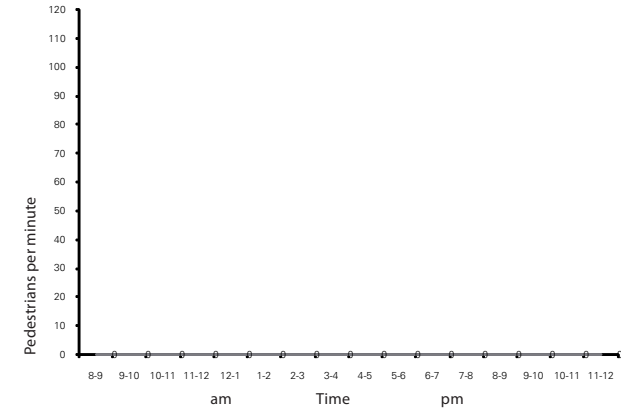
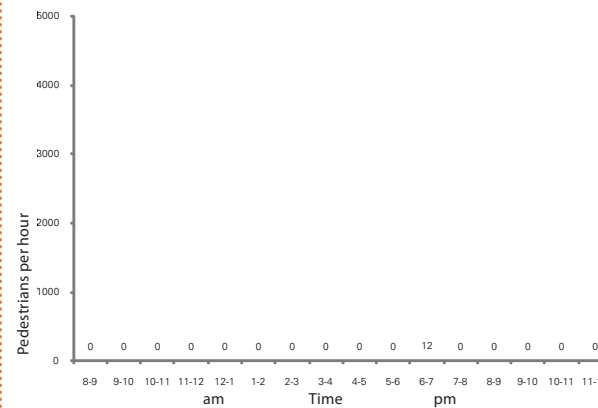
Pedestrian traffic - Saturday



16. Brigham Street



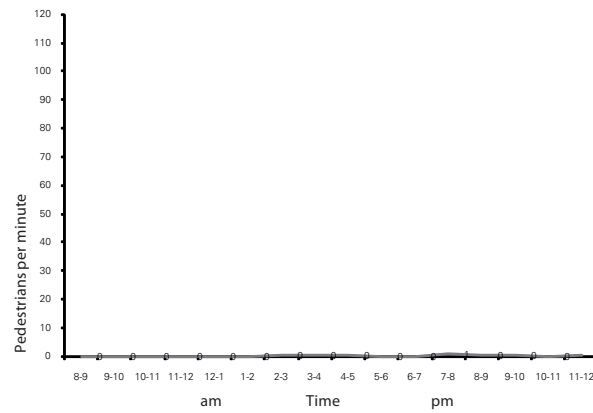
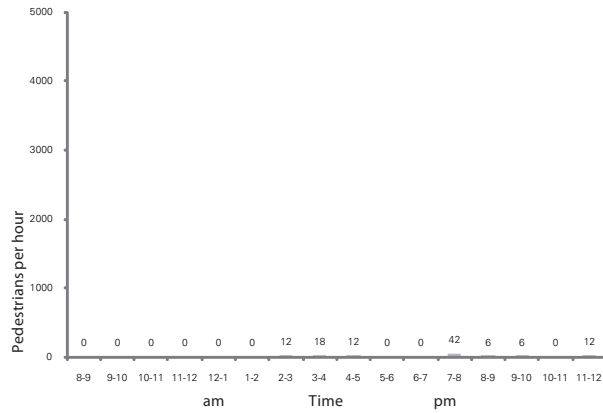
17. Jellicoe Street



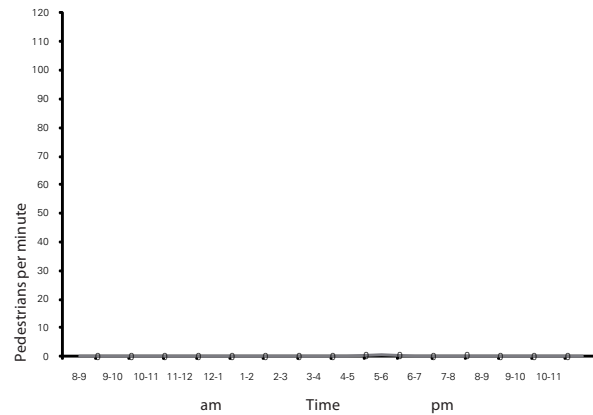
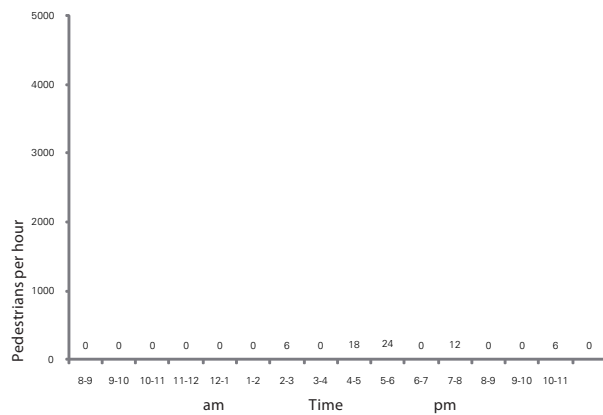
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Pedestrian traffic - Saturday

18. Madden Street



19. Daldy Street

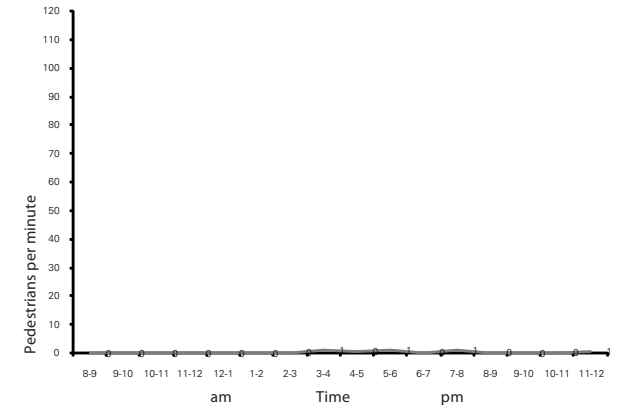
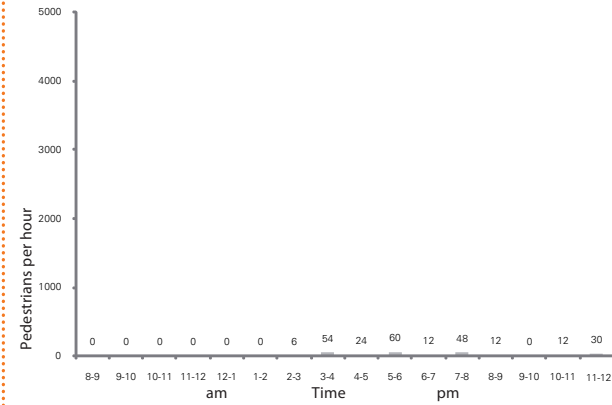


Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

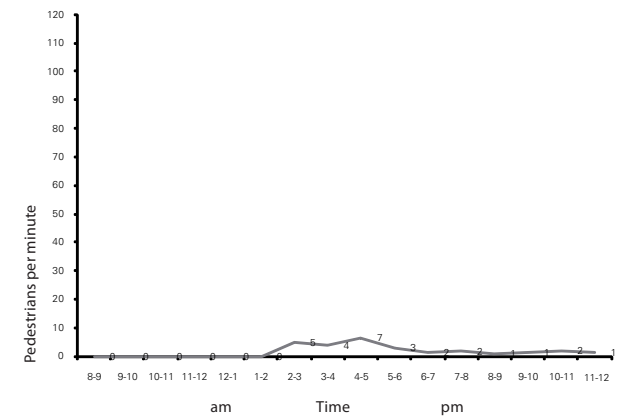
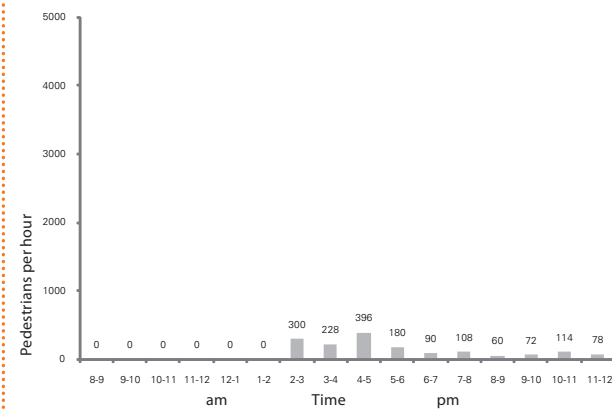
Pedestrian traffic - Saturday



20. Halsey Street



21. Viaduct Harbour Avenue



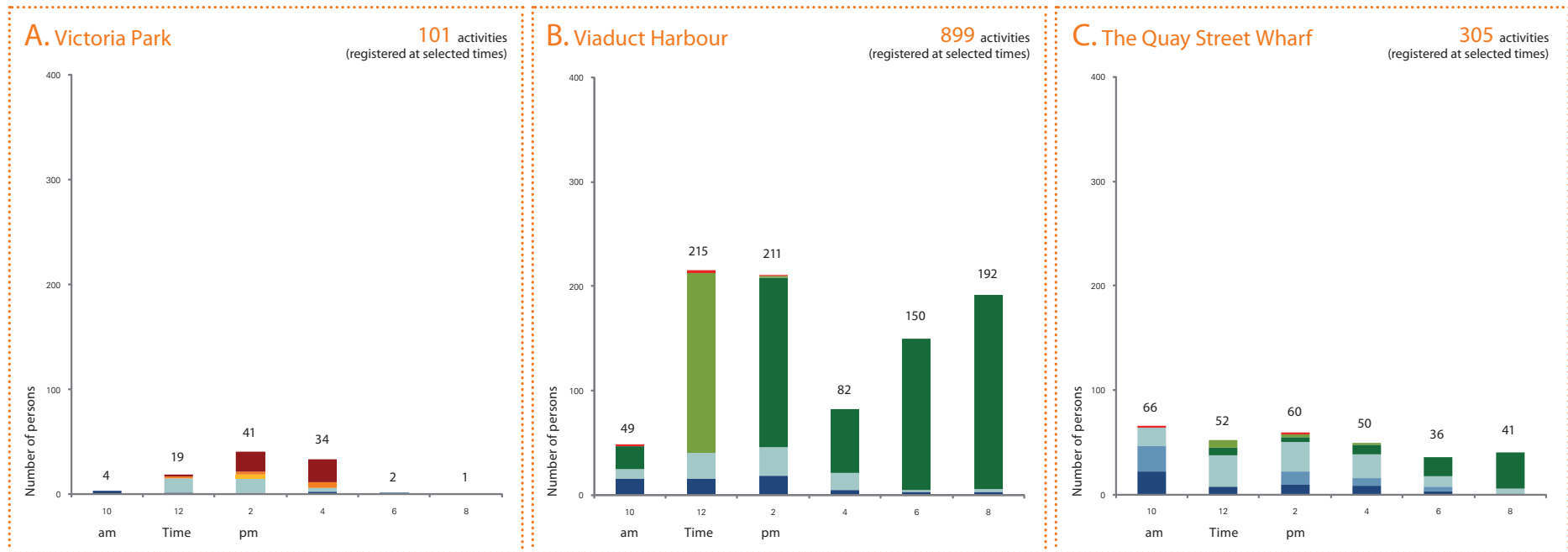
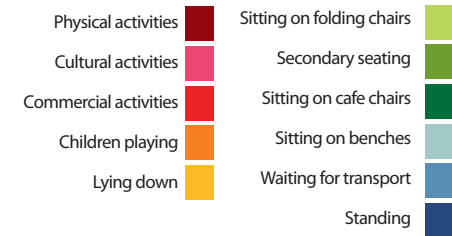
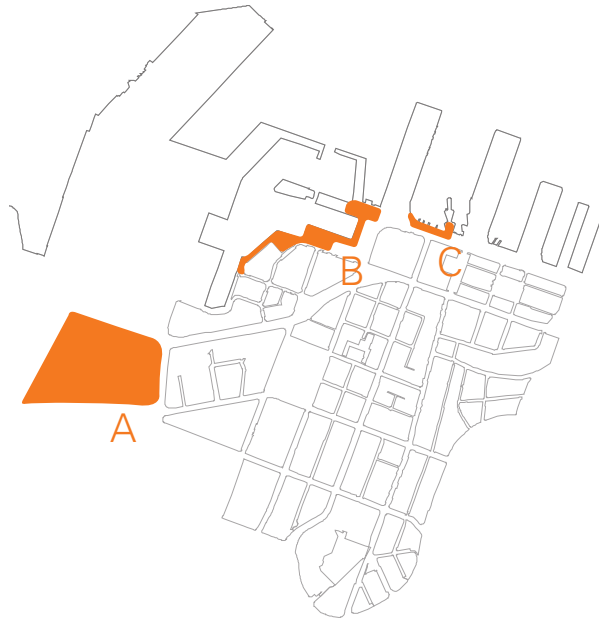
Pedestrian traffic counted on Thursday the 4th of March and Wednesday the 19th of May.
Weather: Mild 17-22°C

Stationary activity survey

- A. Victoria Park
- B. Viaduct Harbour
- C. The Quay Street Wharf
- D. Britomart Square
- E. St. Patricks Square
- F. Vulcan Lane
- G. Freyberg Place
- H. Chancery Lane
- I. Khartoum Place
- J. Albert Park
- K. Myers Park

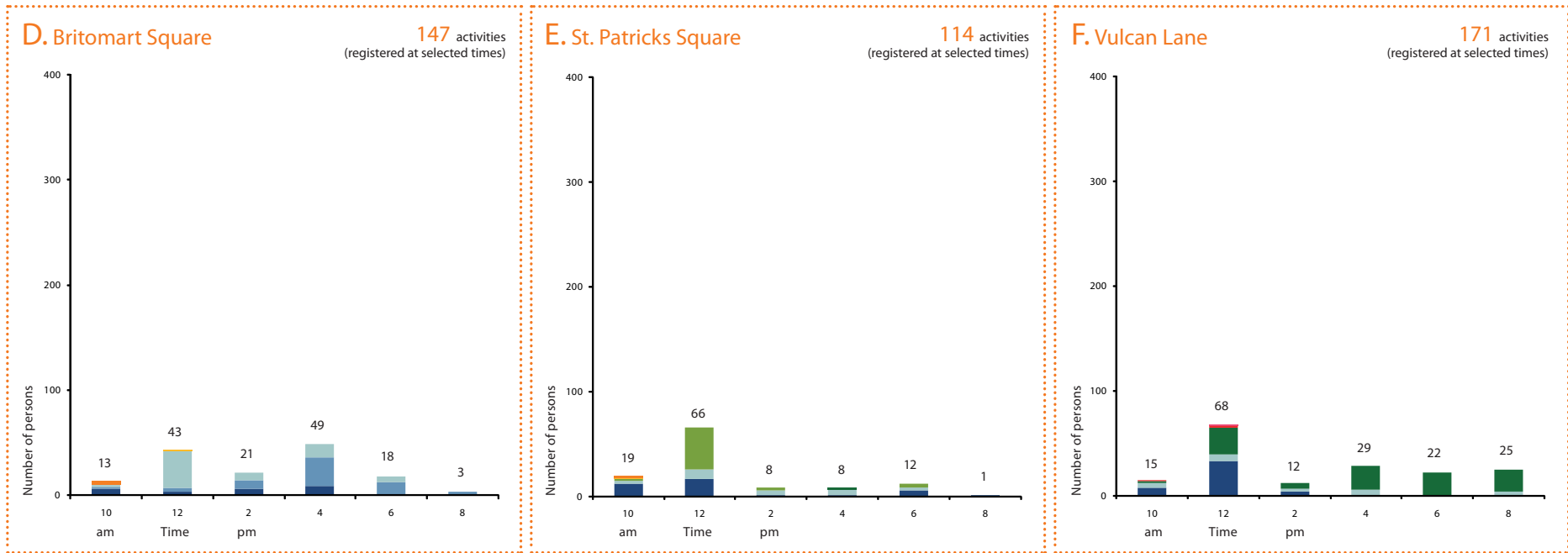
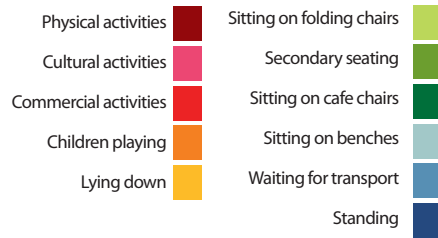


Stationary activity - weekday



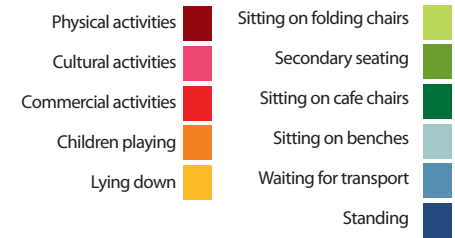
Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - weekday



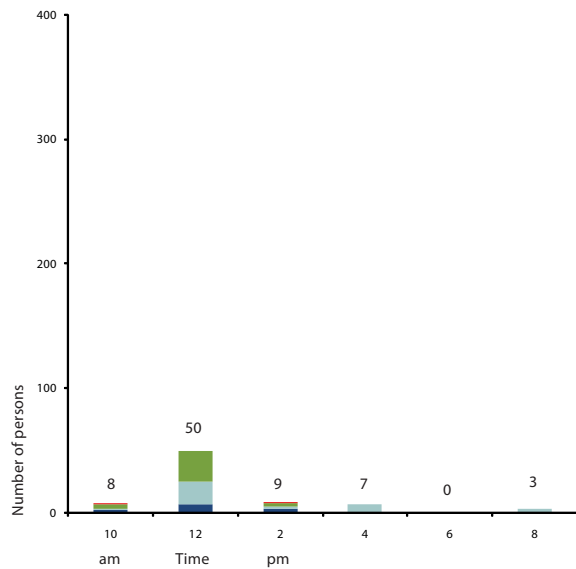
Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - weekday



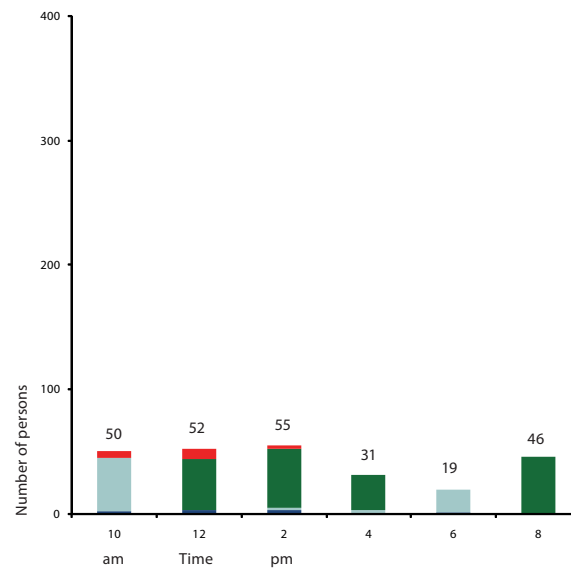
G. Freyberg Place

77 activities
(registered at selected times)



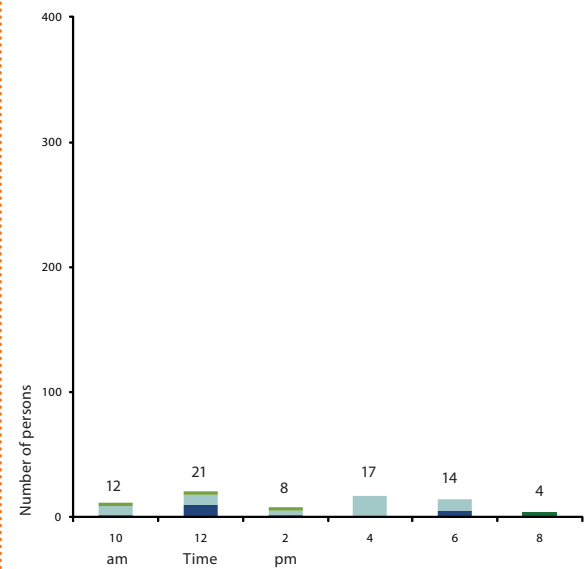
H. Chancery Lane

253 activities
(registered at selected times)



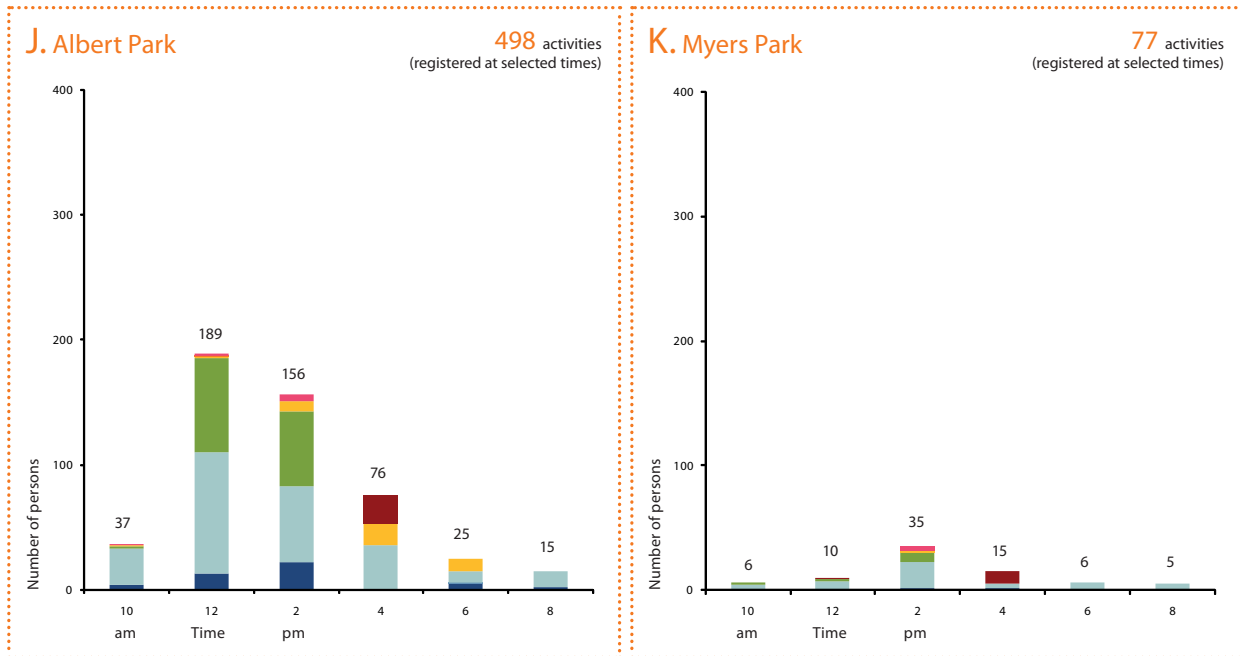
I. Khartoum Place

76 activities
(registered at selected times)



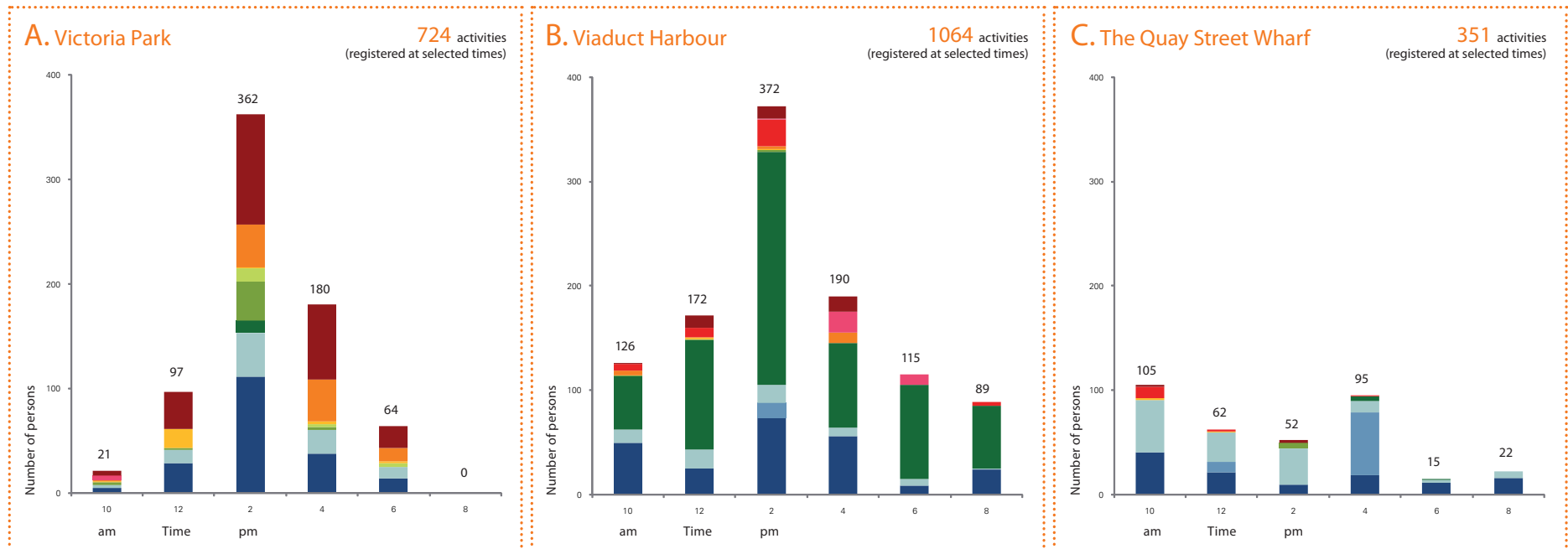
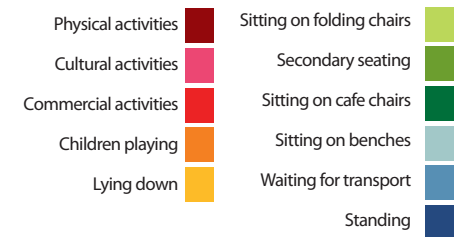
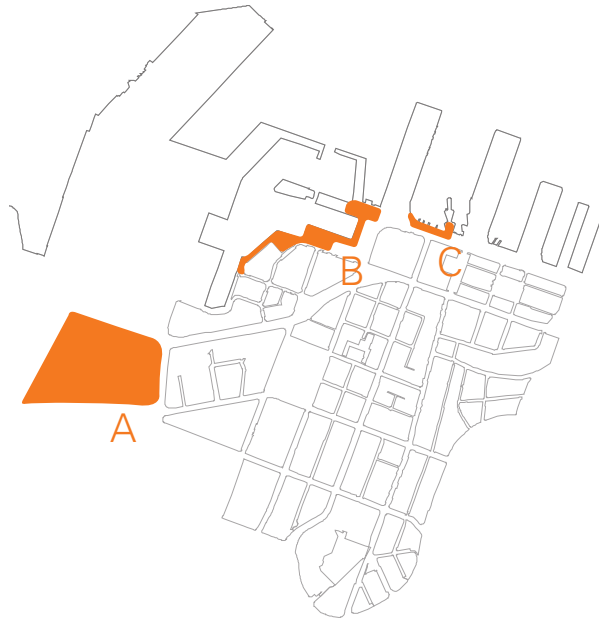
Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - weekday



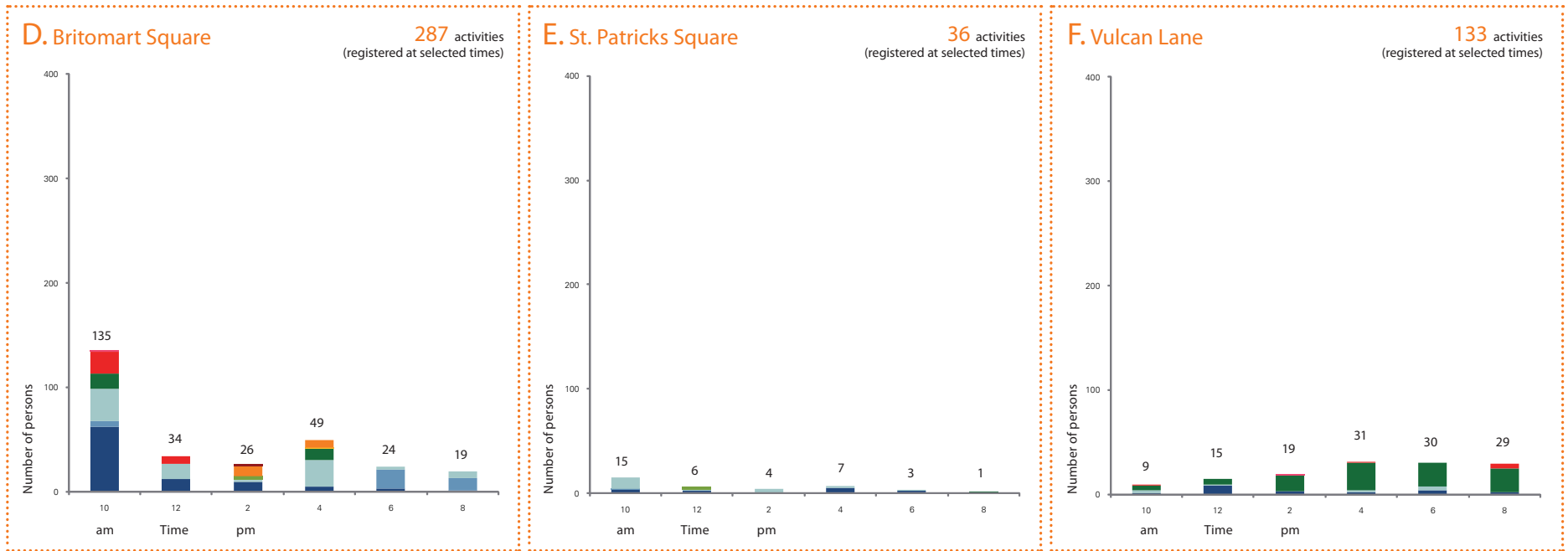
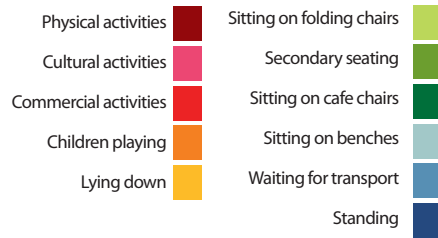
Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - Saturday



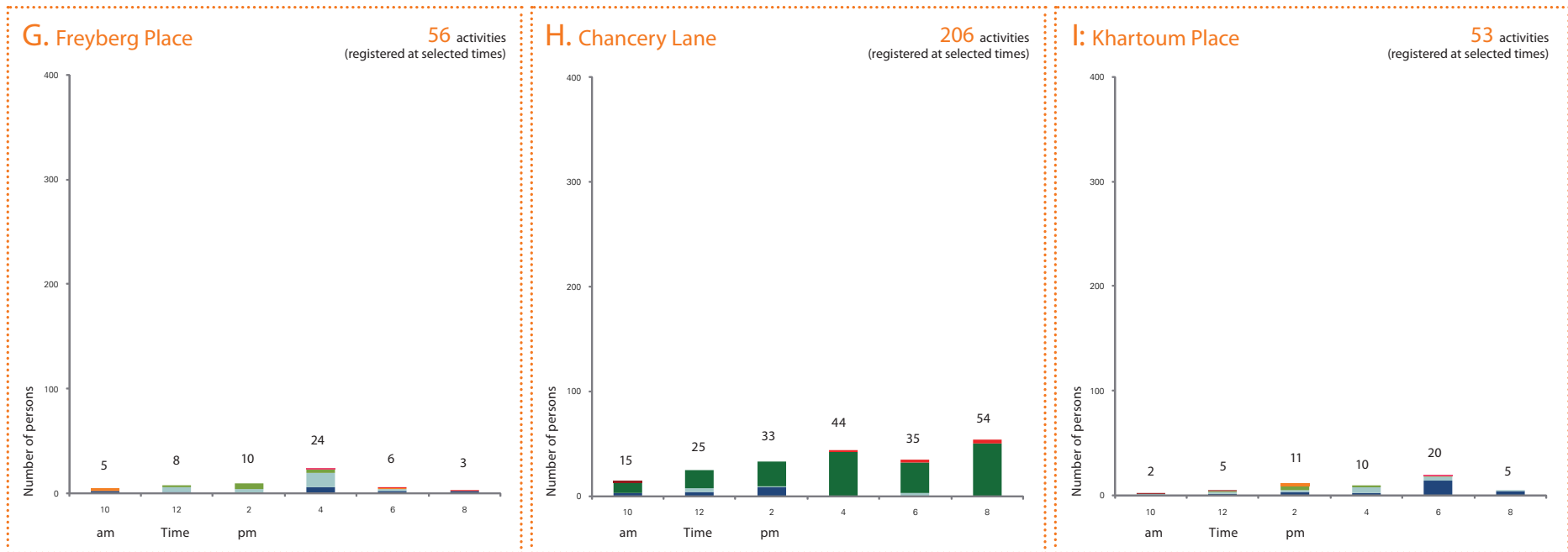
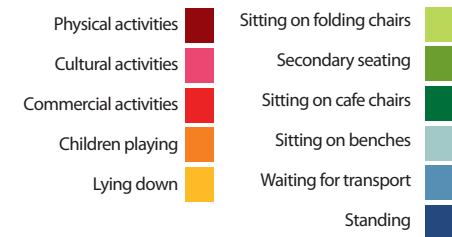
Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - Saturday



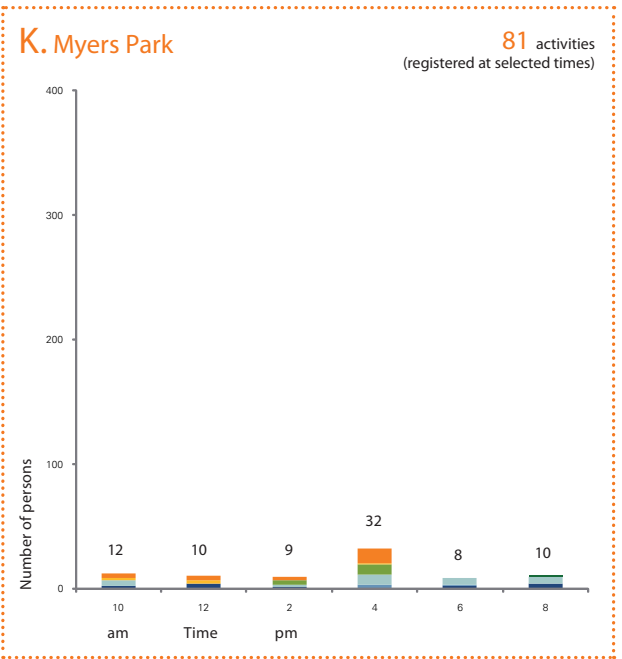
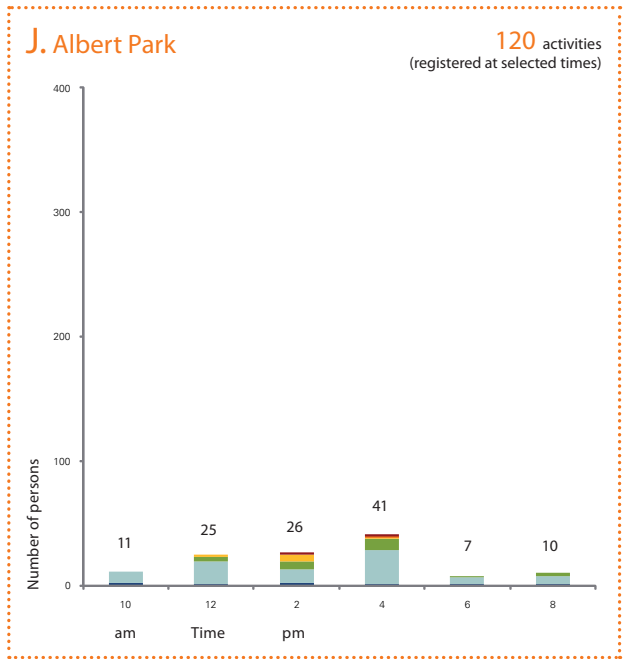
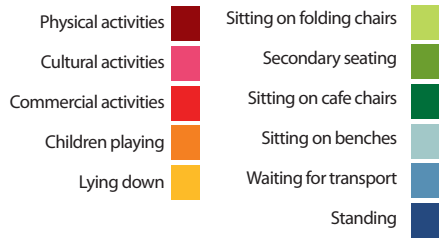
Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - Saturday



Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

Stationary activity - Saturday



Stationary activities counted on Wednesday 19th of May and Saturday 22nd of May. Weather: Mild 17-22°C

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