



PUBLIC
LIFE
SURVEY
WINTER 2015

Gehl
Architects

Auckland
Council

Te Kaunihera o Tāmaki Makaurau



REPORT CREDITS

The following report has been prepared by Auckland Council's Auckland Design Office.

Contact

Ludo Campbell-Reid
General Manager
Auckland Design Office (ADO)
Auckland Council

PROJECT TEAM

Report Author & Survey Lead:

Den Aitken
Landscape Architect
ADO, Auckland Council

Auckland Council Project Team:

Tim Watts
Manager, City Centre Design Unit
ADO, Auckland Council.

Gyles Bendall
Programme Leader Public Realm
ADO, Auckland Council.

Gehl Architects Project Team:

Henriette Vamberg
Partner & Director
Gehl Architects, Denmark.

Drew Pinazza
Urban Planner
Gehl Architects, Denmark

Reviewed by:

Alison Reid
Senior Researcher
Social and Economic Research Team
Research and Evaluation Unit (RIMU)
Auckland Council.

SURVEY TEAM

Den Aitken
Lloyd Atherfold
Meg Back
Arash Barzin
Gyles Bendall
Gerald Blunt
Zane Bray
Chris Butler
Ludo Campbell-Reid
Luke Christensen
Mat Collins
Katya Curran
Raewyn Davie Martin
Christopher Dempsey
Roger Eccles
Emilio M Escayol
Adrian Field
Tim Fitzpatrick
Gavin Flynn
Saman Javan Ford
Hilary Fowler
Georgina Gilmour
Alan Gray
Ben Halliwell
Simon Harrisson
Andrew Hibson
Monique Jones
Philipa Jopp
Amir Kayal
Cr Denise Krum
Deborah Lee Sang
Lily Linton
Simon Lough
Claire Macky
Jonathan Marwick
Antonia McClean
Emma McInnes

Julia Moore
Paul Murphy
Mohsen Mohammadazeh
Marieke Numan
Szening Ooi
Nina Patel
Suresh Patel
Caryl Queja
Morgan Reeve
Oliver Roberts
Marcus Robinson
Georgia Sanders
Hamish Scott
Sam Shears
Paggy Shen
Lisa Spasic
John Stenberg
Kurt Taogaga
Joe Viqasi
Ashleigh Vivier
Anja Vroegop
Frith Walker
Xinxin Wang
Ashley Watt
Tim Watts
Fiona Whyte
Bianca Wildish
Junjie Xu (Terry)

CONTENTS

1. Introduction: Public Life Survey 2015

- » Foreword
- » Overview and purpose of report
- » 2015 Public Life Survey study area
- » Method for data collection
- » 2010 Public Life Survey overview

2. Auckland's Story: Achievements and Challenges 2010 - 2015

- » Major achievements in the city centre
- » Major challenges facing the city centre

3. Public Life 2015: Analysis and Interpretation

- » Interpreting the data
- » Public life at a glance
- » Pedestrian traffic: weekday
- » Pedestrian traffic: weekend
- » Pedestrian tracking 2010 - 2015
- » Stationary activity: weekday
- » Stationary activity: weekend
- » Stationary activity tracking
- » Weekday age and gender mapping

4. 2015 Public Life Data

- » Stationary activity
- » Pedestrian traffic
- » Age and gender profiles

INTRODUCTION: PUBLIC LIFE SURVEY 2015

1.





1.1 FOREWORD

HENRIETTE VAMBERG
PARTNER & MANAGING DIRECTOR, GEHL ARCHITECTS

Gehl's relationship with Auckland spans 6 years and involves a Public Realm 'Health Check' published in 2009, followed by a Public Life Survey in 2010. Both these documents focused on the public spaces and public life in Auckland and documented the conditions at the time as well as providing recommendations in terms of how to improve the city centre towards a better place for people.

Since then, Auckland Council has adopted a new governance framework that sees a shared vision of 'Creating the World's Most Liveable City' filter through every level of decision-making, budgeting and planning. With a recognition that liveability starts with an understanding of people's behaviour and needs, this approach has underpinned important longer-term strategic policies such as The Auckland Plan, The City Centre Masterplan, The Economic Development Strategy, and The Waterfront Plan.

Our May 2015 visit revealed an appetite for the Gehl methodology in measuring the city to document change, and to inform an ongoing evidence-based strategic direction. It revealed an expanded pedestrian network, many more invitations to stay in the city, and an almost doubling of pedestrian activity at selected locations in just five years.

Auckland in 2015: key highlights

1. An invigorated waterfront. Areas like Queen Street Wharf and Wynard Quarter are world class waterfront spaces that add a new pulse and flavour to the city.
2. Upgraded parks - Myers Park and Victoria Park have been upgraded with new play facilities and a skate park.
3. The Laneway Circuit is starting to come to life. Federal Street, Elliott Street, Lorne Street - all are part of a unique Auckland feature that supplements Queen Street with smaller scale spaces and smaller scale establishments thus bringing extra vibrance and diversity into the city centre.
4. Queen Street upgrade has widened footpaths considerably, renewed the furniture and has started to address pedestrian priority also at intersections.

Auckland is already a powerhouse on the world liveability rankings and much of its nontangible change is today complemented with tangible change: the city is looking and feeling different.

1.2 OVERVIEW AND PURPOSE OF THE REPORT

OVERVIEW

In April 2010 Denmark-based Urban Quality Consultants Gehl Architects conducted a Public Spaces and Public Life Survey in Auckland's city centre. Gehl Architects build on the extensive research of Jan Gehl, who for over five decades has worked to improve the living conditions of urban environments around the globe.

The 2010 Public Spaces and Public Life Survey presented analysis and recommendations for the city centre, many of which have been set in place and as a result the city centre has experienced substantial improvement in public realm quality.

The 2015 survey, undertaken by Auckland Council's Auckland Design Office - in collaboration with Gehl Architects - captures the changes to public life as a result of these improvements and sets a new benchmark for future public realm improvements.

This report is designed to be read in conjunction with the Auckland CBD Public Realm Health Check (August 2009) and the Auckland 2010 Public Life Survey.

PURPOSE OF THIS STUDY

The purpose this study was to identify the changes in public life since 2010 and measure pedestrian activity in the city centre today. The survey provides information on where people walk and spend time - 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, in order 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 can indicate a lively city of strong urban quality.

1.3 2015 SURVEY AREA

The study area encompasses those areas most intensely used by pedestrians in the city centre, extending south to Myers Park, west to Victoria Park and east to Albert Park. Due to considerable investment in the public realm since 2010 the 2015 survey area also includes Wynyard Quarter.

PEDESTRIAN COUNTING LOCATIONS

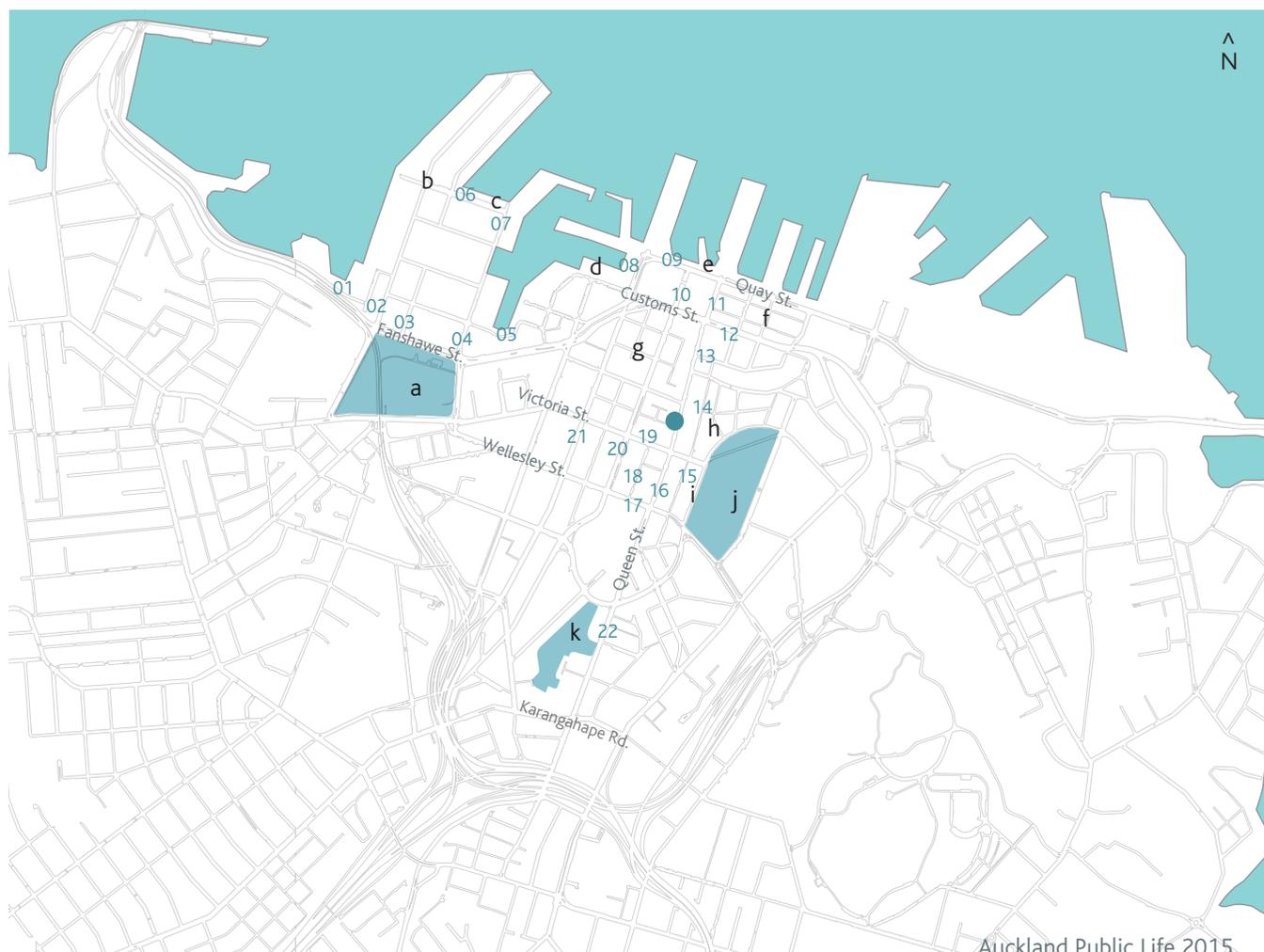
01. Boardwalk/West Haven Drive
02. Beaumont Street
03. Daldy Street
04. Halsey St South
05. Gaunt Street
06. North Wharf
07. Halsey St North
08. Viaduct Waterfront
09. Quay Street
10. Lower Albert Street
01. Lower Queen Street
12. Fort Lane
13. Fort Street
14. High Street
15. Lorne Street
16. Queen Street (a)
17. Wellesley Street
18. Elliot Street
19. Victoria Street
20. Albert Street
21. Hobson Street
22. Queen Street (b)

ACTIVITY MAPPING LOCATIONS

- a. Victoria Park
- b. Silo Park
- c. North Wharf/Karanga Plaza
- d. Viaduct
- e. Quay Street Wharf
- f. Britomart
- g. St Patricks Square
- h. Freyberg Square
- i. Khartoum Place
- j. Albert Park
- k. Myers Park

AGE & GENDER LOCATION

- no. 176 Queen Street



1.4 SURVEY METHOD

HOW THE DATA WAS COLLECTED

The method for collecting this information has been developed by Gehl Architects and used in previous studies across the globe. The counting positions were chosen in order to provide the best possible overview of pedestrian traffic.

- » Pedestrian counts were carried out in selected streets for 10 minutes every hour between 8am and 12am
- » Stationary activities were mapped every second hour between 10am and 8pm
- » Age and gender surveys were carried out every second hour between 11am and 9pm

1. PEDESTRIAN COUNTING

Pedestrian traffic counts provide data on how people move around in the city. The counts give an indication of activity levels and destinations that attract people. Pedestrian data also helps in understanding the hierarchy of streets in the city.

2. STATIONARY ACTIVITY MAPPING

Mapping of stationary activities provides a snapshot of the people spending time in, but not moving through, a public space. Mapping gives an overview of the staying activities occurring throughout the day, such as standing, sitting, playing, working, engaging in sports and cultural or commercial activities.

3. AGE AND GENDER SURVEY

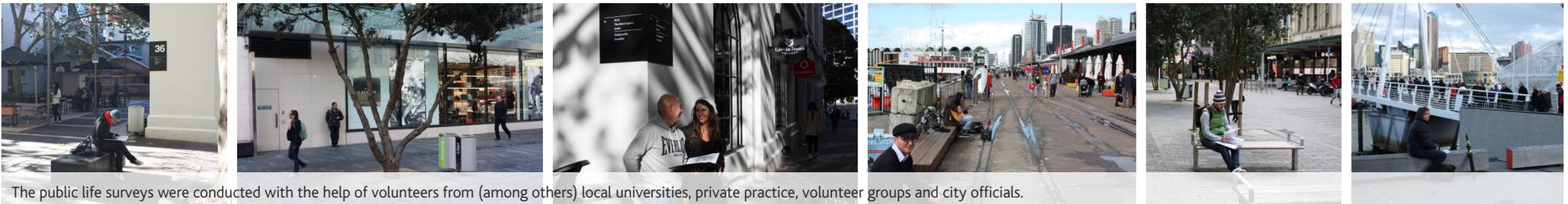
An age and gender survey can provide a picture of who uses and moves through the city. The balance between different age groups, and between men and women can be used to evaluate the quality, safety and integration level of public spaces.

ADDITIONAL SURVEY INFORMATION

The 2015 surveys were undertaken on Wednesday 20th May and Saturday 6th June. No unusual events that could affect the data took place in the city on the day of the survey.

The weather on Wednesday 20th May 2015 was largely fine with a high of 16° and a low of 7°C. The weather on Saturday 6th June 2015 was largely fine with a high of 15° and a low of 8°C.

Note: The 2010 surveys were undertaken on Thursday 19th March and Wednesday the 19th May. The weather was mild 17°-22°C.



The public life surveys were conducted with the help of volunteers from (among others) local universities, private practice, volunteer groups and city officials.

1.5 2010 PUBLIC LIFE SURVEY



Based on the analysis and findings of the 2010 Auckland Public Life Survey a set of three overall recommendations were made for future development in the city centre:

01. A WELL CONNECTED CITY

- » a city centre in touch with its surroundings
- » a city centre network of high quality
- » a city centre with a distinct street hierarchy

02. 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

03. A WATERFRONT CITY

- » a city centre with a world-class waterfront

These recommendations have been largely followed and the city has experienced significant improvements to the quality of the public realm (see appendix for detailed recommendations).

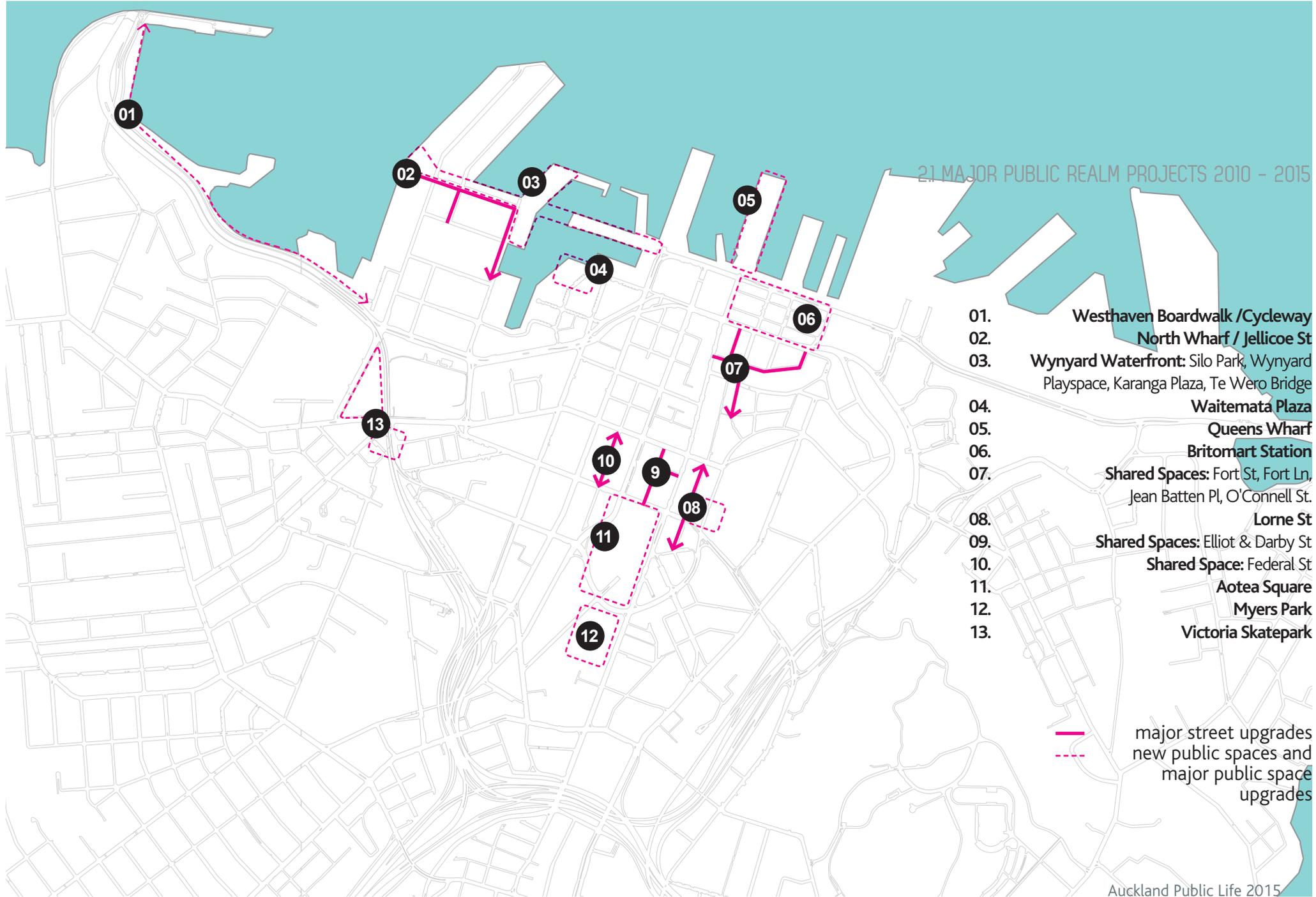
AUCKLAND'S STORY

ACHIEVEMENTS & CHALLENGES: 2010 – 2015

2.



21 MAJOR PUBLIC REALM PROJECTS 2010 - 2015



- 01. Westhaven Boardwalk / Cycleway
- 02. North Wharf / Jellicoe St
- 03. Wynyard Waterfront: Silo Park, Wynyard Playspace, Karanga Plaza, Te Wero Bridge
- 04. Waitemata Plaza
- 05. Queens Wharf
- 06. Britomart Station
- 07. Shared Spaces: Fort St, Fort Ln, Jean Batten Pl, O'Connell St.
- 08. Lorne St
- 09. Shared Spaces: Elliot & Darby St
- 10. Shared Space: Federal St
- 11. Aotea Square
- 12. Myers Park
- 13. Victoria Skatepark

— major street upgrades
 - - - new public spaces and major public space upgrades

2.2 SUMMARY OF MAJOR ACHIEVEMENTS IN THE CITY CENTRE 2010 – 2015



A SINGLE VISION

- » In 2010 the functions of the previous regional council and the region's seven city and district councils into one amalgamated 'super city'
- » A clear regional vision and strategy -The Auckland Plan - a widely-shared vision for Auckland to be the world's most liveable city
- » Supporting the Auckland Plan, The City Centre Masterplan and the Waterfront Plan provide the blueprint for the transformation of the city centre
- » Complimenting these documents are a range of advocacy and educational resources such as the recently launched Auckland Design Manual



A MORE DIVERSE CITY CENTRE

- » 25% increase in residents living in the city centre since 2010
- » 1 in 7 Aucklanders work in the city centre - an approximate 10% increase since 2010
- » An approximate increase of 75% in visitors from cruise ships since 2010
- » 256,000 visitors alighted from 101 cruise ships in the 2012/2013 season alone, worth an estimated \$300 million (NZD) to the city
- » More children and families visible in the Wynyard Quarter/waterfront area
- » Increased night-life and commercial activity - particularly in the Britomart area which has seen a 184% increase in activities after 8pm on weekends



AN EXTENDED NETWORK OF PEDESTRIAN SPACE

- » Approximately 1.5 km² of new shared space environment
- » Commencement of a 2.5km long (approximate) pedestrian 'Laneway Circuit'
- » Removal of 11 'free' left turn slip lanes
- » Improved pedestrian crossings
- » Significant street upgrades at Britomart Pl, Beach Rd, Jellicoe, Daldy, Halsey, Gore, Lorne, Kitchener, Rutland and Upper Queen Streets
- » Shorter waiting times at intersections on key pedestrian routes
- » Numerous public space upgrades including Queens Wharf, Britomart, Aotea Square, Khartoum Place, Bledisloe Lane, Waitemata Plaza, Karanga Plaza, North Wharf and Silo Park

source data:

Fort Street Evaluation Report - July 2012
 Passenger Transport Patronage Surveys - Screenline Survey June 2014
 City Centre Monitoring Quarterly Snapshot, July 2013

2.3 SUMMARY OF MAJOR ACHIEVEMENTS IN THE CITY CENTRE 2010 - 2015



IMPROVED MULTI-MODAL ACCESS

- » 45% of all transport trips into the city centre are undertaken on public transport
- » An approximate 10% increase in weekday public transport patronage into the city centre between 7am and 9am
- » An approximate 25% increase in 7 -9am weekday train patronage into the city centre
- » Buses make up just 2.5% of all on road vehicles while carrying approximately 33% of all morning commuters



A MORE DIVERSE & CONNECTED WATERFRONT

- » More public waterfront space, including Queens Wharf, North Wharf, Silo Park, Karanga Plaza and Daldy Street Linear Park;
- » A difference of 172% more staying activities on weekends than weekdays (Note: Pedestrian count completed in late autumn/early winter - summer months will see considerably higher differences);
- » A difference of 186% more pedestrian foot traffic on weekends than weekdays (Note: Pedestrian count completed in late autumn/early winter - summer months will see considerably higher differences);
- » Greater north-south connectivity between the waterfront and Victoria Quarter.



MUCH MORE CITY LIFE

- » A 2% increase in weekday stationary activities across surveyed sites surveyed in 2010;
- » A 12% increase in weekend stationary activities across sites surveyed in 2010;
- » A 27% increase in weekend pedestrian foot traffic across locations surveyed in 2010;
- » A 34% increase in weekday foot traffic across locations surveyed in 2010;

source data:

Fort Street Evaluation Report - July 2012

Passenger Transport Patronage Surveys - Screenline Survey June 2014

City Centre Monitoring Quarterly Snapshot, July 2013

2.4 SUMMARY OF THE MAJOR CHALLENGES STILL TO BE ADDRESSED



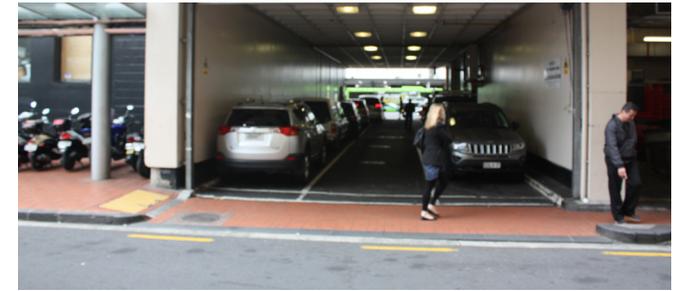
A TRANSPORT NETWORK UNDER STRAIN

- » Despite recent increases in public transport patronage the large-scale street layout – typical of many streets in the city centre – are dominated by private motor vehicles, contributing to a poor quality pedestrian environment, inconvenient traffic routes and long waiting times for private and public transport users alike.



BARRIERS BETWEEN THE CITY AND THE WATERFRONT

- » Due to their width and layout Quay and Fanshawe Streets represent both a physical and mental barrier for pedestrians moving between the city and the harbour. This infrastructure heavily influences the types and diversity of pedestrian activity that can occur. The pedestrian experience is poor; noise and safety concerns, lack of defined edges, legibility and low pedestrian priority each contribute to relatively low pedestrian footfall and activity in the spaces adjoining these streets.



AN INCOMPLETE PEDESTRIAN & CYCLE NETWORK

- » Considerable investment has been put in place to improve and complete the pedestrian network. The 'Laneway Circuit' marks a considerable shift towards pedestrian priority streets with positive supporting data measured at a number of locations. Intersections across this circuit however are by and large vehicular dominated, reducing the cohesiveness of the circuit.
- » While considerable investment has also been made in providing cycle access into the outer city centre, cycling patronage has seen slow growth in the city centre. This is possibly reflecting a lack of safe cycle options once in the city centre.

2.5 SUMMARY OF THE MAJOR CHALLENGES STILL TO BE ADDRESSED



LIMITATIONS ON GROWTH

- » There is a lack of affordable unit-titled, owner occupied housing in the central city, and the size and functionality of many residential units in the city centre reduce remains unappealing to many. This is reflected in the considerable reduction in pedestrian foot traffic outside of regular business hours in the centre.
- » A lack of high-quality office space is also limiting public life in the city centre. While on the precipice of change the current situation is reflected in the low numbers of pedestrians recorded in the centre - relative to comparably sized cities across the globe.

LIMITED DISTRIBUTION OF PEDESTRIAN ACTIVITY

- » 74% of all recorded weekday pedestrian movement occurs on or around Queen Street;
- » Evening pedestrian traffic decreases by 71% on Queen Street weekdays between 6pm and 10pm;
- » Weekend pedestrian foot traffic decrease by 19% when compared to weekdays;
- » Staying activities decrease between 40% on weekdays and 35% on weekends after 3pm.

LOW NUMBERS OF CHILDREN AND ELDERLY PRESENT IN THE CITY CENTRE

- » When elderly and children are designed for in the city then typically all people are designed for. Of the 638 total staying activities recorded at four 'inner city' public spaces surveyed (Khartoum Pl, Freyberg Sq, St Patrick's Sq and Britomart), less than 6% included children at play;
- » Only 1% of pedestrians surveyed on Queen Street on a weekday were under 14 years old;
- » Only 11% of pedestrians surveyed on Queen Street on a weekday were 65 years or older.

PUBLIC LIFE 2015: INTERPRETATION & ANALYSIS

3.



4.1 INTERPRETING THE DATA: PEDESTRIAN TRAFFIC



A number on its own is seldom of interest. It is important that results can be compared. Therefore it is essential to register precisely and comparably. Factual conditions like weather and time of day must also be noted so that similar studies can be comparable at a later date.

PEDESTRIAN TRAFFIC

Pedestrian traffic can loosely be categorised as a '*necessary activity*' – walking to work, waiting for a bus, running errands – and will remain fairly constant regardless of external influences such as weather conditions.

Since 2010 a number of street upgrades have been completed with a focus on the shared space street typology. These upgrades offer attractive alternative walking routes and an increase in the diversity and hierarchy of city centre streets. These upgrades will shift the patterns of pedestrian use depending on their quality, safety and attractiveness.

» KEY FACTORS INFLUENCING CHANGES IN PEDESTRIAN TRAFFIC

- Increases in options for walking routes, for example Fort St, Fort Lane, O'Connell St, Federal St
- Relocation of pedestrian destinations – such as bus stop locations
- Increased accessibility to the waterfront – North Wharf, Jellicoe Street, Wynyard Quarter

» PEDESTRIAN INCREASES

Pedestrian traffic has increased across most of the surveyed sites. Movement trends reflect that the city centre is predominantly visited as a place of business between 8am and 6pm, Monday through Friday.

Some of the most significant increases have been recorded at Lower Queen Street which reflects the wider increases in rail patronage via Britomart Station.

Wynyard Quarter and North Wharf have also experienced considerable increases in pedestrian traffic which reflects the shift in land use in this area since 2010. While the Queen St valley has the highest density of pedestrian movements on weekdays, the waterfront is a large draw card for weekend use.

» PEDESTRIAN DECREASES

The bulk of recorded decreases in pedestrian movement can likely be attributed to relocation/changes in pedestrian destinations and public transit stops.

Other decreases in activity, such as High Street, are likely due to a combination of increased diversity in the city centre, particularly with upgrades to Britomart, Lorne St and O'Connell St, and a general decline in the quality of the public realm.

4.1 INTERPRETING THE DATA: STATIONARY ACTIVITY



STATIONARY ACTIVITY

Unlike pedestrian traffic, stationary activities are heavily influenced by weather, safety, perception and quality of the surrounding built form. Stationary activities can be considered 'optional activities' - sitting, sunbathing, playing games and standing around enjoying life - and rely on comfortable spaces of high quality. Even a relatively limited deterioration in the quality of the surrounding environment can have disproportionately negative effects on the extent of staying activities.

» KEY FACTORS INFLUENCING CHANGES IN STATIONARY ACTIVITY

- Weather – while the weather was fine during the survey the temperature was considerably cooler than recorded in the 2010 survey. This will have had an effect on the number of recorded stationary activities, in particular people sitting on grass or informal areas.
- Increased diversity of public spaces (new shared street spaces and waterfront offerings) - i.e. a greater range of spaces and destinations;
- Increased destinations - particularly Britomart and the waterfront spread pedestrians across new areas.

ACTIVITY INCREASES

Stationary activity has increased across most of the surveyed sites with movement trends reflecting that the city centre has significantly increased its accessibility to the waterfront over the past five years.

Not surprisingly Britomart has also seen some of the highest levels of activity increases since 2010 - a natural response to the investments made at Britomart and significant increases in public transport usage.

Myers Park and Khartoum Place (lower) have also seen growth following recent upgrades despite the lower temperatures recorded on the survey day.

ACTIVITY DECREASES

The bulk of recorded decreases in stationary activities can be prescribed to two primary factors.

1. Despite best efforts the weather conditions and temperatures for the 2015 survey were considerably less desirable than 2010. This factor is evidenced when analysing the types of activities occurring across the surveyed sites and the considerable decrease in informal activities - lying, sitting on grass etc.



2. Since 2010 a number of new public spaces have been reclaimed, such as the numerous shared streets and newly upgraded waterfront spaces. Spaces such as the Ferry Basin - one of the few spaces in 2010 where people could connect with the harbour - have now been complemented by Queens Wharf, Te Wero Bridge, Karanga Plaza, North Wharf and Silo Park.

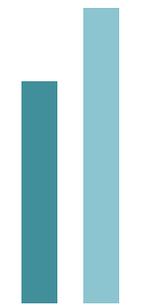
4.1 PUBLIC LIFE AT A GLANCE

MORE PEOPLE LIVING IN THE CITY CENTRE



25%

more residents
living in the city
centre



2010 2015

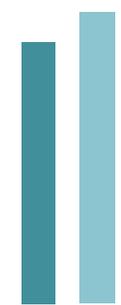
Data source: Statistics New Zealand Census of Population and Dwellings 2006 and 2013.

MORE PEOPLE WORKING IN THE CITY CENTRE



15%

more workers in
the city centre



2010 2015

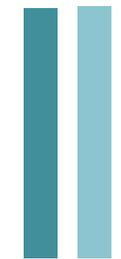
Data source: Statistics New Zealand Business Demographics

STATIONARY ACTIVITIES: WEEKDAY



+2%

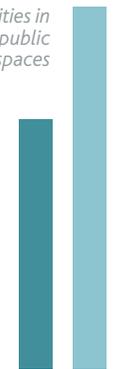
increase in activities at
comparable survey sites



2010 2015

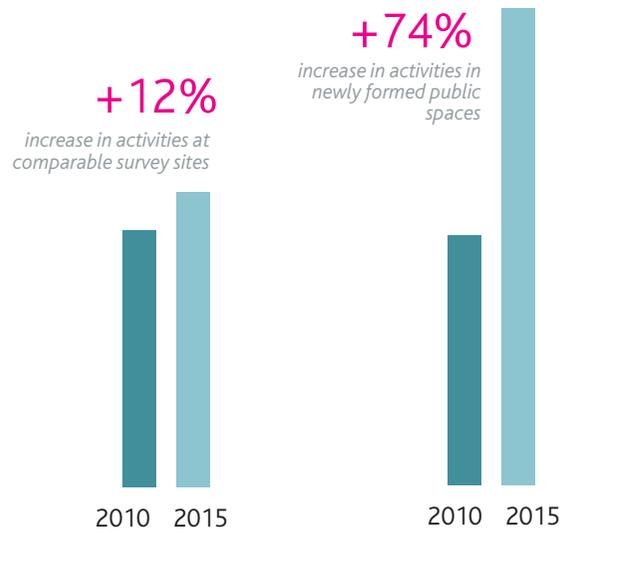
+32%

increase in activities in
newly formed public
spaces



2010 2015

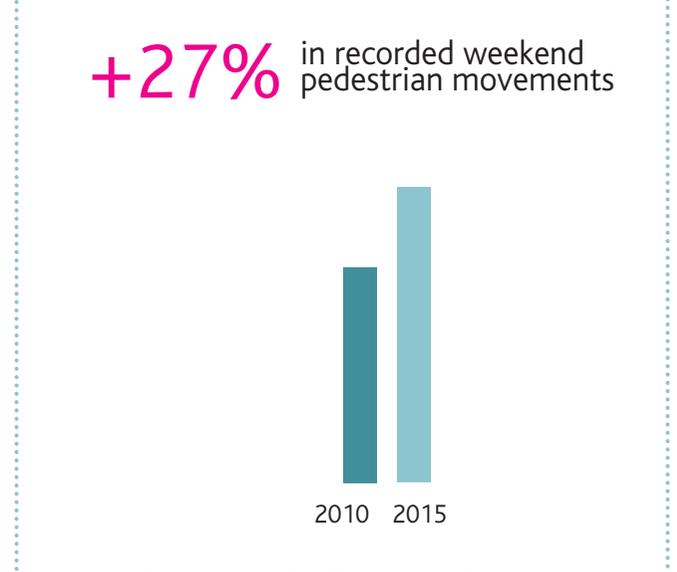
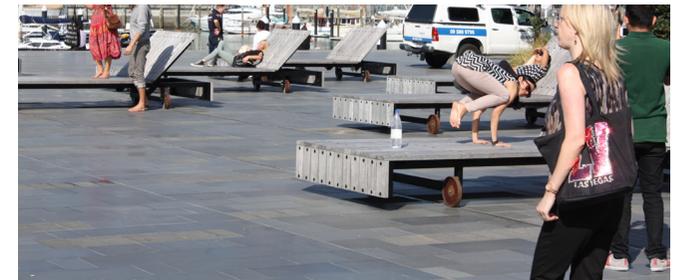
STATIONARY ACTIVITIES: WEEKEND



PEDESTRIAN TRAFFIC: WEEKDAY



PEDESTRIAN TRAFFIC: WEEKEND



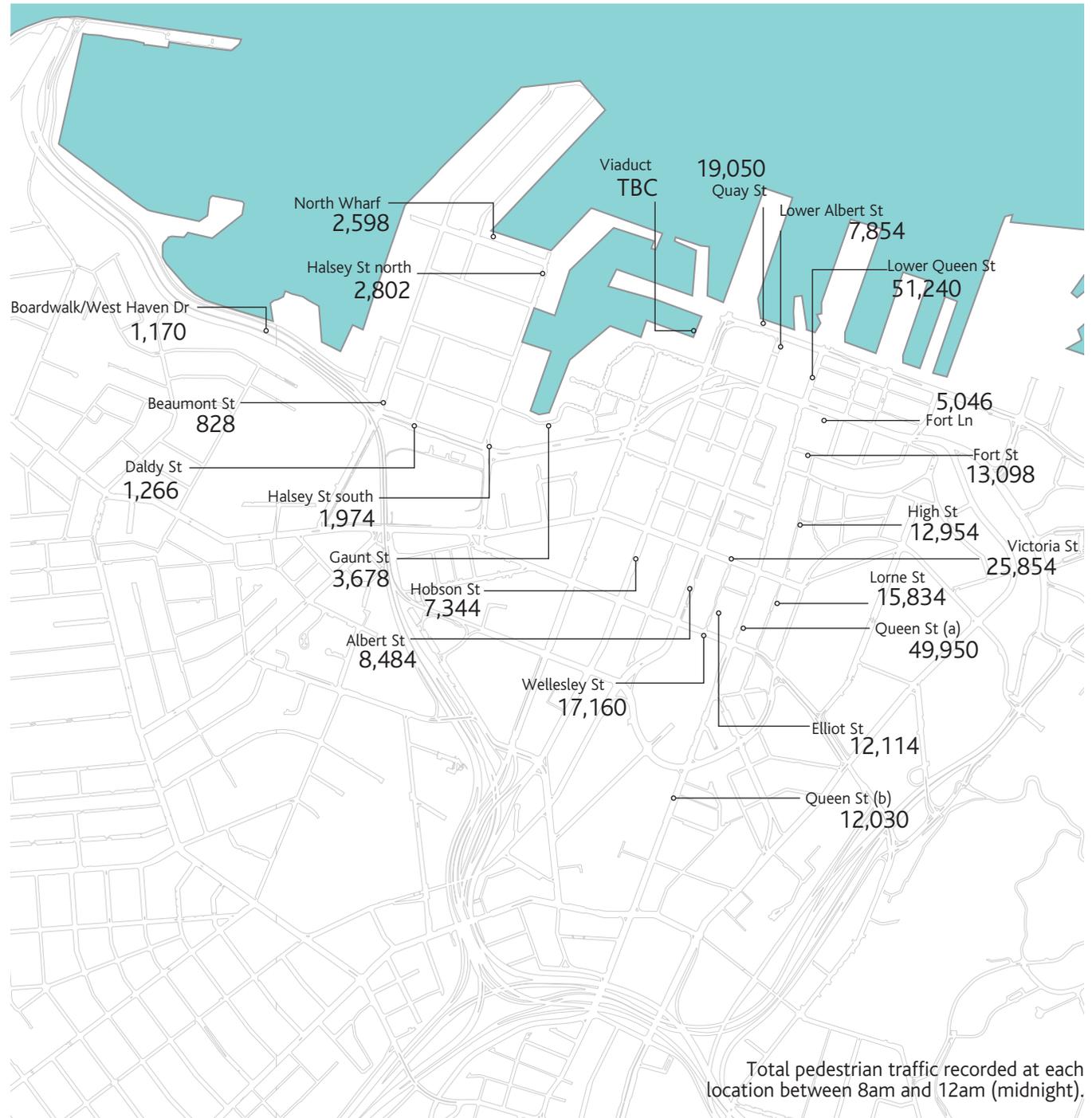
4.2 PEDESTRIAN TRAFFIC: WEDNESDAY 20TH MAY

The pedestrian counts were undertaken in a selection of streets throughout the city centre between 8am and 12am midnight. The survey includes primary connector streets around key attractions, public transport nodes and tourist/visitor destinations, as well as some secondary side streets.

CONCENTRATION OF WEEKDAY PEDESTRIAN MOVEMENTS:

The pedestrian survey indicates a hierarchy of pedestrian movements with higher numbers on and around Queen St/ Britomart Station while streets further back from this area experience comparatively lower levels of foot traffic.

- » 74% of all surveyed weekday pedestrian foot traffic is localised around Queen Street;
- » The highest concentration of pedestrians (51,240) can be found on Lower Queen Street during weekdays;
- » Queen Street (a) - between Victoria & Wellesley St likewise has high concentrations of pedestrians with 49,950 weekday pedestrian movements recorded;
- » The lowest concentration of weekday pedestrians recorded is Beaumont St with 828 recorded pedestrian movements. While the public realm in Wynyard Quarter has dramatically improved in the last 5 years the residential and commercial environments are yet to establish themselves - represented by low pedestrian footfall.



4.2 PEDESTRIAN TRAFFIC: WEDNESDAY MAY 20TH

PEDESTRIAN TRAFFIC: WEEKDAY PEAKS

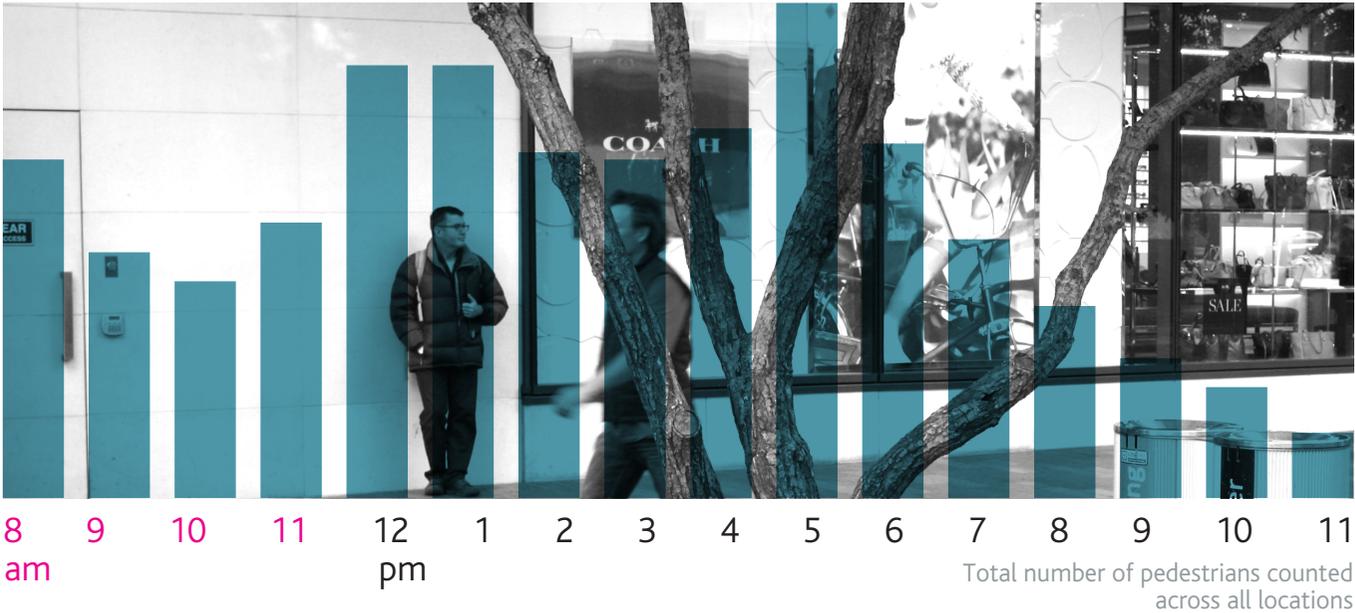
DESCENDING EVENING FOOT TRAFFIC:

Like many cities most of the surveyed streets experience a decrease in pedestrian traffic during the evening - from about 7pm onwards. After peak commuting and store closing times a number of surveyed streets become almost deserted where no alternative evening activities are programmed.

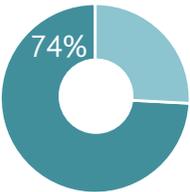
It is notable that some surveyed streets experience a localised increase in pedestrian activity after hours, such as Hobson St, which has the highest density of residential housing in the city. A number of pedestrians were also observed carrying grocery bags - a likely response to the recently established Countdown Metro supermarket on Victoria Street West. Victoria Street likewise exhibits a comparatively steady level of pedestrians after hours.

RISE IN PEDESTRIAN NUMBERS

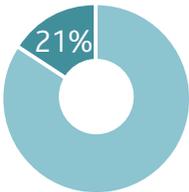
It is notable that most surveyed sites experience an increase in pedestrian foot traffic with an overall 30% increase in total weekday foot traffic since 2010.



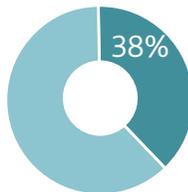
WEEKDAY FOOT TRAFFIC AT A GLANCE:



Queen St experiences almost three quarters of all recorded weekday foot traffic - by far the highest recorded density of pedestrians in the city centre.



Pedestrian movements decrease significantly between 6pm and 11pm, accounting for only 21% of all recorded weekday movements.



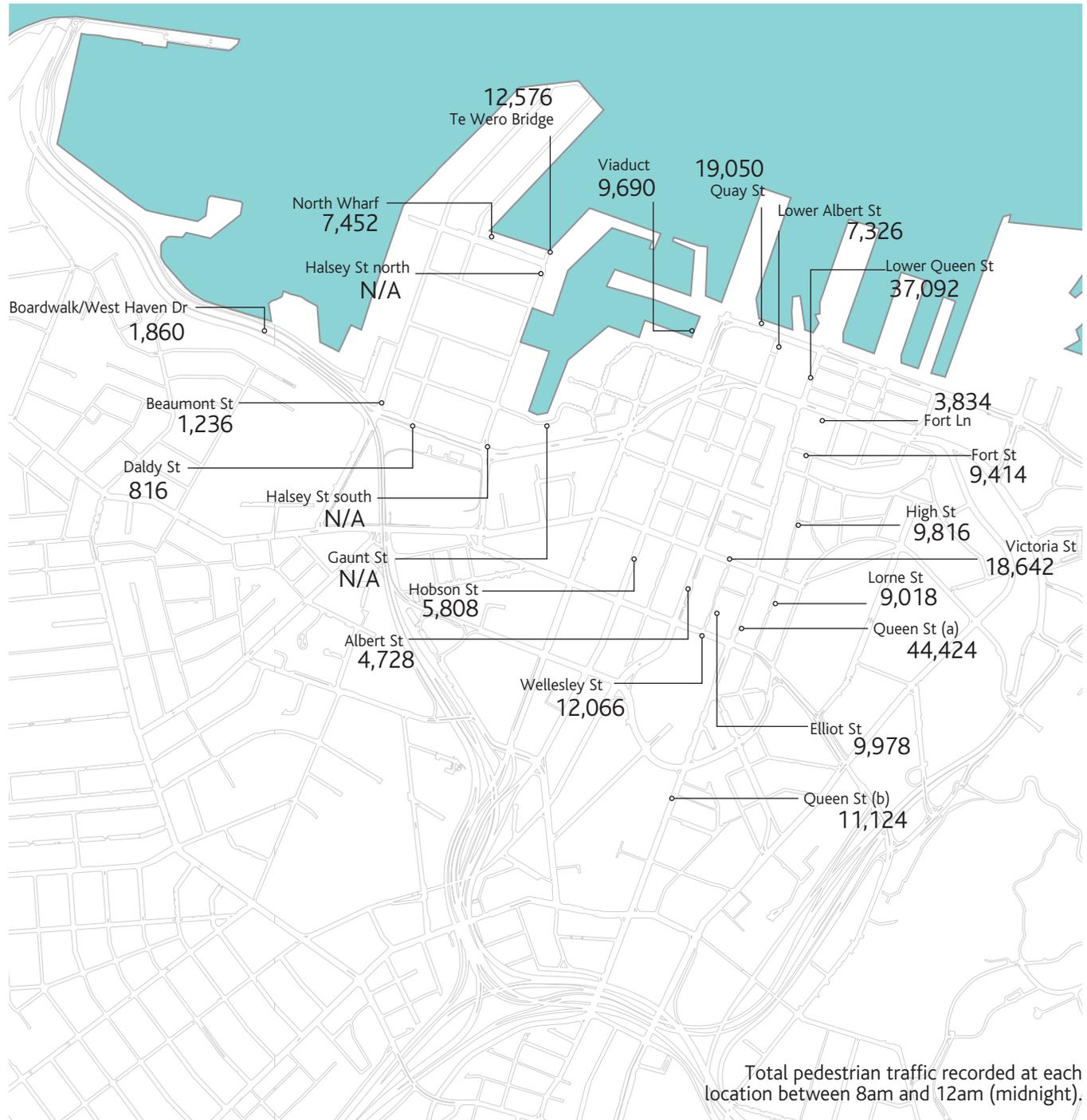
Reflecting its role as a place of work, pedestrian foot traffic peaks (8am-9am, 12pm-2pm, 5pm-6pm) together equate to 38% of all recorded foot traffic.

4.3 PEDESTRIAN TRAFFIC: SATURDAY 6TH JUNE

CONCENTRATION OF WEEKEND PEDESTRIAN MOVEMENTS:

The pedestrian survey indicates a hierarchy of pedestrian movements on and around Queen St/Britomart Station and a steady flow of pedestrians along Te Wero Bridge and North Wharf. Streets further back from this area experience comparatively low levels of foot traffic.

- » 69% of all surveyed weekend pedestrian foot traffic is localised around Queen Street;
- » The highest concentration of pedestrians can be found on Queen Street during weekends with a total of 44,424 pedestrian movements recorded;
- » 21% of all surveyed weekend foot traffic occurs between Quay St and North Wharf (Waterfront);
- » The lowest concentration of weekend pedestrians recorded is Daldy St with 816 recorded pedestrian movements. Residential development is yet to establish itself in the Wynyard Quarter area which is represented by low pedestrian footfalls on some streets.



4.3 PEDESTRIAN TRAFFIC: SATURDAY 6TH JUNE

PEDESTRIAN TRAFFIC: WEEKEND PEAKS

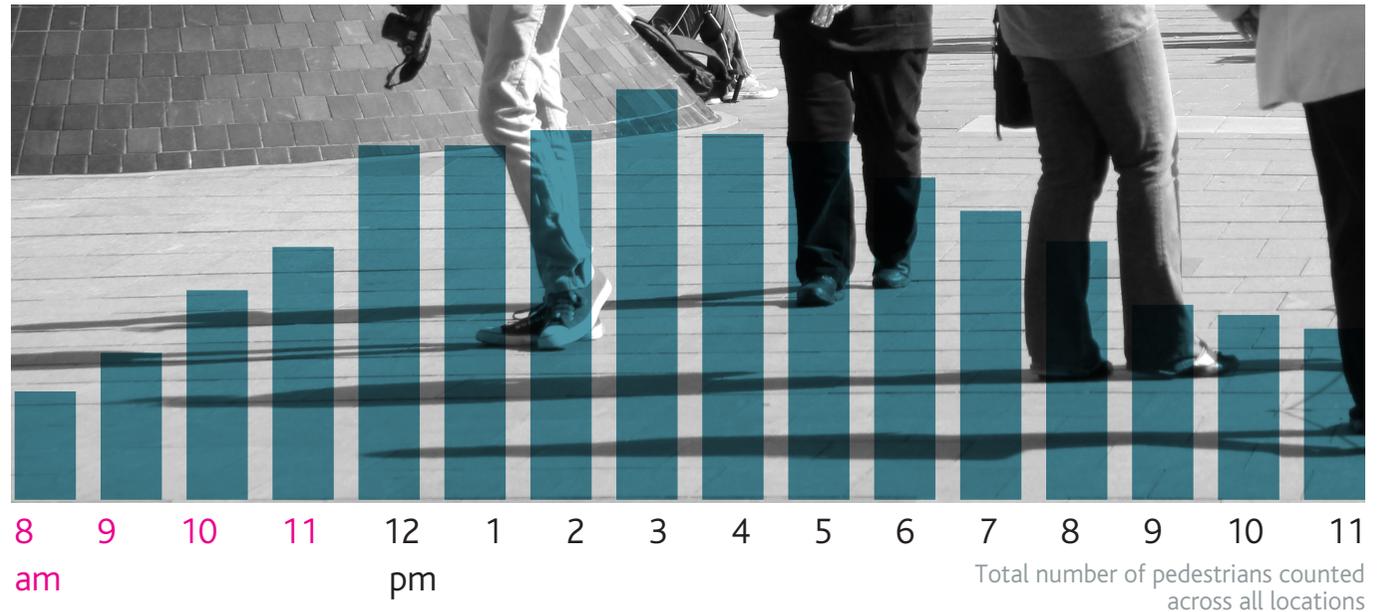
DESCENDING EVENING FOOT TRAFFIC:

Like many cities most of the surveyed streets experience a decrease in pedestrian traffic during the evening. Weekend evening pedestrian counts however are 25% higher than on weekdays (between 7pm and 12am).

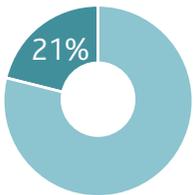
RISE IN PEDESTRIAN NUMBERS

It is notable that most surveyed sites experience an increase in pedestrian foot traffic since 2010.

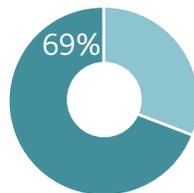
- » Total recorded weekend foot traffic has increased 27% since 2010;



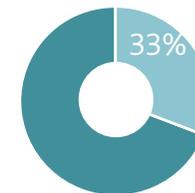
WEEKEND FOOT TRAFFIC AT A GLANCE:



The recently upgraded waterfront area now accounts for over 20% of all weekend pedestrian movements - a new and important considerable fountain of activity for the city.



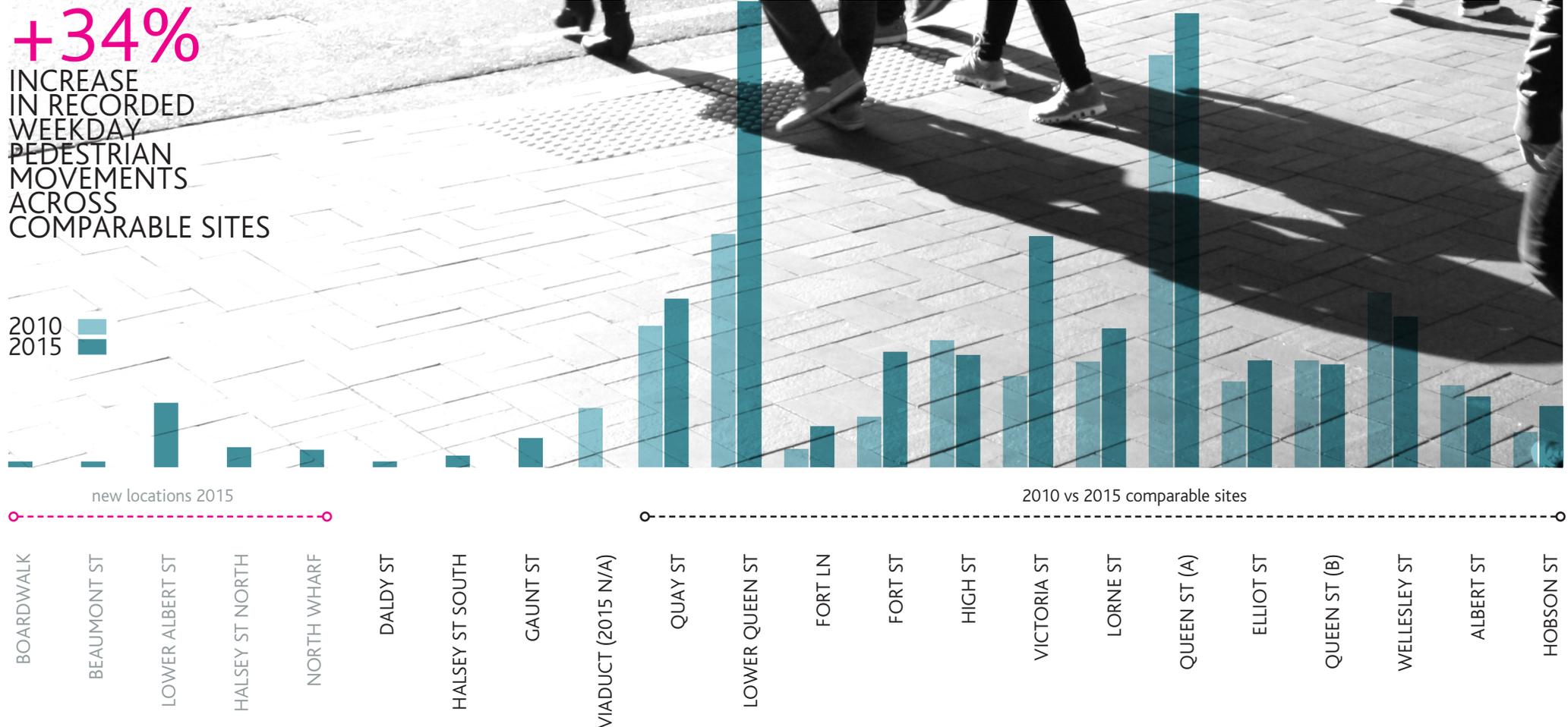
Queen St is still the key city centre destination during weekends, capturing 69% of all recorded pedestrian movements.



The city centre comes alive a lot later in the day over weekends with more than 33% of total recorded movements occurring between 5pm and 10pm.

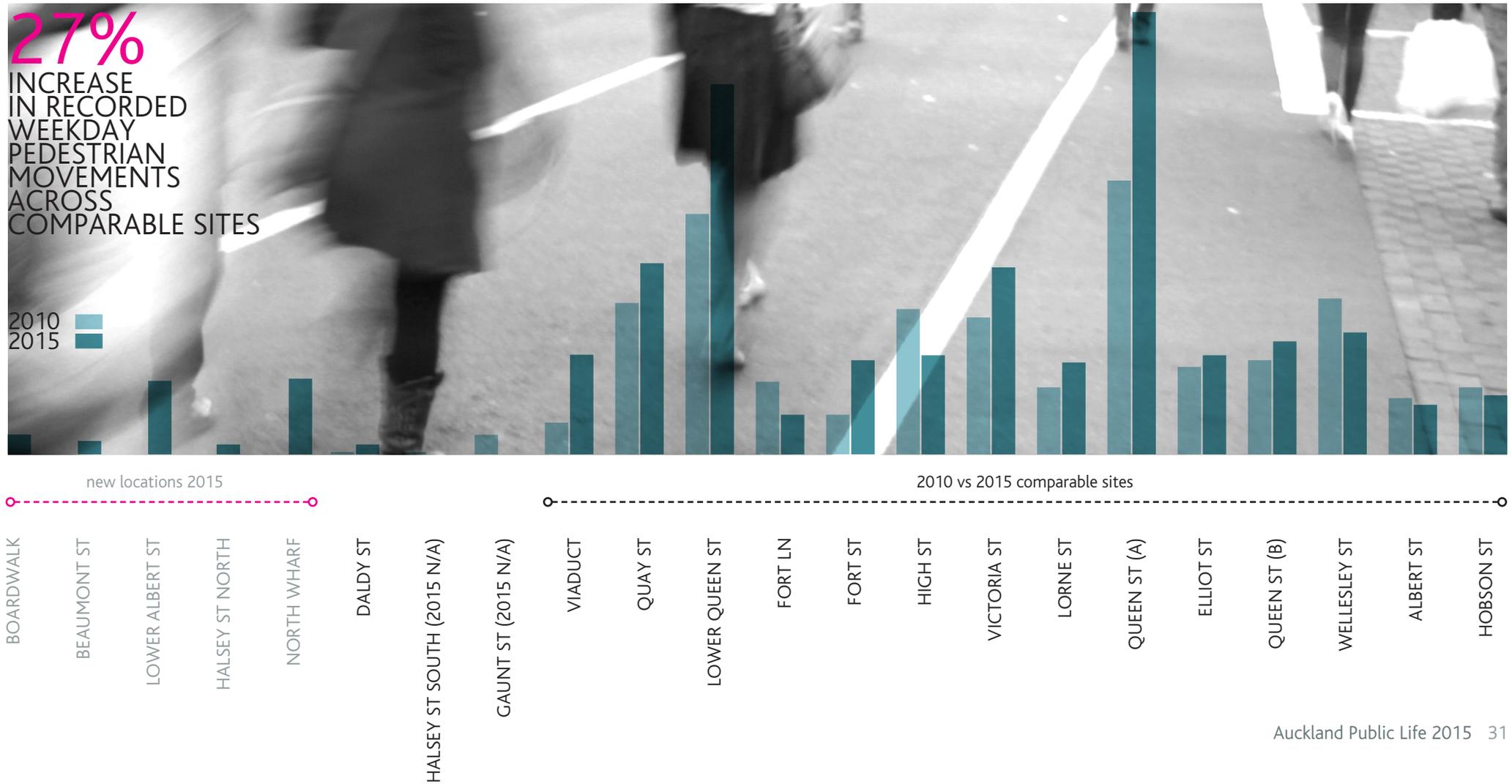
4.4 PEDESTRIAN TRACKING: 2010 - 2015

WEEKDAY PEDESTRIAN FOOT TRAFFIC



4.4 PEDESTRIAN TRACKING: 2010 - 2015

WEEKEND PEDESTRIAN FOOT TRAFFIC

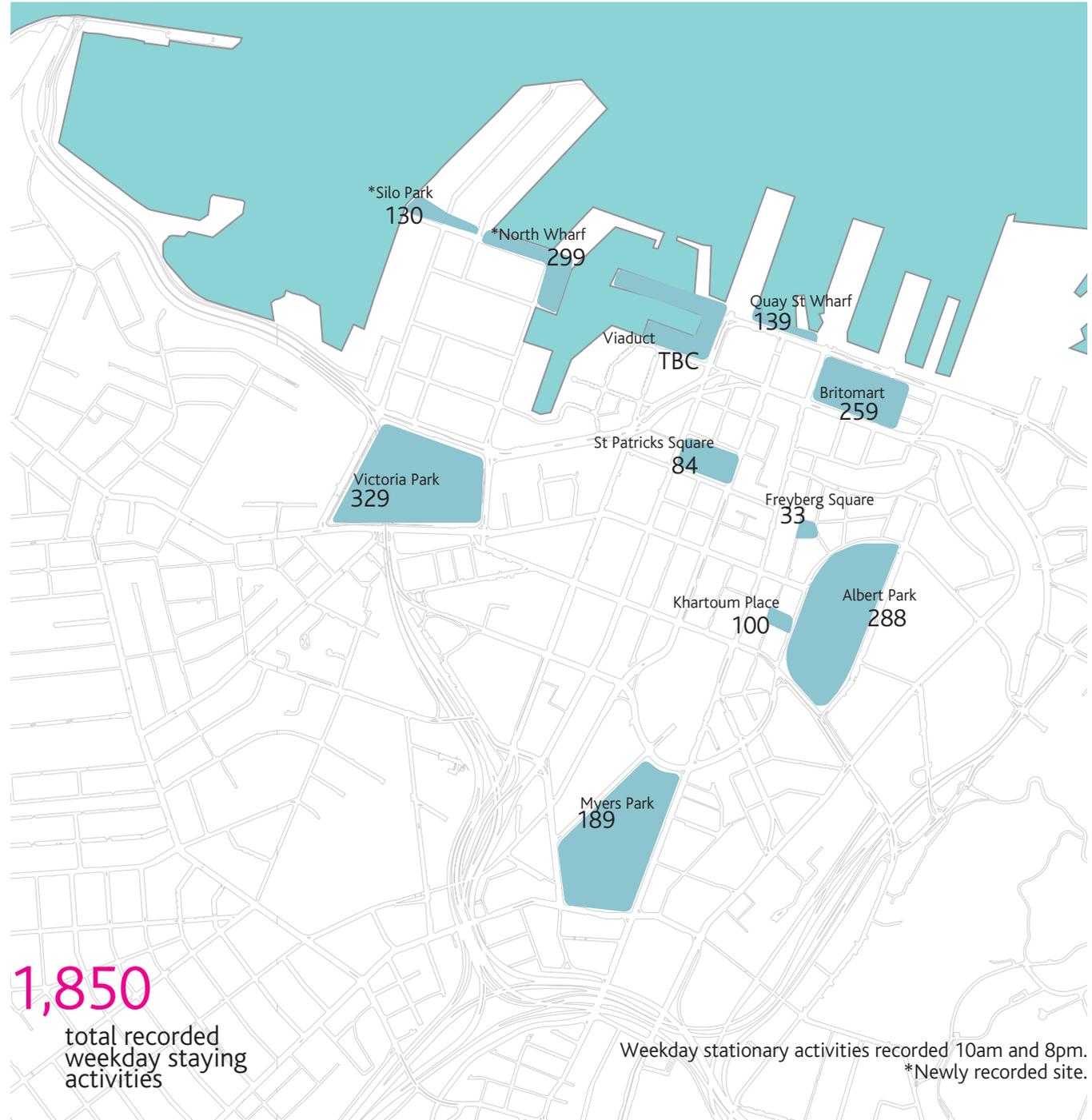


4.5 STATIONARY ACTIVITIES: WEEKDAY

Activity mapping is undertaken from 10:00am to 8:00pm at every second hour and is carried out by walking through the entire space and registering all activities passed on the way.

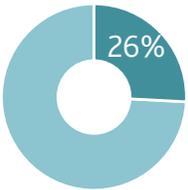
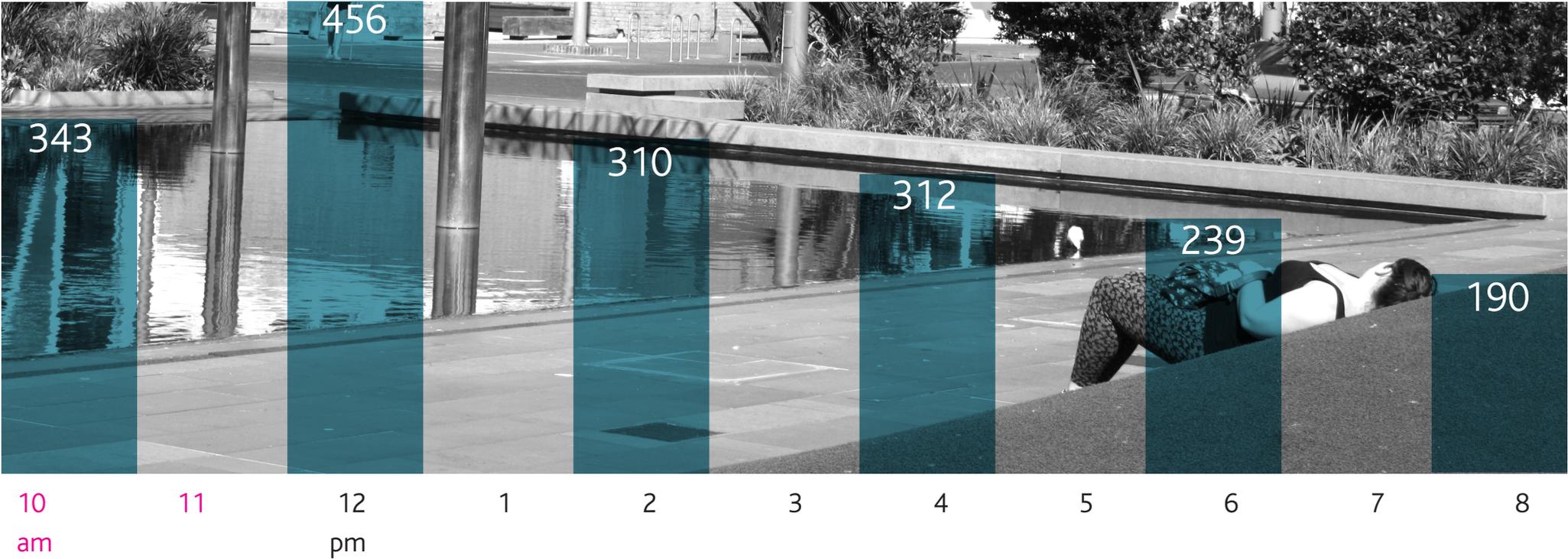
The weather on Wednesday 20th May 2015 was largely fine with a high of 16° and a low of 7°C. Consideration of the reduction from 2010's temperature (a mild 17-22°C) is required when assessing the survey results as this will have detrimental effects on staying activities.

- » The city centre saw a 2% increase in weekday stationary activities across all comparable sites surveyed in 2010;
- » A 34% increase in recorded weekday stationary activity was recorded when the new public realm sites of Silo Park and North Wharf are included;
- » Victoria Park experienced the largest rise in weekday staying activities increasing 225% since 2010;
- » Myers Park also recorded considerable activity increases, primarily between 10am and 12pm and were centred on children playing in the recently upgraded playground.

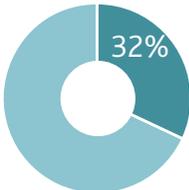


4.5 STATIONARY ACTIVITIES: WEEKDAY

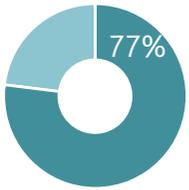
STATIONARY ACTIVITY TRENDS ACROSS A WEEKDAY



26% of all recorded stationary activities were recorded between 12pm and 2pm.



32% of all recorded stationary activities occurred along the waterfront area (Quay St Wharf, North Wharf and Silo Park).



Seating makes up 77% of all recorded weekday stationary activities

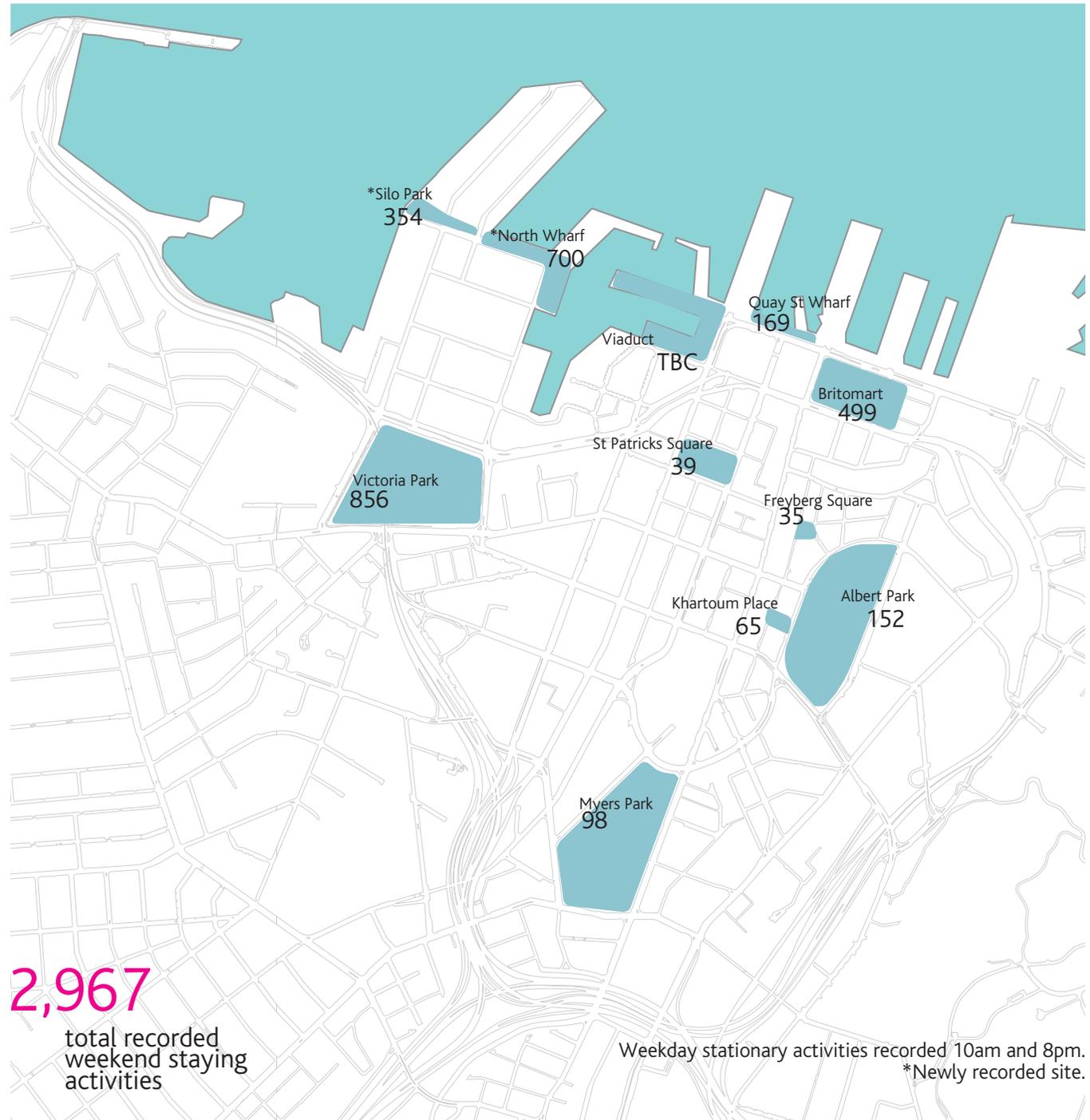
4.6 STATIONARY ACTIVITIES: WEEKEND

Activity mapping is undertaken from 10:00am to 8:00pm at every second hour and is carried out by walking through the entire space, from one end to the other, looking forward and registering all activities passed on the way.

The weather on Saturday 6th June 2015 was largely fine with a high of 15° and a low of 8°C.

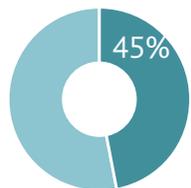
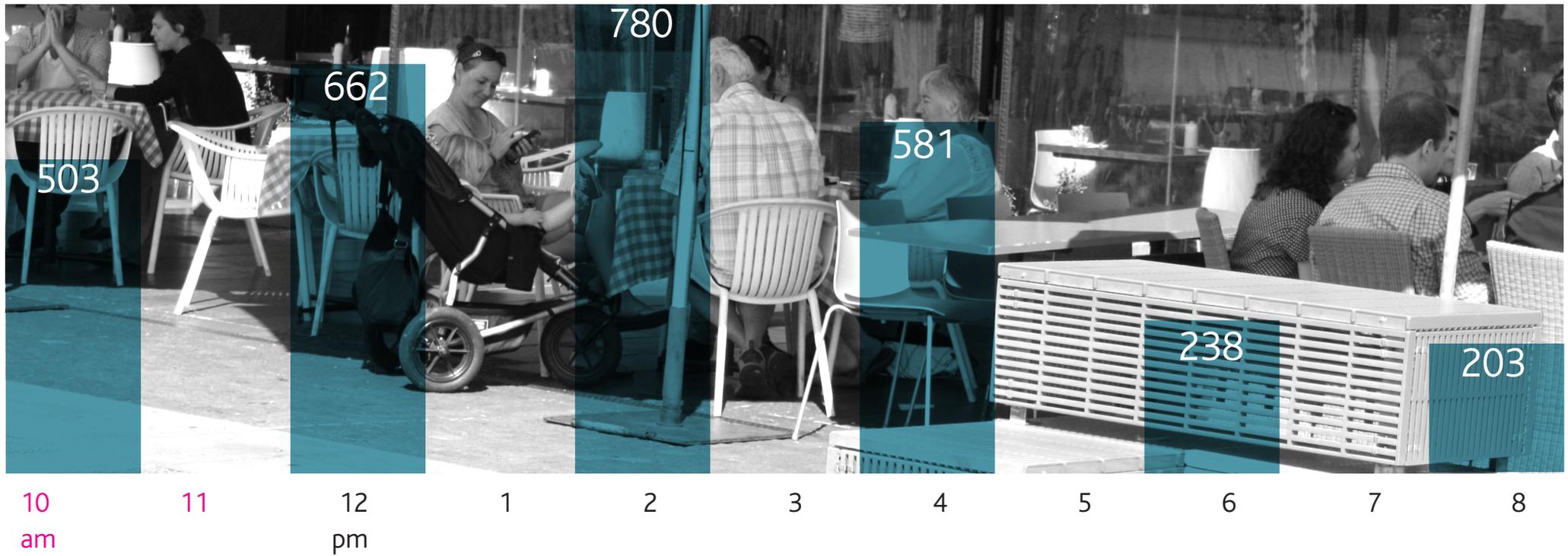
Consideration of the reduction from 2010's temperature (a mild 17-22°C) is required when assessing the survey results as this will have detrimental effects on staying activities.

- » The city centre saw a 12% increase in weekend stationary activities across all sites surveyed in 2010;
- » A 74% increase in recorded weekend stationary activity was recorded when the new public realm sites of Silo Park and North Wharf are included;
- » 35% of all recorded weekend activities occurred in the Wynyard Quarter area;
- » Victoria Park accounts for 29% of all recorded weekend staying activities.

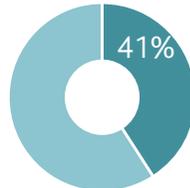


4.6 STATIONARY ACTIVITIES: WEEKEND

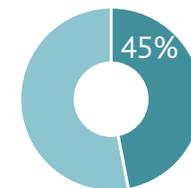
STATIONARY ACTIVITY TRENDS ACROSS A WEEKEND



45% of all recorded weekend stationary activities were recorded at the 12pm and 2pm counts.



41% of all recorded weekend stationary activities occurred along the waterfront area (Quay St Wharf, North Wharf and Silo Park).

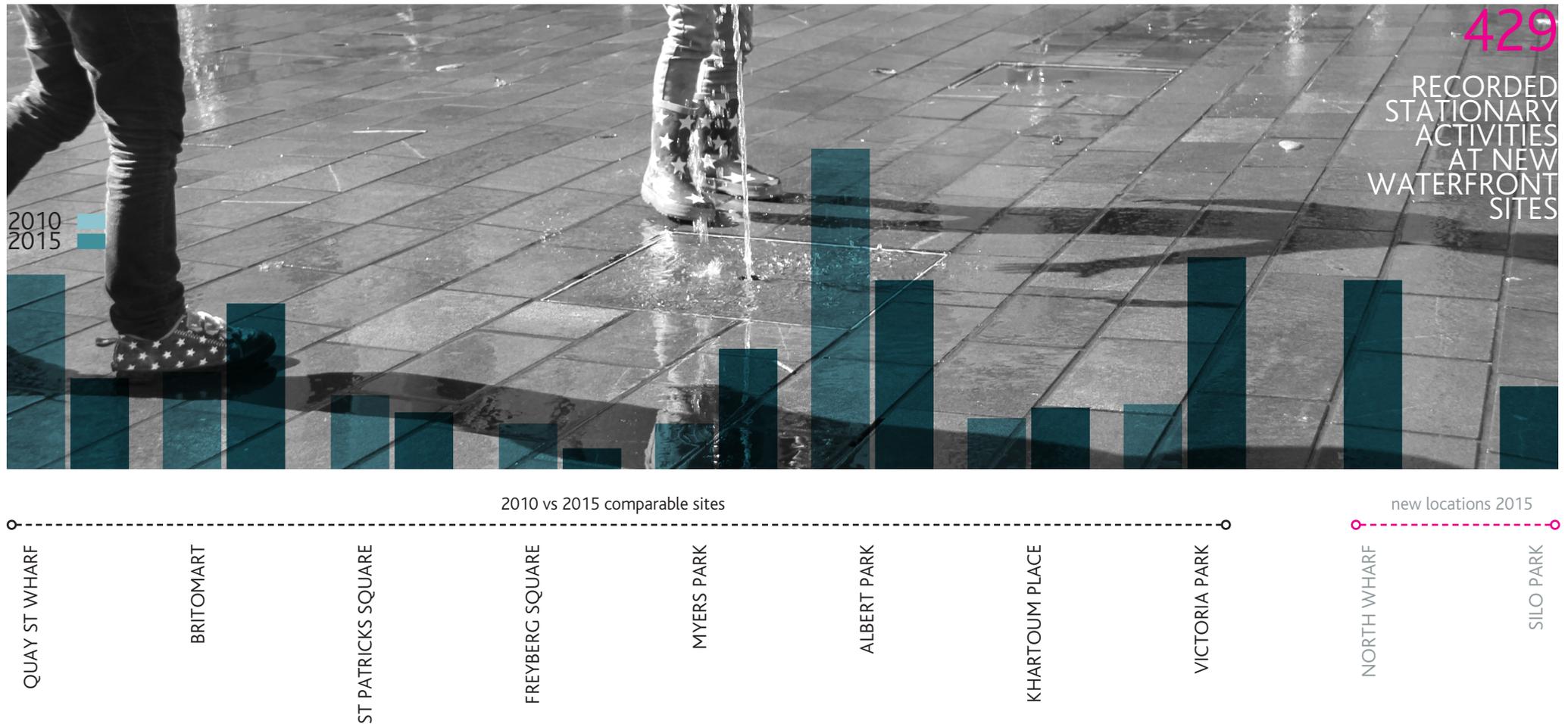


Seating makes up 45% of all recorded weekend stationary activities.

4.7 STATIONARY ACTIVITY TRACKING: 2010 - 2015

STATIONARY ACTIVITIES: WEEKDAY

*When making comparisons/analysis of stationary activities (i.e. between 2010 & 2015), examination must be given to the comparable weather/climate conditions of the given survey day- including weather conditions surrounding the survey day - as this has considerable impact on the data collection - very few people want to sit on wet grass and/or damp seating.



*When making comparisons/analysis of stationary activities (i.e. between 2010 & 2015), examination must be given to the comparable weather/climate conditions of the given survey day- including weather conditions surrounding the survey day - as this has considerable impact on the data collection - very few people want to sit on wet grass and/or damp seating.

4.7 STATIONARY ACTIVITY TRACKING: 2010 - 2015

STATIONARY ACTIVITIES: WEEKEND



2010 vs 2015 comparable sites

new locations 2015

1,054
RECORDED
STATIONARY
ACTIVITIES
AT NEW
WATERFRONT
SITES

Stationary activities counted on Saturday 6th June 2015.
Weather: Mild 7-16°C.

4.8 WEEKDAY AGE & GENDER PROFILES AT A GLANCE

Age & Gender registration was carried out on Wednesday the 20th May on Queen St (between Durham St West & Wyndham St). Data was collected for 10 minute periods on alternating hours between 11am and 9pm. An average sample size of 184 pedestrians were counted during each 10 minute period.

- » The total male/female gender split is 45% and 55% respectively.
- » 1% of recorded weekday pedestrians are 14 years old or under.
- » 47% of recorded weekday pedestrians are between the ages of 31 and 64.

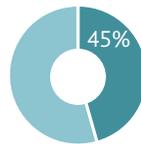
WEEKDAY TOTAL - AGE PROFILE TRENDS



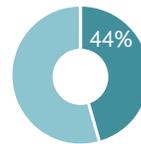
Age:0-6	7-14	15-30	31-64	65+
TOTAL PEDESTRIANS RECORDED				
13	7	551	557	63



Pedestrians aged 14 years and under make up 1% of all recorded weekday age counts.



Pedestrians between the ages of 15 and 30 make up 45% of all recorded weekday age counts.



Pedestrians between the ages of 31 and 64 make up 44% of all recorded weekday age counts.



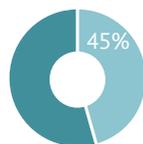
Pedestrians 64 years or older make up 10% of all recorded weekday age counts.

4.8 WEEKDAY AGE & GENDER PROFILES AT A GLANCE

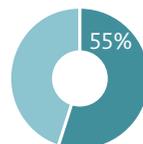
WEEKDAY TOTAL - GENDER PROFILE TRENDS



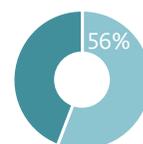
Time	11am	1pm	3pm	5pm	7pm	9pm
PEDESTRIAN SAMPLE SIZE:	194	200	252	211	137	114



Males make up 45% of all recorded weekday gender counts.



Females make up 55% of all recorded weekday gender counts.



Males comprise 56% between 7pm and 9pm



PUBLIC LIFE 2015: APPENDIX

4.



2010 RECOMMENDATION 1: A WELL CONNECTED CITY

A CITY CENTRE IN TOUCH WITH IT'S 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.

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.



KEY:

Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

2010 RECOMMENDATION 1: A WELL CONNECTED CITY

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.

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.

A CITY CENTRE WITH A DISTINCT STREET HIERARCHY

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.

 **KEY:**
Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

2010 RECOMMENDATION 1: A WELL CONNECTED CITY

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.

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.

 **KEY:**
Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

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 to larger city events in a 'trial version', e.g. in relation to the Rugby World Cup.



2010 RECOMMENDATION 2: A LIVELY & INVITING CITY CENTRE

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.

 **KEY:**
Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

2010 RECOMMENDATION 2: A LIVELY & INVITING CITY CENTRE

A CITY CENTRE THAT IS VIBRANT & DIVERSE

Plan for various use & 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.

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 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.

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



KEY:

Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

2010 RECOMMENDATION 2: A LIVELY & INVITING CITY CENTRE

 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 façades 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'.

 **KEY:**
Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

2010 RECOMMENDATION 2: A LIVELY & INVITING CITY CENTRE

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 (e.g. Aarhus, 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.



KEY:

Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

2010 RECOMMENDATION 2: A LIVELY & INVITING CITY CENTRE

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.



KEY:

Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015





KEY:
Recommendations ticked off have fully or to a certain degree been followed between 2010 + 2015

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.

2010 RECOMMENDATION 3: A WATERFRONT CITY

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 by equally spread public seating.



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.



Buildings along the waterfront should have open and active frontages towards the water.