

3 Citywide spatial framework

3.1 Overview

3.1.1 What is the citywide spatial framework?

The citywide spatial framework expresses in maps and in words the key medium and long-term outcomes that the council wants to achieve for the Auckland isthmus. This will allow better coordination of urban policies and large-scale developments across the city.

Part of the intent of the citywide spatial framework is to integrate the council's six high-level strategies and its 10-year plan with the future planning framework.

The citywide spatial framework is a coordinating instrument that links the council's urban policy with the design and implementation of large-scale projects.

The citywide spatial framework is made up of six strategic theme maps and a concept map (included in chapter 1 of this framework), which represent a snapshot of how the city could develop in the future. It is intended that this document be updated regularly to reflect current urban policies and developments.

3.1.2 Structure of this chapter

This chapter outlines the citywide spatial framework and is set out as follows:

- an introduction including a table linking the key moves to the six strategic themes
- a statement and map for each of the six themes. The statements cover objectives for each theme (derived from the six corresponding strategies)
 - challenges and opportunities
 - explanation of the particular map
 - explanation of the relevant key moves
 - key projects to 2020
 - beyond 2020.
- each map includes base information common to all maps, contextual information (including existing features relevant to the particular theme) and future outcomes in the form of committed projects and non-committed outcomes that are aspired to
- additional information for some of the themes, exploring in more detail important matters such as how growth is managed. (This is in Appendix A).

There are several common features in all of the maps:

- the existing and future motorway network is identified
- the passenger rail network – existing and future
- ferry routes
- the city centre

- the principal centres – Newmarket, Sylvia Park and Onehunga. New Lynn is also shown, although it is outside of the council's boundaries, for contextual purposes
- the open space network.

The maps and supporting information should be read as a whole rather than as separate stand-alone statements.

3.1.3 Key moves for Auckland city

Key moves are outcomes that have a physical or spatial aspect and will make the greatest contribution to helping Auckland city achieve its vision of First City of the Pacific. They have been drawn jointly from the strategies and the findings of the future planning framework analysis.

Table 2 illustrates how the six key moves relate to the six strategic themes. The maps that follow illustrate in more detail how the key moves will take effect.

As the citywide spatial framework seeks to define outcomes with a clear physical location or footprint, some of the strategies have a greater prominence in the framework than others.

3.1.4 Phasing

Phasing of growth is important to give an understanding of how the city will change over time and to help direct investment in physical and social infrastructure.

At present three key phases have emerged, based on three time periods:

- 1 the present to 2020 – similar to the period covered by the council's 10-year plan (2009-2019)
- 2 the present to 2050 – the period covered by the area plans (see chapter 5)
- 3 the present to 2050 – the period covered by the citywide spatial framework and the overall future planning framework.

As is evident from the maps, the projects that the council is currently committed to (and which have been included in the 10-year plan) show an emphasis on the city centre and waterfront, and Tāmaki and Glen Innes. Through consultation on the future planning framework, the council hopes to establish what the next phases should involve to best address the outcomes defined in the framework and its capability to deliver the necessary infrastructure.

Some possible areas of focus beyond 2020 are:

- Otāhuhu and Onehunga and the areas in between
- the State Highway 20 corridor (not yet completed) and adjoining areas
- city centre fringe areas that are not already the subject of detailed planning
- other centres and corridors not contained in the above areas.

Table 2: Key moves for Auckland

Key moves	Relevant strategic theme					
	Quality built environment	Economic development	Lifestyle choices	Quality natural environment	Strong and healthy communities	Transport choices
Enhance the city centre and waterfront						
Integrate business, retail, education, leisure, community, recreation, health and residential uses to make a functional and inviting whole.	✓	✓		✓		
Promote the city centre as a world-class destination and the gateway to the Hauraki Gulf islands			✓			✓
Reconnect the harbour to the city centre and the city centre to its surrounding suburbs	✓			✓		✓
Create a heart – the city centre as the primary focus of Auckland city’s civic, cultural and commercial life.	✓	✓	✓		✓	
Develop lively centres						
Create a network of high-quality, vibrant, mixed use centres of different size and function.	✓	✓				✓
Make centres more accessible.	✓					✓
Promote high-amenity, high-quality design that reinforces a sense of place for local communities.	✓				✓	
Provide services and facilities in centres.			✓	✓	✓	
House our growing population well						
Direct new housing to the right places, focusing growth in or around centres first and along specific corridors and arterials where appropriate.	✓					
Protect the parts or elements of the city, neighbourhoods and recognised built heritage that are cherished the most.	✓					
Promote housing choice and high-quality building design.	✓				✓	
Encourage affordable housing that enhances quality of life.	✓				✓	
Be economically competitive						
Protect existing business land and provide for employment growth.		✓				
Facilitate higher density employment around key transport nodes and in corridors.	✓	✓				✓
Promote clusters of complementary economic activity and ensure that there is infrastructure in place to support them.		✓	✓		✓	✓

Connect communities						
Advocate for an easy-to-use public transport system that integrates the rail, bus, ferry, pedestrian and cycle networks.			✓			✓
Improve transport connections and choices to the city centre and across the city.	✓	✓			✓	✓
Support community interaction by providing a network of accessible community facilities close to centres and transport networks.			✓		✓	
Green the city and protect our heritage						
Protect and enhance our harbours and coastline, volcanic landscape and parks.				✓		
Recognise and protect Auckland city's natural and cultural (including built) heritage.	✓			✓	✓	
Enhance and maintain existing green corridors, and develop new ones.				✓		
Facilitate access to regional parks and the Hauraki Gulf islands, and enhance the city's beaches.			✓	✓		✓
Ensure that key growth areas have enough high-quality public open space for residents, workers and visitors.	✓			✓	✓	

The quality built environment strategy is based on the vision of a city fit for the 21st century. Auckland city needs to evolve into a more beautiful city that is better designed, functions more effectively, takes greater account of its residential heritage and fosters the development of more vibrant, higher intensity mixed use centres. It also needs to provide for more townhouses, terraced housing and apartments, giving people choice in terms of housing affordability and lifestyle. The council's role is to manage the city's growth to ensure that there is high-quality urban design and to respect Auckland city's historic landscape. The quality built environment strategy map shows the areas of the city that will grow the most and the connections between areas of growth and transport routes.

3.2.1 Objectives for a quality built environment

- create a more sustainable built form
- protect our natural and cultural heritage
- raise the design quality of buildings and spaces
- develop a built environment that reflects Auckland city's character
- develop a world-class mixed use city centre and waterfront
- foster vibrant centres and successful neighbourhoods.

3.2.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- protecting and promoting distinctiveness and providing a point of difference to reinforce that Auckland city is not just another global city
- catering for rapid population growth, which puts pressure on housing supply and on the demand for social, community and physical infrastructure. High demand for housing in turn results in affordability issues
- improving public transport in a way that supports land use changes
- providing the right mix of incentives to achieve desired change and appropriate controls to discourage undesirable change
- ensuring both residential and commercial buildings are well designed and well built.

3.2.3 Explanation of the quality built environment map

The quality built environment map shows that most of the future growth in the city will be directed to centres and corridors, based on a connected transport network. The key features of the map are the centres' hierarchy, the areas of more intensive development and aspects of the historic landscape that are to be protected.

The city centre is the largest centre in the city, and is a mixed use centre, with a strong business focus. The ratio of residents to workers in the city centre is roughly one to four. The fringe surrounding the city centre comprises a number of well-established centres that include a mix of residential, retail and commercial activity.

Along with the city centre, the three principal centres of Newmarket, Sylvia Park and Onehunga will form the main hubs for future intensification and development and will be connected to the rest of the city and the region by public transport networks. Town and local centres will complement the principal centres, providing primarily for the needs of the local community.

The quality built environment map shows areas of more intensive development in corridors along key roads across the city. The corridors are broken into medium- and high-intensity categories, with a lower level or finer grain of development being more appropriate in the medium-intensity corridors.

Corridors support growth because they maximise access through multiple transport options to employment, centres, community and recreation facilities, important destinations and retail. The identification of corridors has been significantly influenced by both existing and proposed land use outcomes that have been identified in the area plans (see chapter 5 for more detail on area plans) and by existing policy documents such as the liveable arterials plan.

The resulting network of centres, corridors and apartment living areas (shown in yellow on the map) accords closely with the citywide transport network, and this represents the primary structure into which future growth will be directed. The criteria for defining these areas are explained in the additional information in the appendix and in the area plans in chapter 5.

At both a citywide and area level, future development will be responsive to local sense of place and heritage values, and the map shows very broadly some aspects of the city's built environment character and history. Pre-1840 settlement patterns are indicated by pa sites. Post-1840 settlement patterns are shown as waves of development, originating out from the city centre and Onehunga port areas. Historically these waves of development followed the line of tram routes across the city. Key heritage layers are also indicated by the fencible settlements and scheduled buildings.

The quality built environment map should be read in conjunction with other maps, such as the transport, quality natural environment and economic development maps.

3.2.4 Key moves for a quality built environment

The following key directions reflect the citywide key moves that relate to a quality built environment:

- **enhance the city centre and waterfront** – the city centre is promoted as the key business centre of the region and as a lively and vibrant place to live in or near. The city centre fringe, a mixed use environment near the city centre, is also promoted
- **develop lively centres** – this key move is largely delivered by the quality built environment strategy
 - Developing a network of centres across the city is a key priority, with business, retail and community activities encouraged to locate in them. New residential growth is promoted in and around centres to encourage vibrant, mixed use centres that are accessible by public transport.
 - Centres are supported by planned residential and employment growth along some of the key transport routes that connect them.
 - The key values associated with the city's historic landscape are protected, and new high-quality design that responds to the Auckland city environment is supported.
- **house our growing population well** – sustainable housing choices are supported by providing a range of housing types to cater for changing housing needs, such as changing needs at different life stages, and by encouraging the location of jobs closer to housing. Growth is well managed by planning for new housing supply in defined growth areas, supported by necessary infrastructure
- **be economically competitive** – business land dedicated for land-extensive, productive activities and employment growth
- **connect communities** – a range of pedestrian-friendly centres is created, linked by high-frequency rail and bus services, encouraging and enabling people to make more sustainable travel choices.

The integration of transport and land use in this way creates a viable public transport network and reduces reliance on motor vehicles by promoting self-contained centres that people can get around on foot.

- **green the city and protect our heritage** – growth in residential and business activities is undertaken in a way that protects valued natural features, such as the volcanic cones and views to cones, in order to protect the distinctive natural heritage of Auckland city.

3.2.5 Key projects and outcomes to 2020

Growth and development of centres

Future investment decisions need to reinforce the outcomes shown on the map in order to support the centres' hierarchy, protect valued built heritage and natural features and promote ongoing improvements to public transport that support designated land uses. The council will start directing growth and investment into centres and other growth areas as shown on the following map.

City centre streetscape and public space upgrades

Providing attractive public spaces in the central city is key to the council's aim of transforming the city centre into an internationally successful business and cultural centre. A 10-year programme to upgrade key streets and public spaces is currently underway, focusing on streets and public spaces with high numbers of pedestrians. Aotea Square, St Patrick's Square and the historic waterfront streets surrounding Fort Street and Jean Batten Place will be upgraded over the next three years. The upgrades contribute to the rejuvenation of the central city by providing an attractive environment for business to locate in.

Wynyard Quarter development

Wynyard Quarter will be an area of significant regeneration over the next decade and beyond. The marine and fishing industries will be retained, alongside new development that supports residential, business and entertainment activities. An open space network with a 5ha headland park and approximately 2km of coastal promenades will be a feature of the area.

Britomart heritage precinct

The Britomart heritage precinct is an area of significant regeneration with low-rise buildings, including many iconic heritage buildings which contribute strongly to the streetscape and the precinct's sense of place including its human scale. The area functions as a transport interchange, and the scheduled buildings form a framework for the precinct's comprehensive redevelopment that will rejuvenate the above-ground area, provide new built forms and infrastructure and provide opportunities for a wide range of activities.

3.2.6 Beyond 2020

Tāmaki transformation programme

This programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agencies and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed, that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects under way in the Tāmaki area, eg Auckland Manukau Eastern Transport Initiative (AMETI), New Zealand Innovation Centre.

Evolution of growth and development of principal centres

The principal centres are all different and will develop at different stages towards their role of serving their respective sub-regional catchments. The council will continue to evolve and invest in the principal centres over the long term, demonstrating confidence in their future.

See 7.5 Appendix A: managing population growth.

The economic development strategy is based on a vision of a productive and globally connected economy, delivering jobs, higher incomes and an improved standard of living for Aucklanders. The council's role is to act as a catalyst and create the right environment for economic growth. The economic development map focuses on employment areas throughout the isthmus, their location and extent and the connections between them.

3.3.1 Objectives for economic development

- strengthen our global and national connections
- develop our workforce of skilled, adaptable and educated people
- create productive, dedicated business areas and a strong city centre hub.

3.3.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- The city faces various challenges in its quest to operate globally, including its physical isolation, limited international profile as an investment, migrant and tourist destination, and under-developed communications infrastructure.
- Widening transport choices may help relieve traffic congestion which impedes the movement of goods and people around the city.
- Planning for business growth (infrastructure, amenity, zoning, etc) in our key business locations will encourage concentrations of business activity.
- There is a limited ability to provide well-located and high-quality business land in the face of increased residential and retail growth pressures.
- There is a need to ensure that planning allows for the expansion of larger centres while also ensuring that we enable smaller centres to remain attractive and vibrant retail destinations. There is capacity for retail floor space to be expanded in and around existing centres.
- Attracting and retaining high-quality businesses and skilled employees requires the provision of urban areas that are attractive and well designed.

3.3.3 Explanation of the economic development map

The key features of the economic development map are employment areas in the city centre, centres, mixed use (enterprise) corridors, business development areas and business corridors.

Employment areas are key areas across the city where employment uses exist and will be encouraged, including business development areas, business nodes, centres and some corridors. A range of employment uses such as commercial, retail, industrial or office activities are appropriate in these areas:

- Business development areas are areas dedicated to business activities. The council has a particular interest in these areas because of their potential to support future economic growth within the city.

They include the following areas

- Rosebank, which has a strong manufacturing base with concentrations of wholesale and business services activity. It is expected that Rosebank will become a high value-adding export-orientated manufacturing and product development location
- Penrose and Te Papapa, which have concentrations of manufacturing, wholesale trade, business services and construction activity. The area has potential to intensify around transport corridors and nodes and is anticipated to become a high value-added manufacturing and advanced business services location
- Mt Wellington, which is a core area for manufacturing and a location of choice for major New Zealand and international companies
- Tāmaki, which is an area positioned to undergo economic change as it moves to house businesses focused on innovation. The University of Auckland's Tāmaki campus already supports a number of highly regarded research institutes. The development of a science and technology park in this area is expected to catalyse further significant change in the make up of businesses in the area
- Centres are key locations for businesses. Employment numbers in centres should correspond with the size and role of the centre. For example, there will be larger numbers of employees in the city centre and then in descending scale in principal centres, town centres and local centres.

- Mixed use (enterprise) corridors will provide alternative locations for some businesses. Corridors support growth because they maximise access by providing multiple transport options between employment areas, centres, community and recreation facilities, important destinations and retail. Corridors have been identified based on existing and proposed land uses as identified in the area plans and on the council's transport strategy.
- Business corridors are located within business development areas and show locations where more intensive uses could be located or activities such as trade-based retail could occur, eg along Great South Road between Central Park and Otāhuhu. These corridors provide access to freight routes and act as major links to port and airport activities.
- Business nodes are located along business corridors within the business development areas and provide for more intensive development around the railway stations.
- Economic corridors represent regional movements and flows of economic activity. They are located on strategic regional transport routes and connect key business areas that provide opportunities for business growth, intensification and development. High vehicle and freight movements along these corridors make quality road access important.

All of these types of business environments are explained in chapter 4.

Clustering of activities – such as research, manufacturing, information and communication technology (ICT), creative industries, marine service activities, advanced materials, retail, professional and financial services and tourism activities – is also shown on the map. There is a dominance of these activities in the city centre and adjacent suburbs. Clustering of these activities aims to attract business and tourism to the city and promote growth in key economic sectors.

3.3.4 Key moves for economic development

The following directions reflect the citywide key moves that relate to economic development:

- **enhance the city centre and waterfront** – the city centre is developed as New Zealand's key commercial, financial, professional and educational hub. Its public spaces are developed to create an attractive business environment for people to live, work and play in. A mixed use city centre fringe is also developed, which includes the principal centre of Newmarket and comprises a mix of residential, retail and commercial activity. Newton is established as a town centre to reflect this development, and the destination roles of Parnell and Ponsonby are recognised

- **develop lively centres** – a high-quality public realm is provided which focuses on developing lively and vibrant centres in local communities, encouraging multi-purpose and return visits and providing employment opportunities
- **be economically competitive** – this key move is largely delivered by the economic development strategy
 - Employment growth is facilitated (as a priority) in key business development areas in Rosebank, Penrose, Mt Wellington and Tāmaki and along economic and business corridors.
 - An environment is created that enables businesses to be economically competitive on the global stage by clustering industry sectors (eg medical, educational, technology), improving communications and physical connections between the city centre and the global community (broadband, shipping) and improving road and rail connections between the port and major freight generating activities.
 - stimulating environment is created that supports quality teaching, learning and research, encourages the up-skilling of our current workforce to match employer and industry demand and attracts skilled people to live, work and study here, including expatriates and migrants who bring international connections, valuable experiences and new knowledge.
- **connect communities** – employment and business areas, economic centres and hubs are connected to each other, to town centres and to the city centre along high-frequency public transport corridors. Business and employment activities are based around railway stations (including ancillary activities that support employees, eg childcare services and food outlets). There is an important relationship between the transport network and adjacent land uses.

3.3.5 Key projects and outcomes to 2020

Wynyard Quarter

The Wynyard Quarter project in the city centre focuses on redeveloping the Tank Farm and surrounding area into a mixed use quarter, including a marine events centre. The revitalisation of this area will contribute to the transformation of the waterfront into a world-class destination that supports commercially successful and innovative businesses such as the marine and fishing industries. This is a long-term project that will continue beyond 2020.

Learning Quarter

The Learning Quarter covers the city centre campuses of AUT University and the University of Auckland and their immediate environs. The Council has developed a partnership with the universities to guide the social, economic, cultural and physical development of the quarter to consolidate its status as an international centre for education, research and innovation.

Business precinct planning

Business precinct plans are designed to support Auckland city's competitiveness by directing efforts to promote economic growth in key business development areas, eg Rosebank. The plans are developed in collaboration between the business community and the council and bring together many factors that influence the area's development, eg transport, land use and infrastructure. Plans outline a vision and framework for managing business growth and development in the area.

Completion of the motorway network

State Highway 20 to State Highway 16. The completion of the motorway network will require land uses adjacent to the motorway to support economic development in this part of the city, for example around the Carr Road business node.

City centre motorway network

Completion of the Victoria Park Tunnel and the Grafton-Port motorway connection will reduce congestion, improve access to the city centre and the port.

Economic development outcomes – centres and business nodes

Priorities include consolidation of the city centre and fringe suburbs, seeking employment growth in centres, particularly the principal centres, and developing a network of business nodes along key transport corridors.

City Centre Waterfront Masterplan (2009)

The masterplan demonstrates how the principles of the Auckland Waterfront Vision 2040 can be delivered. It will guide development to support the waterfront's important economic and social role. It is also flexible enough to accommodate any future needs, such as hosting the America's Cup.

City centre rail link

The city centre rail link (also known as the CBD rail loop) has the potential to be a transformational project for the region, providing significant economic, social and environmental benefits. Improving rail access for employees to, from and within the city centre will be the most efficient way for the city to cater for the forecast employment growth. It will improve city centre rail access and efficiency

for people across the region. The proposal is for a tunnel with stations at Aotea, Karangahape Road and Newton. It will be a catalyst for significant regeneration with consequential economic benefits. The tunnel is expected to take seven to ten years to design and build.

3.3.6 Beyond 2020

Tāmaki Innovation Precinct and New Zealand Innovation Centre

The Tāmaki Innovation Precinct has been identified as a business area that provides a significant opportunity to catalyse change in the wider Tāmaki area. It is envisaged that future development in the area will focus on transforming businesses towards high value-added and higher density activities that support research, innovation and product development.

Rosebank 2050 business precinct plan

Rosebank 2050 is a business precinct plan that provides a framework for developing the Rosebank business area until 2050. Rosebank 2050 follows a planning approach that considers how elements such as land use and transport planning affect business and employment growth in the area.

City centre to airport rail link

Auckland Airport is the main airport for arrivals and departures into and out of New Zealand. Providing a rail link between the city and the airport will improve connections with the city, making it easier for businesses, residents and visitors to get around.

Additional Waitemata Harbour Crossing

An additional harbour crossing in the form of a tunnel for rail and vehicles is being investigated to improve access between the North Shore, city centre and region. A rail station in Wynyard Quarter is proposed.

Corridors

Reinforce and further develop existing corridors and identify corridors that do not currently exist and may come into being beyond 2020, eg State Highway 20. This process will occur throughout the timeframe of this plan.

Penrose and Te Papapa – transition from heavy industry to production and distribution.

The Penrose and Te Papapa business areas will be retained for employment and business activities, with retail activities limited to ancillary retail and services required to serve the daily needs of employees.

See also appendix B: Managing employment and retail growth.

3.4 Lifestyle choices

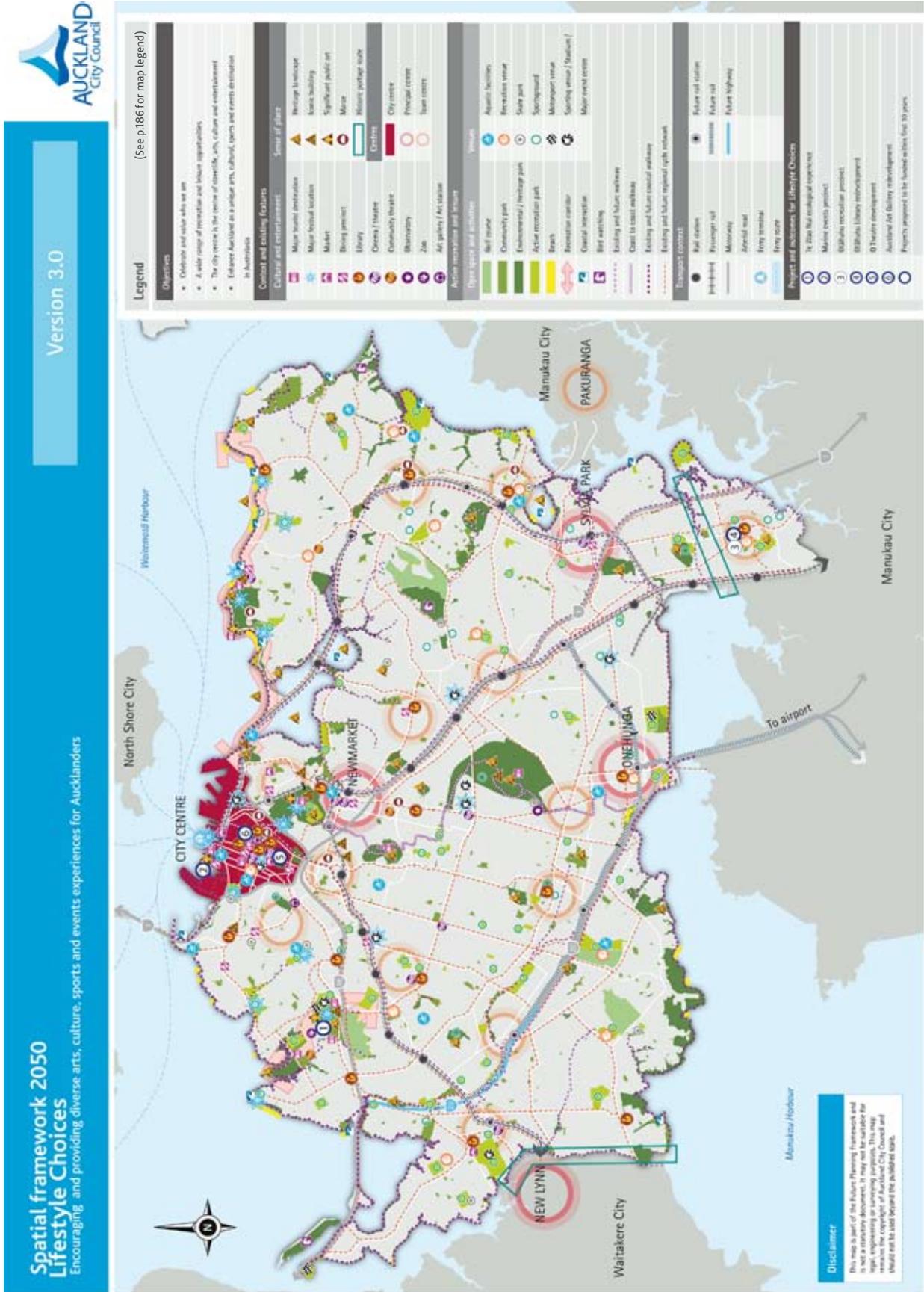


Figure 17: Lifestyle choices (see 7.5 Appendix E for map legends (p.186))

The lifestyle choices strategy is central to building a vibrant and sophisticated city that attracts people to live, work and invest. The strategy is based on a vision of a city that provides excellent sports, cultural and arts events and celebrates its diversity and heritage. The council's role is to foster and act as a catalyst to encourage these events and facilities. The lifestyle choices map focuses on strong clusters and corridors of leisure activity around Auckland city, and on providing more and better links between the waterfront, coast and parks and to the city centre. This will enable more people to enjoy and benefit from all our unique environment can offer.

3.4.1 Objectives for lifestyle choices

- celebrate and value who we are
- provide a wide range of recreation and leisure opportunities
- make the city centre the focus of street life, arts, culture and entertainment
- enhance Auckland city as a unique arts, cultural, sports and events destination in Australasia.

3.4.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- Significant population changes have created a larger, younger, more culturally diverse population, with changes to household composition and size. This diversity results in different needs and expectations that need to be recognised and provided for.
- As areas become more densely populated, more people will have limited access to private recreation space and will make greater use of public recreational facilities and parks. We need to ensure that the city's existing facilities remain adequate and appropriate for an ever-changing population.
- More people are choosing to live in the city centre than ever, putting pressure on the already limited open spaces available for Aucklanders to enjoy.
- The council needs to balance the recreational facilities and opportunities that the community says it would like against what it can afford to provide.
- There is an opportunity to provide a more integrated public transport system to get people from where they live and work to major events and places and to leisure destinations.
- An attractive lifestyle is needed to attract skilled people who can contribute effectively to the city's economic development.
- The city's sports capacity is currently limited by a shortage of sports fields. It can be difficult to provide additional facilities such as new fields within the isthmus where vacant land is a limited resource.

- Providing access to high-quality public open space in urban centres to accommodate increasing residential and working populations will be critical to ensuring that Auckland city's high quality of life is maintained in the future.
- A broad range of open space opportunities are available, including the use of streets as open space; however, these are not evenly distributed. The south-western and south-eastern parts of the city, in particular, need improved access to good quality parks.

3.4.3 Explanation of the lifestyle choices map

The lifestyle choices map shows the network of cultural and recreational opportunities across the city, including public open spaces, recreation, arts and cultural precincts, cafe and dining hubs, major sporting and event venues and major tourist destinations. The map shows that the city centre, Waitematā Harbour waterfront and major parks host the majority of the city's leisure activities. More leisure activities will need to be strategically located across the city to reduce pressure on key sites and provide accessible destinations for all residents.

Auckland city's unique environment supports a large number of leisure activities, and the map notes iconic heritage landscapes and buildings in addition to major tourist sites. The map shows two recreation corridors, along Tāmaki Drive, and from Meola Reef through Waiorea-Western Springs to Chamberlain Park. The identification of recreation corridors in these areas signals that there are clusters of recreational opportunities that are of regional significance.

The map also illustrates the public transport, cycle routes and pedestrian walkways that allow people to travel around the city to enjoy the leisure activities on offer. One of the key aspirations is a network of walkways across the city and along the coastline (as far as practicable). This aspiration responds to Auckland city's unique position between two harbours and seeks to promote people's interaction with and enjoyment of our coastal setting.

3.4.4 Key moves for lifestyle choices

The following priorities reflect the citywide key moves that relate to achieving lifestyle choices:

- **enhance the city centre and waterfront** – the city centre is the centre of street life, arts, culture and entertainment, acting as a key attraction for locals and visitors. Its cultural diversity and heritage continue to be celebrated through inspiring events. Improvements to links between the waterfront and the city centre, to public spaces such as Aotea Square, and to recreation and leisure options enable more people to enjoy and benefit from the city centre

- **develop lively centres** – a high-quality public realm and world-class public buildings, venues, public art, exhibitions and events in centres ensure the needs of the population are met. A full range of cultural, sporting and recreational opportunities are offered across the isthmus
- **be economically competitive** – promoting and enhancing Auckland city's key tourism and visitor destinations, precincts and waterfront, means that increased numbers of international and national visitors are attracted to the city
- **connect communities and green the city** – providing public transport connections between centres, key parks, tourism precincts and the waterfront makes it easier for people to access public events and facilities. An indigenous heritage walk is developed across the isthmus to celebrate Māori culture and tell the story of Tāmaki Makaurau. Improved links between the waterfront, coast and parks and to the city centre enable more people to enjoy and benefit from all that the city's unique environment can offer.

3.4.5 Key projects and outcomes to 2020

Te Wao Nui ecological experience

Te Wao Nui – the living realm – is a purpose-built environment which will cover almost a third of the Auckland Zoo and house over 75 species of native animals and more than 100 different plant species. The zoo is working in partnership with Ngāti Whātua o Orākei to develop Te Wao Nui. Māori interpretation and artworks will provide a genealogical and cultural view, identifying the connection between land, animals and people.

AkActive programme

The council is working in partnership with recreation and health organisations to increase the physical activity levels of Aucklanders by providing increased opportunities to participate in sport and physical activity. This is in accordance with Active Auckland, the council's recreation plan. While this programme does not have a direct spatial outcome it does make use of the venues provided across the city.

Marine Events Centre

As part of the redevelopment of the city centre waterfront, the Marine Events Centre will be a unique mix of public spaces, built facilities, berths and water space, providing a versatile range of options for hosting events.

Rugby World Cup 2011

New Zealand's hosting of the Rugby World Cup 2011 is an opportunity for visitors to see the best that Auckland city has to offer and to recognise the potential of the region as an international events destination. The council is working with key organisations throughout the Auckland region to help prepare for the world cup. Significant investment is being made in transport and infrastructure upgrades around Eden Park and for citywide projects to ensure that the city stages a successful, safe and spectacular global event.

Citywide pool development

This is a project to develop the city's aquatic facilities.

Q Theatre development

A new theatre in development for professional performing arts in the heart of Auckland will provide a flexible, medium-sized theatre for Aucklanders and visitors to the city. The new theatre will complement existing venues in the city and is due for completion in late 2011.

Auckland Art Gallery

The gallery redevelopment significantly expands the role it can play in building and defining Auckland's cultural and community identity. The gallery will be able to display a greater diversity of work in more innovative ways. The heritage building the gallery is located within will be restored and earthquake-proofed, and connections to Albert Park will be improved.

Waterfront Master Plan

Auckland's city centre waterfront is one of its greatest assets stretching from Auckland Harbour Bridge in the west to Teal Park in the east and playing a major role in the region's economy. An integrated approach to future development of the area is essential if the potential of the waterfront is to be realised. This includes water spaces and wharves as well as land areas. It is an area with potential to provide significant open space and event venues in the form of parks, plazas, wharves and almost 10km of continuous water's edge promenades.

Aotea Quarter Plan

The aim of the Aotea Quarter plan is to build on current cultural and civic activity in the area. The council wants to create an even better place that everyone can enjoy, celebrate and participate in a wider range of shows, exhibitions and events. Aotea Quarter is the city's civic core and cultural heart. The Aotea Square redevelopment and Q Theatre development will provide new venues for city events and cultural activity.

The Learning Quarter

The University of Auckland and AUT University are located in the city centre. The Learning Quarter covers the city campuses and environs which include residential and business activities. The learning quarter plan is more than just the development of the physical area, it is about common goals and interests and harnessing the economic and social opportunities that result from having a concentration of education, research and business in the city centre.

City centre public art programme

Public art is an important expression of a city's people and their culture. Public art contributes to high-quality urban design and can be integrated with architecture, public spaces, parks and street environments. Throughout the city centre there is an extensive collection of public art works including sculptures, statues, monuments, fountains, water features, mosaics and murals. Auckland city is committed to supporting the development of public art as part of the vision to be an international city. We want a city that residents are proud of and that they will enjoy living in and a city that visitors will be attracted to.

City centre streetscape upgrades

The city centre streets and open spaces programme is an ambitious \$157.8 million, 10-year programme to transform the city centre's streets and open spaces to those of an international city. This represents a significant level of investment in the city centre's public open spaces. The council views the streets projects as transformational for the city centre and critical to the city's future urban identity, quality, character and economic health.

106 Cook Street

The aim of the 106 Cook Street master plan is to create quality public open space as part of a comprehensive redevelopment of the site that complements the aspiration for the Victoria Quarter as an intensive, mixed use and creative business precinct.

Otahuhu library redevelopment

The council has dedicated funding for the redevelopment of Otahuhu library between 2012 and 2015.

Monte Cecilia Park upgrade

The park features outstanding established grounds with notable trees, architecture, cultural history and includes the TSB Bank Wallace Arts Centre. It will be a park of regional significance, similar in stature to Albert Park, Cornwall Park and the Auckland Domain, and a citywide destination for art and culture.

3.4.6 Beyond 2020

Otāhuhu recreation precinct

The Otāhuhu recreation precinct will create a hub of community activity and a focal point in Otāhuhu. The precinct is located on Fairburn Reserve, Mason Avenue, Otāhuhu and will eventually include a swimming pool and library, in addition to the existing recreation and youth centre.

Additional long-term initiatives relating to the lifestyle choices strategy are yet to be defined. A key aspect will be ensuring that areas of more intensive development within the city are supported by accessible leisure activity opportunities for local communities.

3.5 Quality natural environment

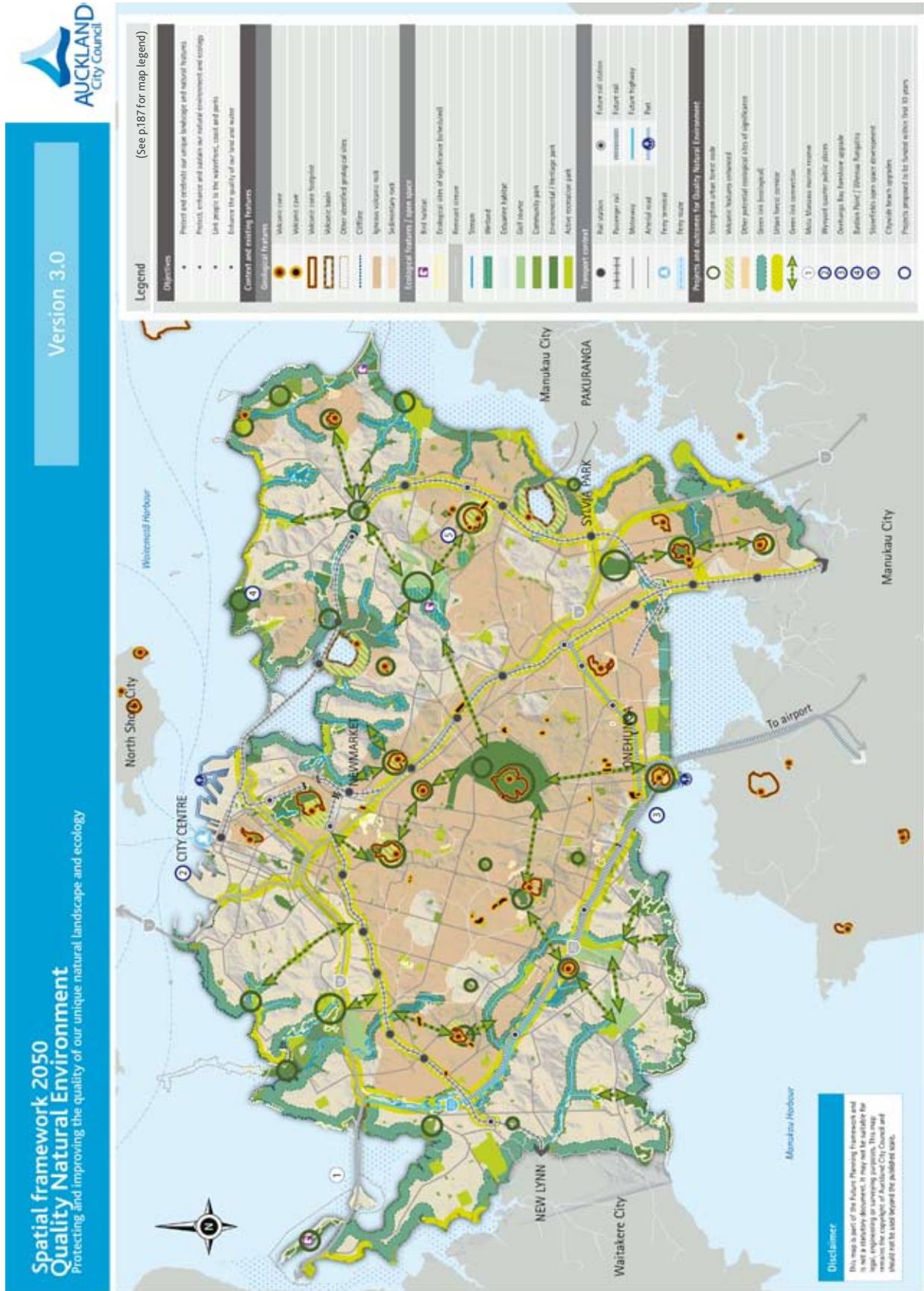


Figure 18: Quality natural environment (see 7.5 Appendix E for map legends (p.187))

The quality natural environment strategy is based on a vision of protecting, enhancing and sustaining the quality of Auckland city's unique natural landscape and ecology. The city's harbours, coasts, beaches, volcanic landscape, islands, forests, streams and wetlands are key elements of Auckland city's identity and historic landscape. Easy access to and enjoyment of these special environments are important, and the council wants to provide a diverse range of usable and attractive open spaces across the city to meet the needs of all residents, workers and visitors. In addition, the council's biodiversity management plan focuses on sustainable management of the city's indigenous biodiversity to improve the natural environment and is likely to have a number of positive outcomes for the city's ecology and urban forest.

The quality natural environment map focuses on the connections to and between the city's outstanding natural features. The purpose of these connections is to enhance and protect indigenous biodiversity, increase the area of natural habitat on the isthmus and connect people to the surrounding landscape.

3.5.1 Objectives for a quality natural environment

- protect and celebrate our unique landscapes and natural features
- protect, enhance and sustain our natural environment and ecosystem processes for the future
- link people to the waterfront, coast and parks
- enhance the quality of our land and water.

3.5.2 Challenges and opportunities

One of the reasons people are attracted to live and do business in Auckland city is the unique natural environment. Maintaining the quality of this environment for future generations to enjoy brings several key challenges and opportunities:

- Significant population growth and a finite land area will place additional pressure on the natural environment. There is a need to achieve a balance between protecting significant natural areas and enabling urban development.
- It will be critical to provide access to high-quality public open space in urban centres to accommodate increasing residential and working populations, to ensure that Auckland city's high quality of life is maintained in the future. Elements such as street trees add important amenity value.

- Many opportunities are available for restoring and protecting indigenous habitat, riparian planting, trees that mark our original and existing coastline and more general tree planting on public open space areas and in our streets. However, these opportunities are not evenly distributed. The south-west and south-east parts of city in particular lack access to good quality parks.
- There is a need to improve biodiversity outcomes by linking ecologically valued open spaces with sympathetic management along transport corridors.
- The impact of weeds and pests on the remaining areas of indigenous habitat needs to be better understood to support positive biodiversity outcomes over time.
- Better state-of-the-environment monitoring will ensure that the council's rules and policies provide better outcomes for the environment.
- Without sufficient accessible and high-quality open space to provide for the community's current and future recreational and environmental needs, it is unlikely that the city's strategic goals of a distinctive, sustainable, beautiful and human city will be achieved.
- Major brownfield sites (eg racecourses, quarries and former industrial land) may offer opportunities for ecological regeneration, improving the quality of the city's open spaces and acknowledging our heritage.
- The popularity of the city's many parks, volcanic cones and beaches creates its own pressures. It is important that these areas are well managed to ensure their value is not diminished.
- The city's natural environment, particularly its sea and coastal environment, may need to be buffered or protected from the adverse impacts of future climate change. Examples include increased risk to property and infrastructure in areas of coastal development from rising sea levels, storm surges and an increase in the magnitude and frequency of severe weather events.
- The water quality of the city's aquatic receiving environments (eg the harbours and streams) is threatened by pollution from stormwater runoff and wastewater and stormwater overflows.
- Aucklanders value access to the coast and because of this, the council will take opportunities to improve pedestrian access to and along the coastline.

3.5.3 Explanation of the quality natural environment map

The quality natural environment map gives a picture of Auckland city's unique volcanic landscape. It shows that the city is almost surrounded by water and that open spaces of different sizes are scattered across the isthmus. The orthography (shadows) give a three-dimensional picture of the cones, basins, ridges and gullies and tell us that the centre of the isthmus is a plateau, in strong contrast to the more defined hills and slopes of the harbour edges. The city's topography, along with shipping access to the safe, deep anchorage offered by the Port of Auckland, has been the main driver of the city's development over the past 150 years.

Increasing and strengthening connections within the city's network of parks, waterways, volcanic features and areas of ecological significance is one of the most important practical steps that can be taken to enhance indigenous biodiversity on the isthmus. As a result, connections are a key feature of the quality natural environment map. The map shows where it is possible to develop ecological corridors along major roads and rail lines and around the waterfront to create a green network across the city. The map also identifies historical waterways that could be considered for future restoration, the different kinds of public open space in the city (which support different uses and have different heritage landscapes to be protected) and the potential for a continuous coastal walkway.

Enhancing corridors between existing areas of natural habitat is also of central importance as a mechanism for restoring and improving the city's indigenous biodiversity and includes establishing corridors on private and public land. Restoring connections on public land is probably more practical in the short term, and identification of key sites for this to occur should be a priority.

The map shows the following key concepts:

Green link (ecological corridor)

Ecological corridors are strips of vegetation that link remnant areas of indigenous habitat in a 'patchy' landscape. They may provide avenues for indigenous animals (including birds, reptiles and invertebrates) to move between patches. Ideally, ecological corridors should comprise high-quality, intact ecosystems (those with a continuous canopy of native species, few weeds and diverse and well-developed understorey, shrub and ground tiers) and be wide enough for fauna in the middle of the corridor to be sheltered from disturbance due to activity in the surrounding landscape. An example of an ecological corridor is the Hillsborough–Blockhouse Bay coastline.

Waterways and coastlines make ideal ecological corridors, as these features often retain fragments of their former vegetated cover, form natural pathways across the landscape and provide additional benefits over and above their function as a linkage, eg catchment protection and purification of water.

Urban forest corridor

Urban forest corridors, like green link (ecological) corridors, provide links between remnant patches of indigenous habitat in a modified landscape and may help aid the movement of indigenous fauna between these areas. However, urban forest corridors are often more modified than true green link (ecological) corridors. Typically, they consist of a fairly continuous canopy cover of vegetation and tree species, with modified understorey, shrub and ground tiers that may support other activities, eg informal recreation, residential or active recreation. In some cases, other activity occurring within the urban forest corridor may limit the coverage or structural diversity of vegetation within the corridor, eg along rail corridors. Urban forest corridors may also be constrained in width due to roads or railway lines. Urban forest corridors extend the coverage of ecological corridors by bridging gaps where existing land uses mean that establishing a wide, undisturbed corridor of native vegetation is not possible. They may also increase the width of ecological corridors. An example of an urban forest corridor is the vegetation in Grafton Gully.

Green link (connection)

The green link connections outlined in this plan represent links that are aspired to, ie they do not currently exist. These connections have been drawn in locations where it would be appropriate to have links between existing areas of indigenous habitat and open space, but where practical considerations (such as a lack of suitable corridors, parkland and existing vegetated corridors) mean that creation of an ecological corridor or urban forest corridor is not possible in the short to medium term. Planting and retention of indigenous trees in these locations (on both public and private land) should be encouraged in order to create a semicontinuous green link between existing natural areas. Street trees have the potential to play a great role in this regard in establishing urban forest connections.

Strengthen urban forest nodes

Strengthening the urban forest nodes as identified on the map would create a network of patches of indigenous forest across the urban landscape, at a minimum spacing of approximately 1km to 2km. If indigenous fauna can move easily between many different patches of forest, they will have access to a much larger total area of habitat, allow mobile fauna to follow seasonal food resources and provide for gene flow (for plants and birds in particular) between patches. Establishing new areas of indigenous forest also increases the general amenity of the historic landscape and allows people to interact with and enjoy indigenous biodiversity on a day-to-day basis. The objective for the urban forest nodes marked on the map is to restore as large as practical areas of structurally diverse, weed-free indigenous forest in these locations. It is envisaged that these areas would be of compact shape and a minimum of one hectare in area. The sites shown on the map are indicative and will be refined as further work is done on mapping to support the council's biodiversity management plan.

3.5.4 Key moves for a quality natural environment

The following priorities reflect the citywide key moves that relate to achieving a quality natural environment:

- **enhance the city centre and waterfront** – waterfront land is acquired and developed to provide additional open space and secure, continuous pedestrian access to and along the coastline, while improving harbour water quality. The original coastline will be marked out as part of this development. Key streets and public spaces in the city centre are upgraded, creating green link connections with street trees, to provide an attractive urban environment for people to live, work and play in.
- **develop lively centres** – public open space is an integral part of a town centre and strengthening the provision of open space within centres will be an important move to ensure that the needs of a growing population are met. Public open spaces will be provided in growth areas, and 95 percent of residents on the isthmus will be within a 600-metre walk of a local park.
- **connect communities** – the establishment of a network of urban forest corridors and green links across the isthmus (along motorways, railway lines, waterways) provides the opportunity to use them for complementary activities such as cycle routes.
- **green the city and protect our heritage** – this key move is largely delivered by the quality natural environment strategy

- The protection and enhancement of Auckland city's unique volcanic landscape in a culturally sensitive manner is a key priority. World Heritage status is currently being sought for the volcanic field.
- Connections are strengthened between the city's open spaces and ecological resources to provide an integrated network across the isthmus.
- Urban forest corridors and nodes are created, together with the protection of existing significant natural areas to improve the ecological viability of existing vegetation. Potential corridors include major transport corridors (including arterial roads, motorways and railways), coastal esplanade reserves, streams, open space networks and street tree grids. Streams and wetlands are restored as important ecological and recreational corridors.
- Waterfront facilities and associated open spaces are upgraded to support increased recreational use of the harbours and estuaries.
- The quality of stormwater networks is improved to achieve clean and healthy waterways and coast.
- The city's distinctive landscapes and habitats (volcanic, coastal and ecological) are protected and enhanced.

3.5.5 Key projects and outcomes to 2020

Volcanic features enhanced

Identifying, protecting and enhancing the city's volcanic features, including its cones, basins, caves and lava flows, is a long-term priority for the council. The volcanic origin of Auckland city's landscape has left a unique legacy for the council to manage and sustain for the future use and enjoyment of everyone. The volcanic features are recognised by the people of Auckland city and New Zealand and by visitors as a unique natural and cultural inheritance. Over the next 10 years the aim is to improve the management of and facilities on Auckland city's volcanic features. Two key initiatives are improved visitor experiences on Maungawhau-Mt Eden (which is visited by over 1 million people each year) and research and trials of alternative ground covers for the cones to support a reduction in grazing.

Waterfront open space developments

Improving the quality of Auckland city’s coastal public areas and public access to the coast is another long-term objective. Over the next 10 years several major projects will be developed:

- Wynyard Point – the redevelopment of the former Tank Farm at Wynyard Point in Auckland’s city centre will provide a mixed use community with high-quality public spaces. In particular, a new open space at the tip of Wynyard Point will be developed as a significant park for the region.
- A series of waterfront promenades, plazas and large open spaces on wharves are planned around the entire city centre waterfront.
- Westhaven Marina will be developed as a harbour park with a series of distinctive parks and fishing wharves linked by continuous water’s edge promenades.
- Teal Park, at the eastern end of the waterfront, will have the beach restored, playground and park space.
- Beach upgrades – in addition to the city centre waterfront, the citywide beach upgrade programme will continue to re-sand beaches and upgrade the adjacent public spaces.
- Onehunga foreshore – the New Zealand Transport Agency motorway expansion project for the State Highway 20 Manukau Harbour crossing is currently progressing and has provided the council with the opportunity to develop the Onehunga foreshore into a high-quality open space and coastal environment. This will result in improved connections to and along the foreshore, which will in turn generate greater community use.
- Bastion Point/Whenua Rangatira – a project to make improvements to Whenua Rangatira land on Bastion Point, eg native vegetation planting.

Key open space developments

The former Mt Wellington quarry is being redeveloped over the next five to ten years for housing, a school and a small commercial area. Known as Stonefields, the development includes several new public open spaces and a connection to the adjacent volcanic cone of Maungarei-Mt Wellington.

Streetscape upgrades

The council is investing a significant amount of money on transforming the streets and open spaces throughout the city centre to those of an international city. Along with improving the urban identity, quality, character and economic health of our streets, the upgrades will include street trees and planting that will act as green links throughout our city centre.

3.5.6 Beyond 2020

Many of the objectives for the quality natural environment strategy are long-term achievements. Initiatives to address the sustainable management of indigenous biodiversity, priority work on the volcanic features, coastline and coastal access and the most critical green corridors will be defined over the next 10 years. Establishing new areas of natural habitat, enhancing and strengthening connections and continuing to enhance public access along the coastline will be ongoing beyond 2020.

3.6 Strong and healthy communities

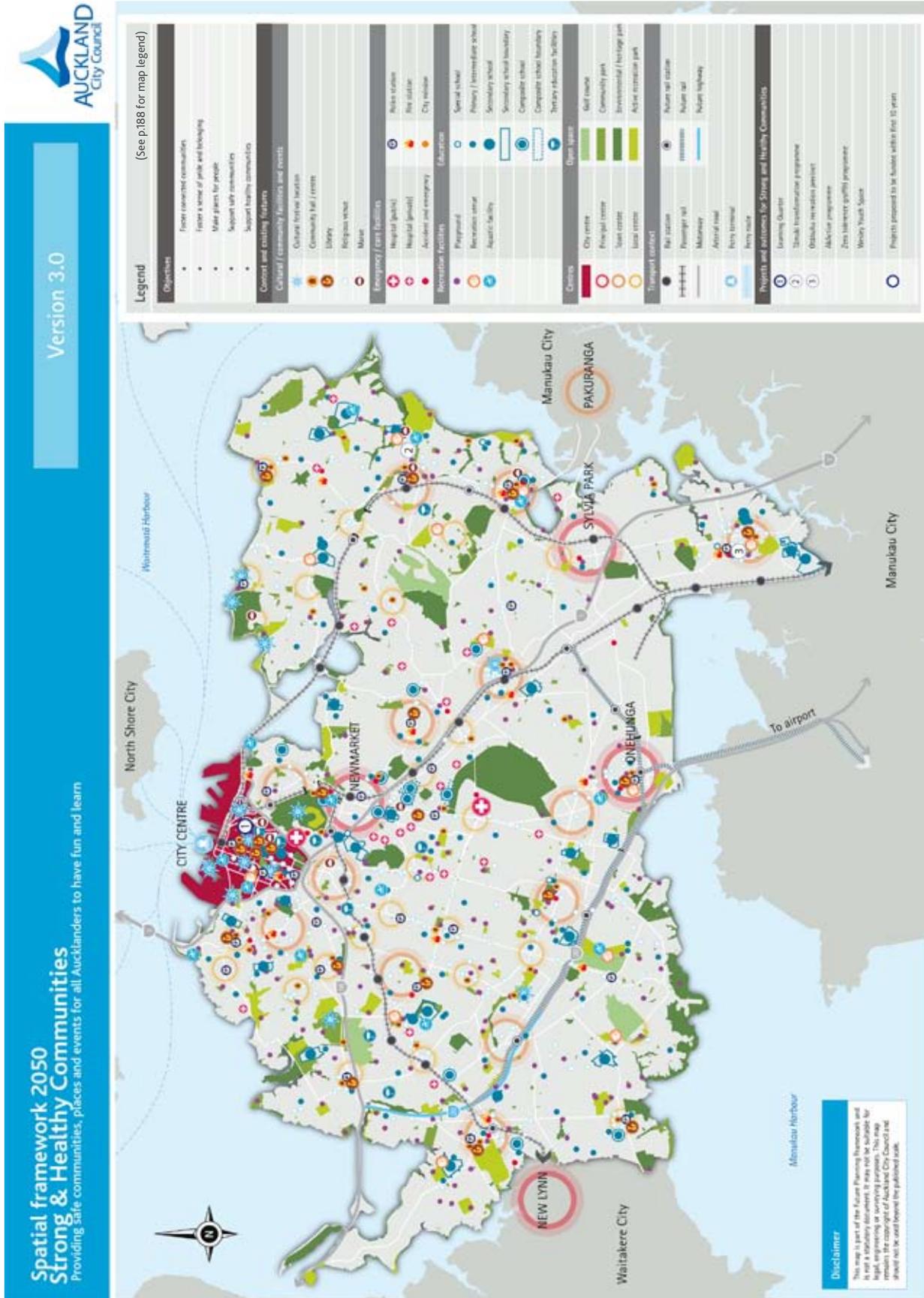


Figure 19: Strong and healthy communities (see 7.5 Appendix E for map legends (p.188))

The strong and healthy communities strategy is based on a vision of Aucklanders feeling a sense of belonging in their neighbourhoods and pride in their city. Cities with strong communities cope well with the changes that cities experience and have safer neighbourhoods. The council's role is to provide a network of community and social infrastructure throughout the city, which efficiently and effectively meets the needs of Aucklanders now and into the future. The strong and healthy communities strategy map shows the location of existing facilities in relation to key centres, illustrating the need to consider carefully the location of future facilities if we want to support the planned pattern of growth. Many of the strong and healthy communities strategy outcomes are programme based and do not always have a spatial outcome.

3.6.1 Objectives for strong and healthy communities

- foster connected communities
- foster a sense of pride and belonging
- make places for people
- support safe communities
- support healthy communities.

3.6.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- providing the right range of recreation and entertainment facilities for the future population in order to keep people active
- recognising and providing for different needs and expectations resulting from a larger, younger, more culturally diverse population, with changes to household composition and size created by significant population
- recognising that providing a range of community facilities can contribute to community cohesion, which could support the long-term retention of such facilities
- enabling people to have more active and healthy lives by designing neighbourhoods that can be walked around, including the use of street trees to add important amenity value
- providing safe places in public and private developments
- recognising that there is uneven provision of educational and medical facilities in certain parts of the city, partly because of the large number of participants and providers. Demand for pre-schools, schools and healthcare facilities currently outstrips supply

- providing adequate school capacity. The council will continue to work with the Ministry of Education to ensure that there is adequate school capacity as the city grows
- recognising that ageing sports venues (swimming pools and recreation centres) will be increasingly expensive to maintain in the future
- developing the city's open spaces to cater for the needs and values of an increasingly diverse community and encourage broader community participation
- understanding barriers to the use of the city's open spaces (including concerns about safety and connectivity).

3.6.3 Explanation of the strong and healthy communities map

The strong and healthy communities map illustrates the network of community resources across Auckland city that serve the city's centres and neighbourhoods. The map shows what is currently provided in the way of education, health care and places that support communities coming together – libraries, post offices, community centres, marae and key places of worship. It also shows the public open space network which is a resource both for recreation and as a venue for major festivals and events that celebrate the city's identity and cultural diversity.

The map illustrates these resources within the context of centres, neighbourhoods and the public transport network.

Decisions about the location of significant new social infrastructure should reflect the long-term location and patterns of growth across the city and help to revitalise key centres. The council will expect other agencies, including central government, to take this plan into account when making their own planning and investment decisions.

3.6.4 Key moves for strong and healthy communities

The following priorities reflect the citywide key moves that relate to achieving strong and healthy communities:

- **enhance the city centre and develop lively centres** – cities with strong communities cope well with change and have safe neighbourhoods. People who feel welcomed and included in their communities will participate in civic life. The provision of a high-quality public realm, focused on developing lively hubs (centres, key parks and leisure destinations, educational and healthcare institutions) within walking distance of residents and with convenient and reliable access to public transport, promotes strong communities. Services and facilities that promote healthy lifestyles,

community pride and identity and community interaction are essential for developing lively centres

- **house our growing population well** – there is a need to ensure that a range of housing styles can be built in the city to suit the range of needs of our diverse population
- **be economically competitive** – a thriving sports and recreation sector will generate economic activity for Auckland city
- **connect communities** – access by public transport to the facilities illustrated on the strong and healthy communities map is essential for all residents
- **green the city and protect our heritage** – there is a need to upgrade and acquire additional open space areas in the city and provide opportunities for all members of the community to experience the city's natural environment and cultural heritage. Communities should be involved in the design and management of the open space network to enhance a sense of pride and belonging.

3.6.5 Key projects and outcomes to 2020

Learning Quarter

The Learning Quarter covers the city centre campuses of AUT University and the University of Auckland and their immediate environs. This will become a place where students can study, work, live and access diverse recreational opportunities. Enhancing the residential areas and supporting business will enhance Auckland's reputation as a desirable location for people wanting to live, learn and work in the quarter.

Victoria Quarter

The north-west facing aspect of the Victoria Quarter makes this an attractive area for residential development. It is expected that approximately 12,000 people will choose this area to live in, with good access to parks, schools, employment and the waterfront.

Wynyard Quarter

The redevelopment of this area will ensure high-quality residential development for approximately 7000 people with good access to employment and recreational activities. A pedestrian and cycle focused street network connects a series of open spaces that will make the area attractive to a wide range of residents.

AkActive programme

The council is working in partnership with recreation and health organisations to increase the physical activity levels of Aucklanders by providing increased opportunities to participate in sport and physical activity. This is in accordance with Active Auckland,

council's recreation plan. Whilst this programme does not have a direct spatial outcome it does make use of the venues provided across the city.

Zero-tolerance graffiti programme

Graffiti vandalism is a community issue that can lower property values and encourage more vandalism and other types of crime. The council's graffiti initiatives include a free graffiti removal service, the volunteer graffiti programme and a graffiti awareness education programme to improve the look and feel of neighbourhoods and communities.

Wesley Youth Space

The Wesley Youth Space will improve the quality of life of young people in the Wesley area. The provision of a safe youth space is particularly important in an ethnically diverse area such as Wesley, which is a low socio-economic area with high needs. Community members, including young people, have indicated the need for a dedicated youth facility in the area.

Otāhuhu library redevelopment

The council has dedicated funding for the redevelopment of Otāhuhu library between 2012 and 2015.

3.6.6 Beyond 2020

Otāhuhu recreation precinct

The vision for the Otāhuhu recreation precinct is to create a hub of community activity and a focal point in Otāhuhu. The precinct is located on Fairburn Reserve, Mason Avenue, Otāhuhu and will eventually include a recreation and youth centre, swimming pool, library and an open space.

Tāmaki transformation programme

This programme is a joint central and local government initiative which proposes to transform the Glen Innes, Panmure and Pt England areas of the city by working with local people and stakeholders to modernise state housing, improve the delivery of services by the agencies and to plan for the social and physical infrastructure needed to support the health and development of the community. Improvements in transport, education and healthcare infrastructure and services are also proposed that will stimulate better employment and economic opportunities and build on the opportunities provided by those projects underway in the Tāmaki area, eg Auckland Manukau Eastern Transport Initiative (AMETI), New Zealand Innovation Centre.

3.7 Transport choices

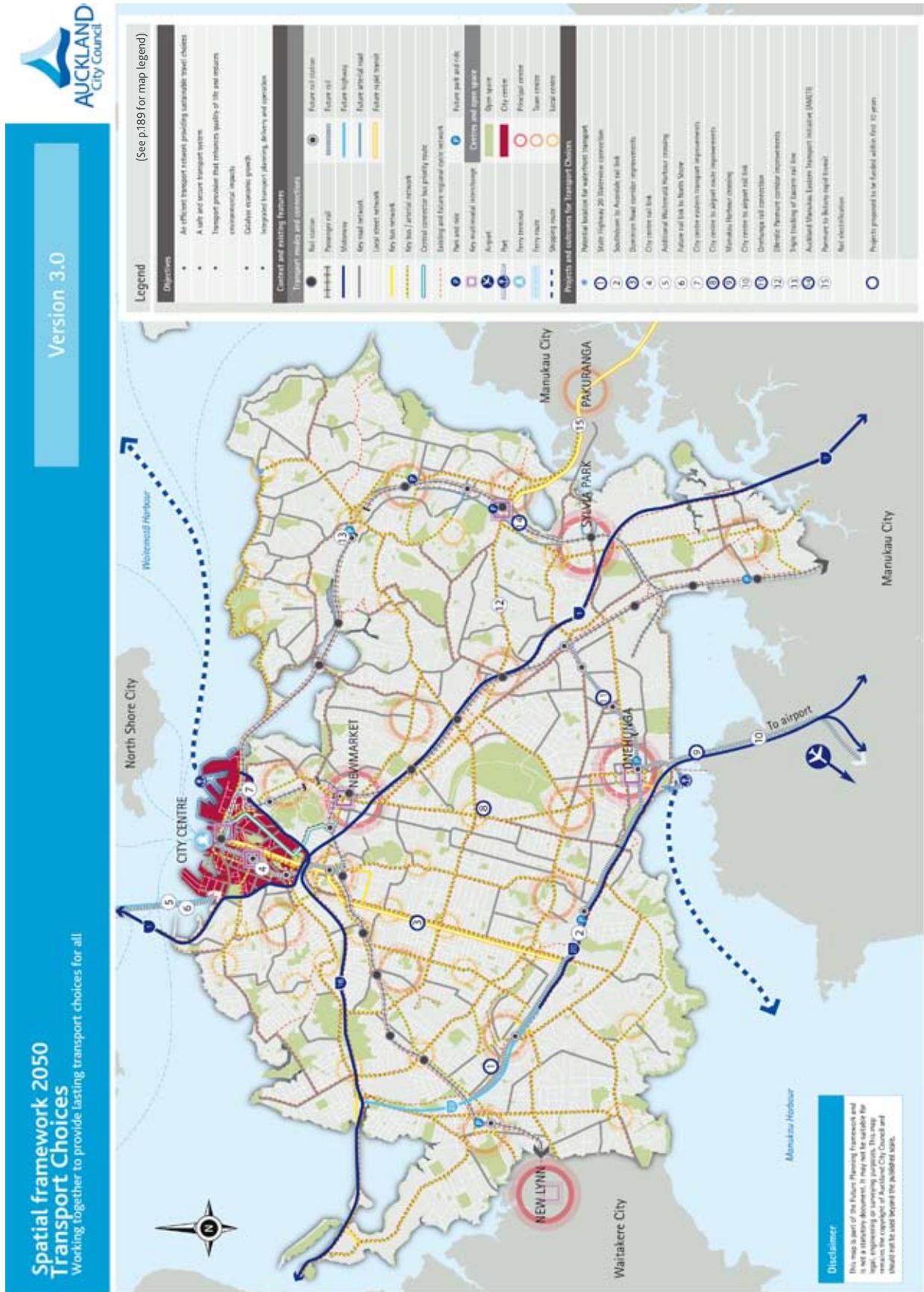


Figure 20: Transport choices (see 7.5 Appendix E for map legends (p.189))

The transport choices strategy is based on a vision of Auckland city that is attractive to residents, businesses and visitors to live, work, study and get around in. Internationally, transportation is seen as a major driver of city competitiveness. Improved transport services between key business areas within the city and to the port and airport will help keep Auckland city economically competitive. Internationally, transportation is seen as a major driver of city competitiveness. Better public transport and roads that are more cyclist and pedestrian friendly will connect centres. The council's role is to work with other transport agencies to improve the transport network. The transport choices map focuses on transport connections between the various parts of the city.

Transport is more than the different modes of transport and supporting infrastructure. Transport corridors occupy and provide significant amounts of public space and provide access to opportunities for social and business exchange. Planning for them must be done on a holistic basis to reflect different user demands.

3.7.1 Objectives for transport choices

- an efficient transport network providing sustainable travel choices
- a safe and secure transport system
- transport provision that enhances quality of life and reduces adverse impacts on the built and natural environment
- transport as a catalyst for economic growth and productivity
- an integrated approach to transport planning, delivery and operation.

3.7.2 Challenges and opportunities

In order to achieve these objectives the following specific challenges and opportunities have been considered:

- There is a need for multiple agencies to work cooperatively to deliver traffic and transport infrastructure.
- Auckland city's topography and settlement patterns, in particular the dispersed areas where residents live, result in dispersed travel patterns that do not easily support an efficient public transport network.
- Substantial investment in public transport is essential for the wider region's economic growth, as the roading network will not sustain current growth levels.

- Increasing the living and working populations in the city's centres will put more people close to public transport and make it easier for people to walk or cycle to work, shops, schools, hospitals and parks.
- There is a need to secure new transport corridors and hubs (such as rail, bus stations, cycle facilities and taxi ranks) in the right places.
- Improving the capacity of arterial roads by looking at all transport modes and user demands will assist in maintaining the amenity of local neighbourhoods and town centres.
- The competing needs and demands of networks need to be balanced (eg the loss of precious open space in the city to develop transport infrastructure).
- There is a need to achieve a better balance in the use of different transport modes, including a reduction in the existing dominance of car-based transport.

3.7.3 Explanation of the transport choices map

The transport choices map gives a picture of Auckland city's transport network. It shows a network that links different modes of transport, including railway lines, motorways, arterial roads, ferry routes and regional cycle and pedestrian routes. The transport choices map illustrates how centres will be better connected with each other and how Aucklanders can more easily get between their homes, workplaces and other destinations. The map shows where interchanges could be developed to enable people to switch their mode of travel. This will provide people with greater choice in moving around the city and will influence and support the desired patterns of growth. The map shows a network providing better links to the city centre as well as improved east-west connection.

Key moves for transport choices

The following priorities reflect the citywide key moves that relate to achieving transport choices:

- **enhance the city centre** – walking is the primary mode for people moving around the city centre. Safety, efficiency, space and an attractive environment are priorities for pedestrians and cyclists. Major investment in public transport will be necessary to ensure the level of forecast employment growth in the city centre can be provided for. This includes an integrated route network for bus, rail, light rail/tram and ferry transport with high-quality interchanges, facilities, infrastructure and integrated ticketing. Cars, motorbikes, service vehicles and trucks are an essential part of the transport network, and streets and developments will be designed to make driving and parking in the city more efficient.

- **develop lively centres** – a more compact and connected city, with vibrant centres and neighbourhoods offering a range of employment, retail and community services to local residents is enabled by having an effective public transport system.
- **be economically competitive** – improving transport connections between key business areas within the isthmus and to the port and airport to support economic development.
- **connect communities** – this key move is largely delivered by the transport choices strategy
 - The council works closely with other agencies on a range of projects to improve connectivity around the city.
 - There is an improved and integrated public transport network where greater use is made of rail, buses and ferries, reducing reliance on private vehicles.
 - There are improved transport services between key business areas within the isthmus and to the port and airport to support economic development.
 - Cycle and pedestrian friendly networks create greater leisure and commuting options.
 - The city's arterial street network is developed in accordance with the Liveable Arterials Plan. (See appendix C: Managing arterial roads)
 - The council takes advantage of opportunities to provide new transport corridors and upgraded corridors to accommodate the needs of a growing city and to recognise the importance of some routes for a variety of transport modes.

3.7.4 Key projects and outcomes to 2020

Auckland–Manukau Eastern Transport Initiative (AMETI)

AMETI is a joint project between Auckland and Manukau city councils and the Auckland Regional Transport Authority. AMETI is a phased programme of works with some to continue beyond 2030. It will deliver passenger transport, walking and cycling infrastructure and street network improvements to access the region's growing eastern suburbs. Benefits of the project include improved access and travel times to the eastern suburbs, increased bus services, enhancements to existing roads and new links to complete the local road network, improved walking and cycling facilities and a greatly improved pedestrian environment.

Dominion Road 2016

This bus priority and street upgrade project will see parts of the road widened to enable bus services to be gradually improved which will result in greater trip reliability and shorter trip times. The project includes streetscape improvements such as planting, seating and paving, which will transform nearby centres into more attractive places for people to congregate, do business and shop. The project also includes the improvement of pedestrian, cycling and driving environments.

Cycle network extension

The provision of a regional cycle network, including on-road and off-road routes, is a long-term objective for the city and region. The council has an ongoing programme to improve conditions for cyclists and provide infrastructure to encourage and promote cycling and walking for Aucklanders. More details of community cycling and walking connections are shown on the area plan maps in chapter 4.

Major infrastructure projects delivered by others

A number of major transport infrastructure projects planned for the city within the next 10 years are managed by external agencies. These include the Manukau Harbour crossing, expansion of ports activities in Manukau Harbour, the connection of State Highway 20 to State Highway 16 at Waterview, the Onehunga railway connection and electrification of Auckland region's railway network and rail station upgrades. The council will continue to work closely with these agencies to deliver these projects.

City centre to airport route improvements

This project aims to improve the reliability of travel between the city centre and airport by using clearways, ie no parking, limiting access to and from selected side roads and improving signage.

Travel plans for businesses and educational facilities

The council works closely with the Auckland Regional Transport Authority to introduce travel plans to businesses, tertiary institutions and schools. The plan's purpose is to make it easier for people to walk, cycle, car pool or catch public transport to work and to reduce car travel and congestion.

City centre rail link

The proposed city centre rail link (CBD rail loop) will enable the potential of Auckland's rapid rail transit network with a tunnel and new stations that will improve circulation within the city centre and connections to the fringe suburbs and the region. The tunnel is expected to take seven to ten years to design and build.

Additional Waitemata Harbour crossing

An additional harbour crossing is essential to facilitate future growth and development of the Auckland region. A preferred option has been identified by the New Zealand Transport Authority and ONTRACK. They are preparing for the designation of a single preferred route for a rail and vehicle tunnel.

Passenger Transport Integration Study

The Auckland Passenger Transport Integration Study aims to identify options at a city centre network-wide level to: address significant ongoing issues associated with the current operation and impact of passenger transport in the city centre and support its role as a regional hub for passenger transport services (which requires capacity, efficient operation, improved legibility and higher-quality infrastructure for passenger comfort); and provide the capacity and a quality urban environment that supports the significant growth forecast for Auckland to ensure it remains internationally competitive as a place to live, work and visit (supporting council's vision as set out in the CBD Into the Future strategy).

Major Transport Investigations

There are several major investigations underway to improve the future provision of transport in the city centre and along major transport corridors. They provide a holistic management approach to accommodating future growth and delivering outcomes for city competitiveness, quality of life and the environment.

They include:

- Investigations to significantly improve the provision of rail and bus transport in the city centre.
- Investigations for future improvements to arterials through the preparation of corridor management plans based on Liveable Arterials Plan principles.

3.7.5 Beyond 2020

Many of the objectives for the transport choices map are long term. In addition, initiatives to improve connections within the city and to improve transport choices require collaboration with other transport agencies. Projects that have been discussed to improve the network beyond 2020 include the following:

- making improvements to the rail network by laying triple tracks on the eastern line, connecting Southdown to Avondale alongside State Highway 20, connecting the city centre to the airport via rail, developing a city centre rail link (CBD rail loop) and rail stations, connecting Panmure to Botany by rapid transit and connecting Auckland city to the North Shore by rail

- making improvements to the city's road network in strategic locations such as by building an additional Waitematā Harbour crossing, improving the Ellerslie–Panmure corridor following completion of AMETI and improving roads in the east of the city centre. (See 7.5 appendix C: Managing arterial roads.)