

TRANSPORT OPTIONS PIVOTAL TO URBAN DENSIFICATION

DECARBONISING TRANSPORT
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THE STUDY

114 interviews with residents living near 14 new MDH developments of varying sizes, in higher and lower SES areas and at varying distance to the CBD

RESEARCH QUESTIONS

- Are Aucklanders acclimatising to medium density housing (MDH)?
- Do neighbours' views change once a development is completed and occupied?

FINDINGS

Of all interviewees:

- 64% agreed MDH was a good way to solve Auckland's housing shortage
- 53% agreed that their neighbourhood was a good place for MDH

Post occupation agreement was 10% points higher (for both questions) than during construction phase.

- MDH was commonly seen as an appropriate way to provide needed housing in Auckland
- Developments designed and built well, scaled to local context and located near amenity and transport hubs generate less resistance
- To be successful, densification needs investment in social and transport infrastructure, especially active and public transport
- Lack of trust in council and developers (especially re: development height) fuels opposition
- Neighbourly behaviour by developers and construction workers aids acceptance
- Initial fears over neighbourhood change and loss of suburban character abate overtime. Emotions calm and views morph towards ambivalence or acceptance as developments become 'just part of the neighbourhood'
- MDH is negatively associated with rental tenure and scepticism remains over the suitability of higher-density dwellings for families
- Traffic and car parking are the most enduring concerns

