

AUCKLAND'S FUTURE IN PROGRESS

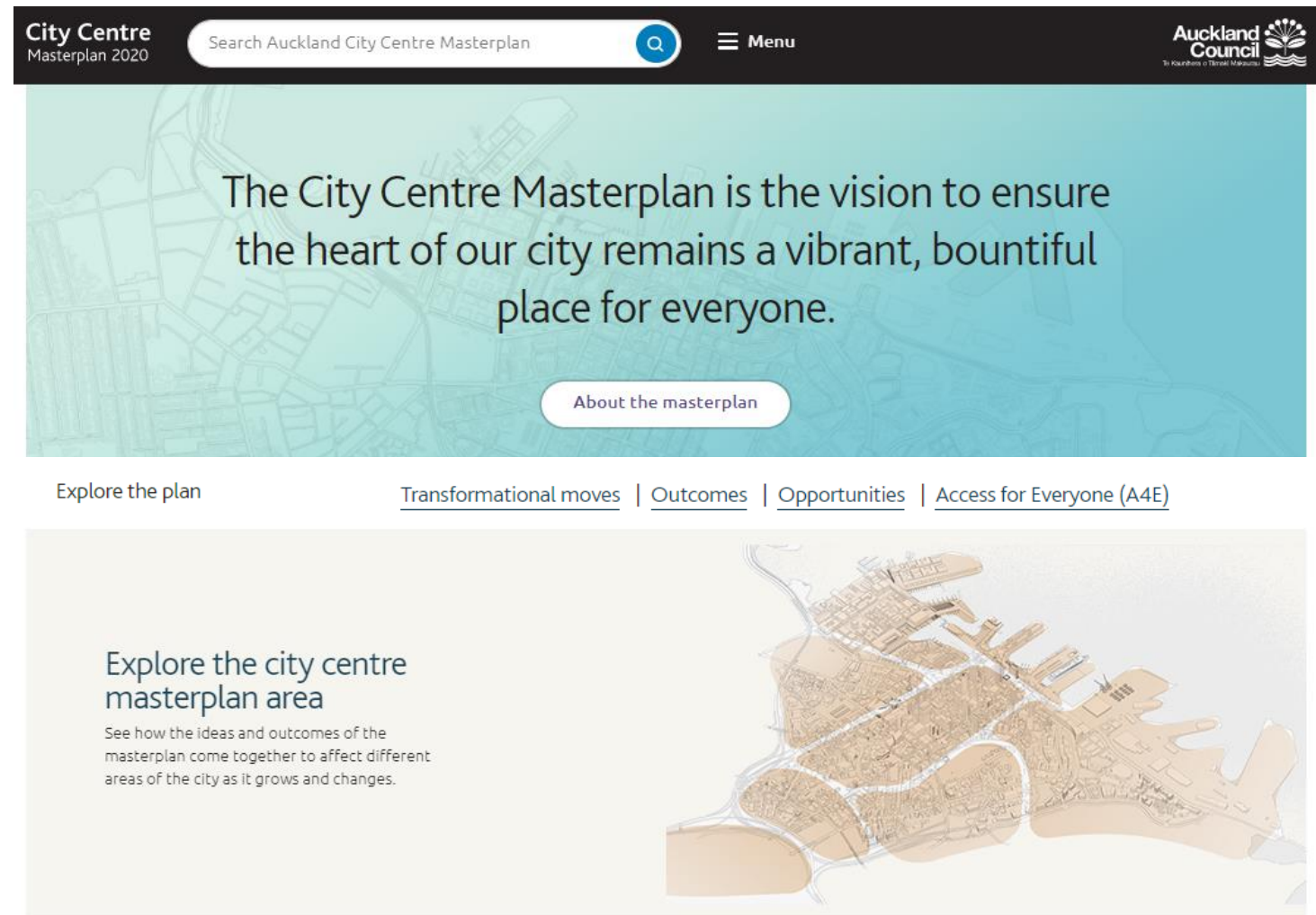
ACCESS FOR EVERYONE

DANIEL NEWCOMBE – AUCKLAND TRANSPORT

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Background. The City Centre Masterplan

- The City Centre Masterplan (CCMP) is the key guiding document for the Auckland Council whānau, setting the strategic direction for the city centre over the next 20 years.
- It applies the Auckland Plan to the city centre through 10 Outcomes, to be delivered through:
 - 8 Transformational moves, and
 - **Access for Everyone (A4E).**
- AT and Waka Kotahi endorsed the CCMP in Feb 2020, and were given responsibility for developing the delivery of A4E



City Centre Masterplan 2020

Search Auckland City Centre Masterplan

Menu

Auckland Council
Te Kaunihera o Tāmaki Makaurau

The City Centre Masterplan is the vision to ensure the heart of our city remains a vibrant, bountiful place for everyone.

About the masterplan

Explore the plan

[Transformational moves](#) | [Outcomes](#) | [Opportunities](#) | [Access for Everyone \(A4E\)](#)

Explore the city centre masterplan area

See how the ideas and outcomes of the masterplan come together to affect different areas of the city as it grows and changes.

Background. Access for Everyone as a concept.

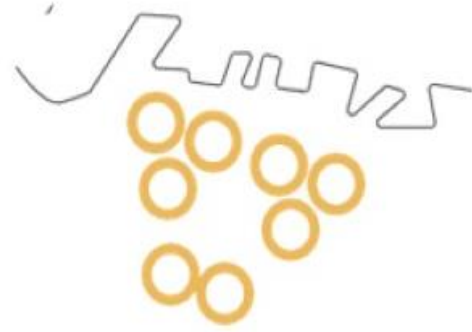


Access for Everyone is a CCMP concept to improve the city centre by:

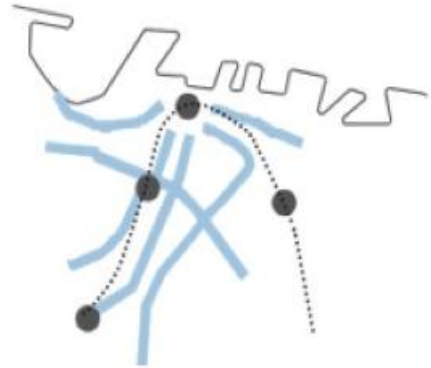
- limiting motorised through-traffic
- prioritising sustainable modes
- creating quality new spaces
- improving access for servicing, freight and deliveries.



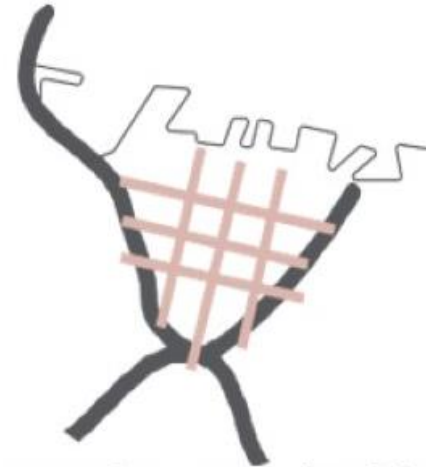
Traffic goes around the city



Traffic enters/exits cells



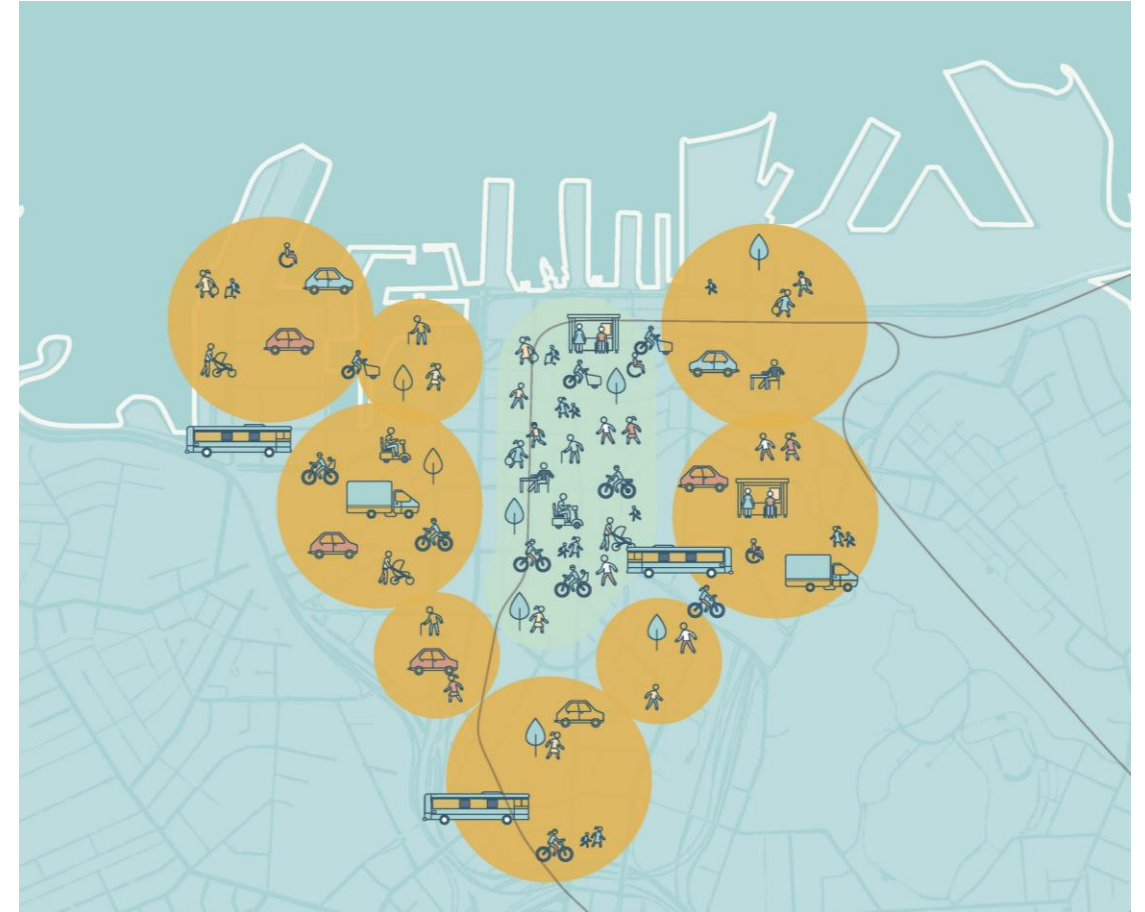
Rapid transit -> abundant access



Streets become highly accessible

Background. What needs to be done to deliver A4E?

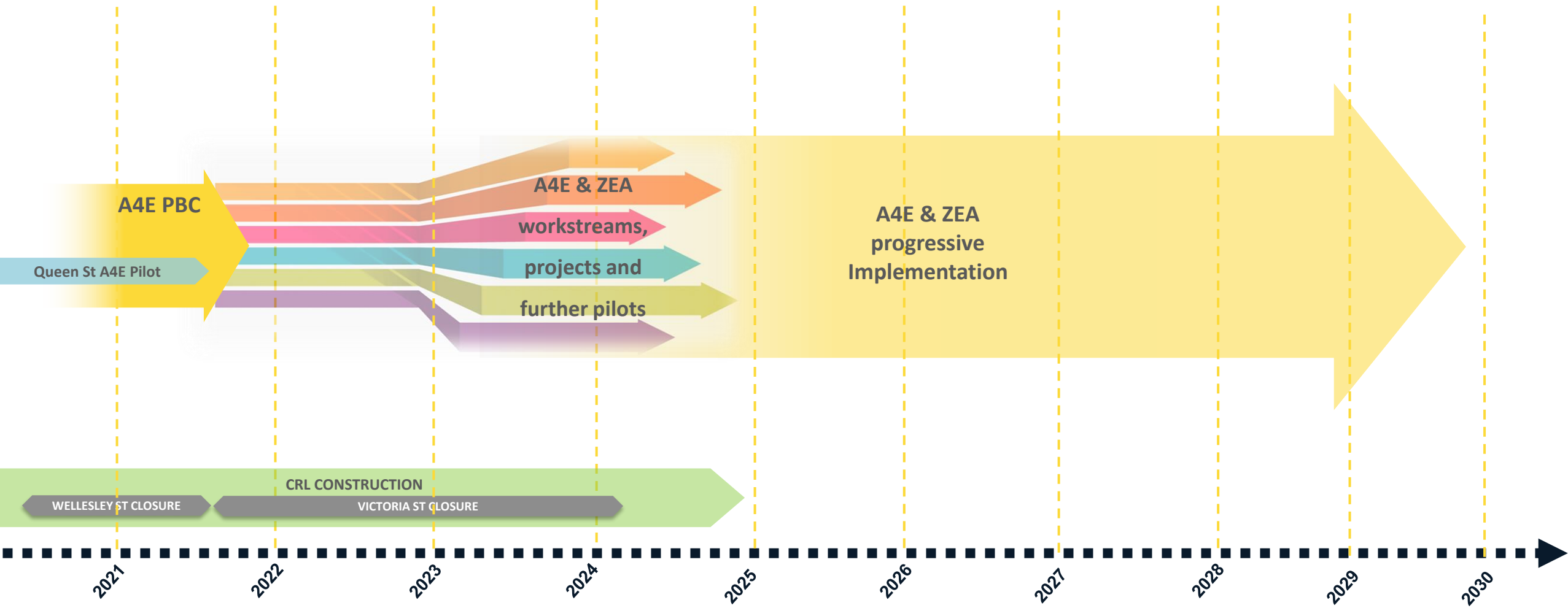
- Although an aspirational concept was developed for the CCMP, this was not developed in **detail** or tested against alternative approach
- AT undertook **initial assessments** into the concept, indicating significant systemic, legal and physical changes would be required
- In order to secure WK funding and gain priority for AT funding, a business case approach must be followed, to identify the optimal programme over time to deliver the A4E outcomes.
- This was agreed with WK to be kicked off in the form of a Programme Business Case (PBC).



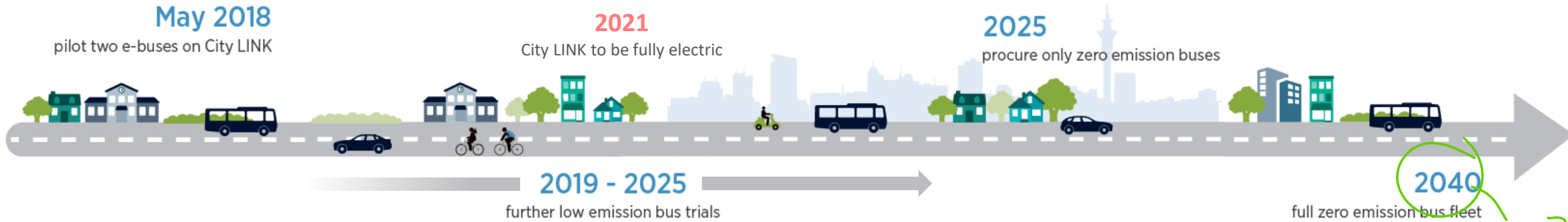
MODE SHIFT PLANNING

- Initial assessment suggests A4E will require **30% less traffic** each peak, some new or revised traffic links, and far more people to travel by public transport, walking or cycling
- This means (by 2028) approximately **11,000 additional peak public transport trips** each day, in addition to the 29,000 needed for ongoing growth
- Additional trains, buses and ferries and space for supporting infrastructure may conflict with placemaking aspirations and space for people, e.g. Customs St to be a busy bus-only street and new investment in quality bus infrastructure needed
- **Would achieve 75% PT mode share**, up from anticipated 65%, if delivered

A4E PBC Context. Timeline



A4E PBC. Air quality development example



1. A4E aims to deliver a **Zero Emissions Area (ZEA)** and reduce the impacts of road transport on city centre air quality. The pedestrian-priority zone across the Waihorotiu / Queen Street Valley forms the ZEA.
2. Council has released the **Auckland Climate Action Framework** and has committed to the **C40 Fossil Fuel Free Streets Declaration** to procure only zero-emission buses from 2025 and crucially creating a ZEA in the city centre by 2030.
3. Currently 50% of Queen St buses are electric. From completion of CRL, no diesel buses will operate along Queen Street as part of transitioning to a zero emission bus fleet.
4. The A4E PBC will work to determine the further range of actions necessary to achieve the ZEA, taking into account related work already underway, and in the context of other city centre changes

Thank you.

Any questions?

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