

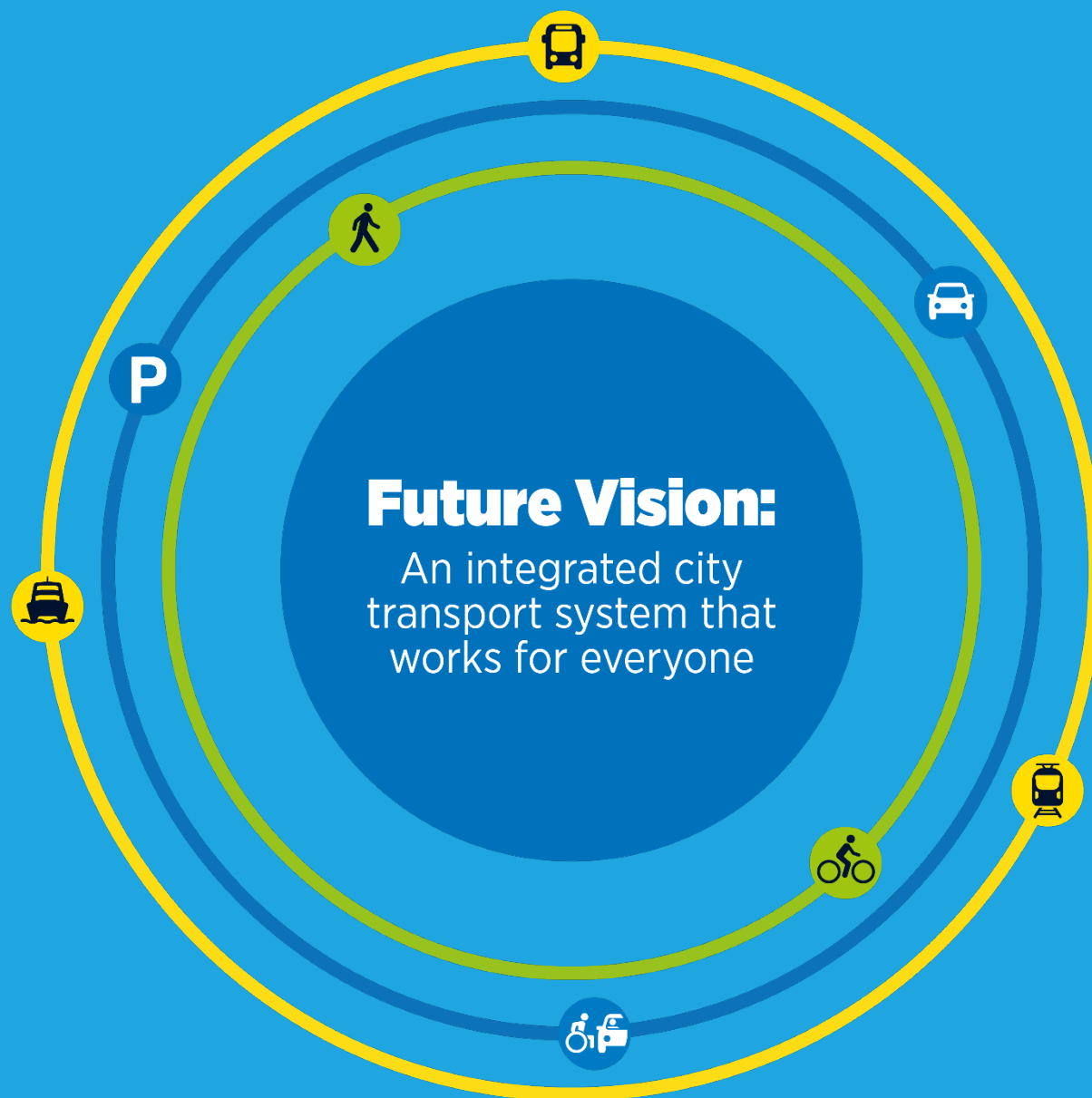


Waitematā Local Board

# **City Centre Integrated Transport Network: Vision. Challenge. Plan.**

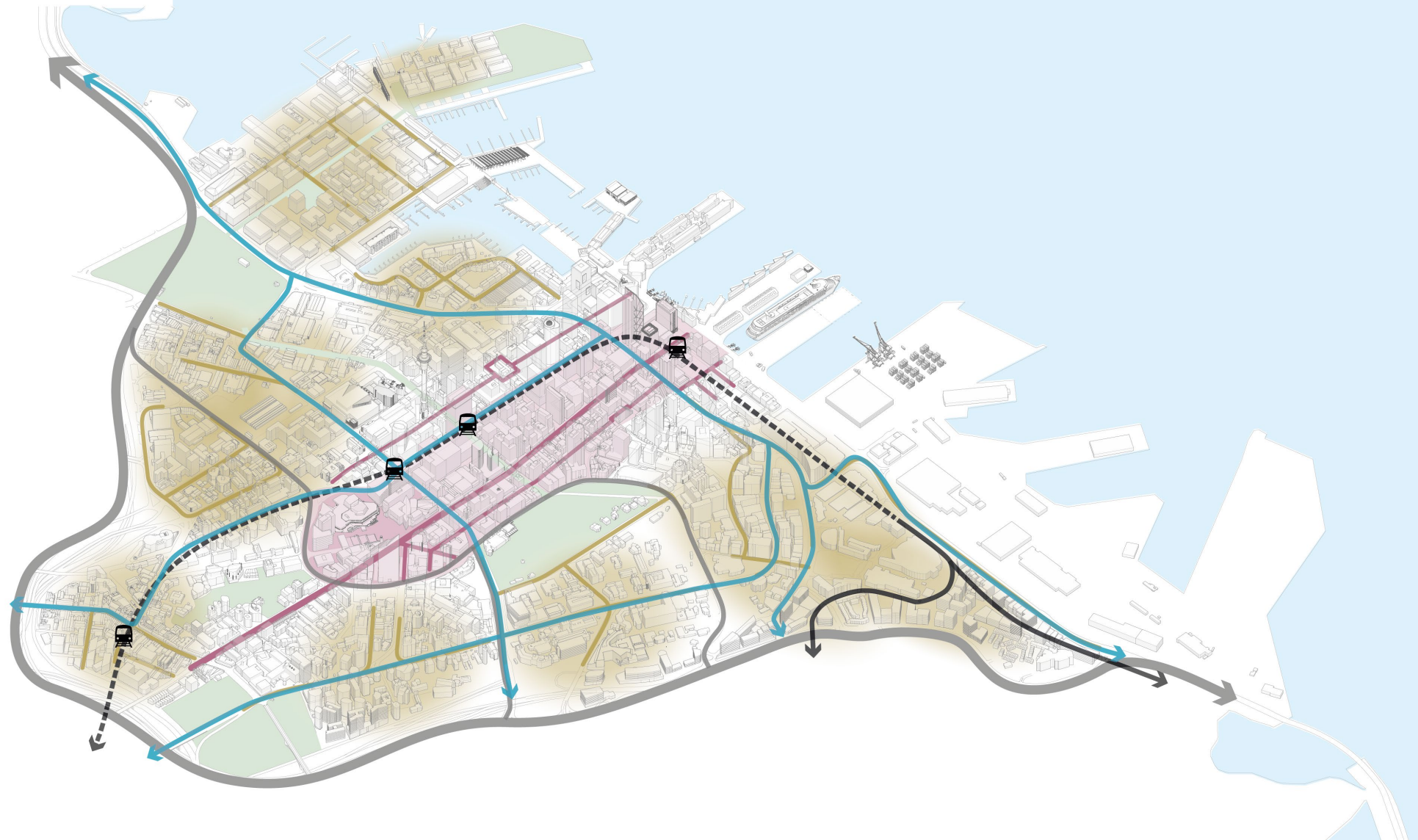
May 2024







# Access for Everyone CCMP vision





# The Challenge

**Our population is growing and space in the city centre is constrained.  
There is growing demand for all types of transport.  
Our redesigned network needs to:**

- Let Aucklanders access and move around the city centre safely and easily
- Improve safety, health and access for pedestrians and cyclists
- Enable efficient and reliable bus routes
- Provide efficient freight connections to key locations including the port
- Provide more focused and direct routes for general car traffic
- Support businesses with critical loading and servicing needs
- Provide safe and efficient pick up/drop off facilities at key destinations
- Create and vibrant streetscapes and public meeting places
- Welcome and encourage cultural activities like outdoor dining



# The plan

## **An overview of how our integrated plan for our city centre will:**

- Create an Integrated Transport Network which delivers the principles and objectives of Access for Everyone which is part of the City Centre Masterplan
- Maximise the benefits of City Rail Link
- Enhance people's experience of the city centre





# Rail

## City Rail Link

- **CRL** will be a game changer.
- Two new train stations, Te Waihorotiu Station and Karanga-a-hape Station are almost complete.
- Together with Waitematā (Britomart), they will give thousands of people easier and better access to the city.





## Bus interchanges

- Each CRL station will be served by a bus interchange.





## Bus interchanges

- Each station will be served by a bus interchange.
- These will be supported by other interchanges around the city centre.



Concept only, subject to consultation, funding and detailed design.



## Bus routes

- Bus routes serving the city centre will be re-configured around these interchanges.
- New main bus routes will run down: **Wellesley Street.**



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- Bus routes serving the city centre will be re-configured around these interchanges.
- New main bus routes will run down: Wellesley Street, Customs Street, Symonds Street and Albert Street.
- These routes will have **bus priority lanes** to improve reliability and enable more high-frequency bus routes.
- Major routes will **extend through** the city instead of terminating in the middle.
- On-street bus layover areas will be reduced, with two designated off-street facilities.
- Reduced congestion on other streets lets other modes like cars, freight, taxis, cyclists, and walking to be prioritised, and allows for parking and loading zones.



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**All these people disembarking  
on foot need a safe and pleasant  
walking environment**

- The busiest retail, dining and entertainment destinations will be prioritised as **low traffic neighbourhoods**, creating quieter, more pleasant, inviting and safer places in our city centre





# Cycling & micromobility

- Routes for the growing numbers of cyclists and micromobility users are concentrated on safer streets, away from the main bus routes and general traffic.
- The city's existing cycle network will be joined up to become fully connected, from K Rd and the light path, through the city to downtown and on to the Westhaven and Tamaki Drive cycle paths.
- Victoria St will be upgraded to the new Te Ha Noa linear park, with a safe separated cycle lane along the whole street.



# Cars

## We welcome cars to the city but not **through** the city

- Cars will still be able to get anywhere in the city.
  - There are still multiple lower traffic routes through the city, however cars are lower **priority**.
- Through-traffic will be encouraged to use Mayoral Drive, and to a lesser extent Customs St, where they are prioritised.



# Cars

## Access city precincts from the edges

- Cars will be encouraged to enter the city centre via the Motorway ring road, as close as possible to their destination, rather than driving through the centre



# Freight

- Freight to and from the port will be prioritised on key routes and at key times of the day.
- Access to the motorway via The Strand will be improved.





# Parking, loading & servicing

- Loading and servicing zones are critical for businesses to operate and thrive in the city.
- Additionally, there is increasing demand for kerb-side uses like rideshare and taxi pick up and drop off zones.
- Some on-street parks will become loading zones, pick up/drop off areas and mobility carparks to more fairly balance everyone's needs.








# 52,000 parking spaces

- Some on-street parking will make way for bus lanes, loading zones, and other improvements.
- However, there are still over **52,000** on and off-street parking spaces in the city.
- Our modelling shows that with the increase in public transport capacity from CRL and higher-frequency bus routes, there is more than enough AT-owned and private carparking capacity to meet demand.



# How it all comes together

  Seamless integration of **PT** at key points

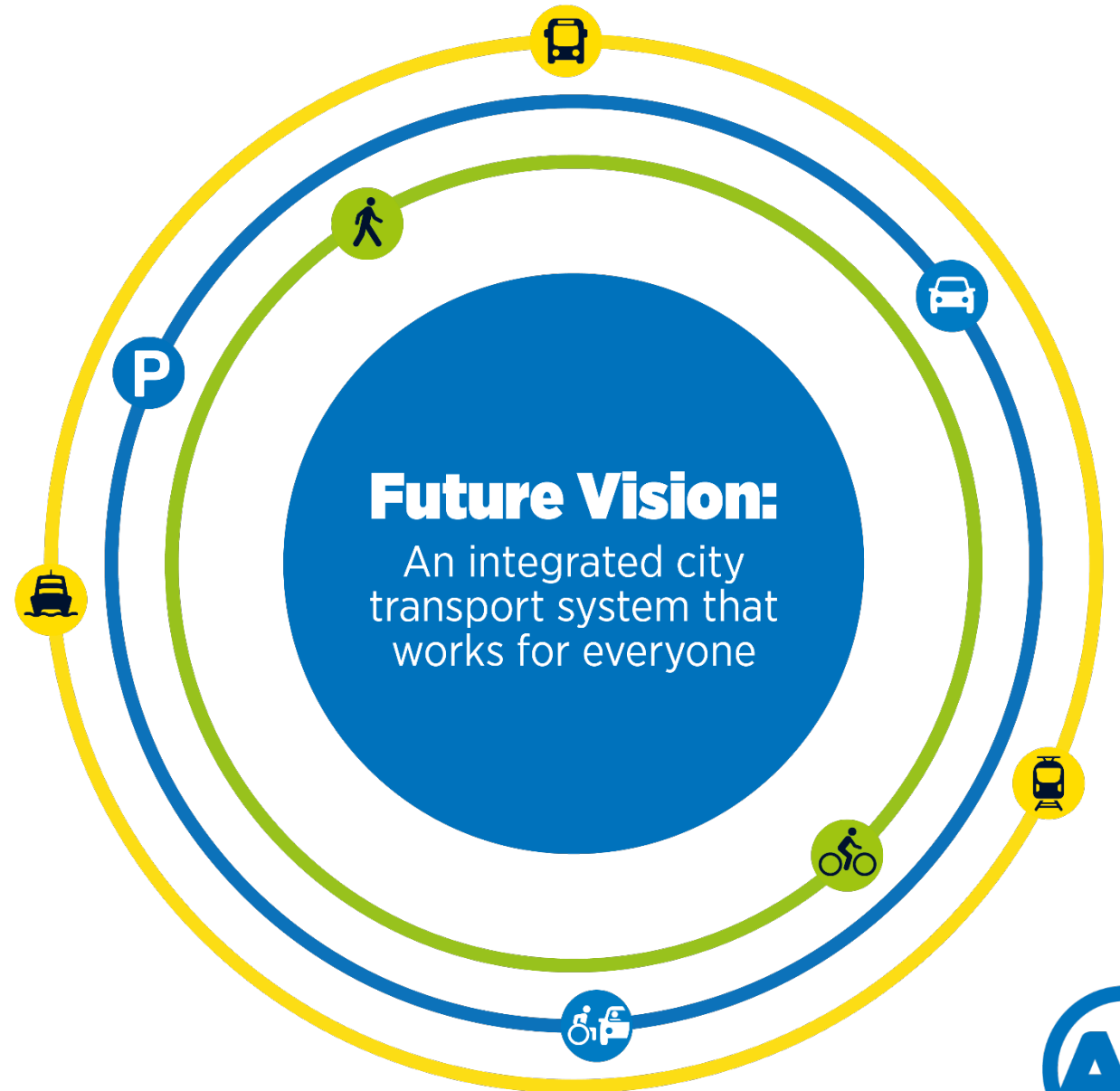
  Continued access for **cars**

  **Pedestrians** and **cyclists** separated from buses and cars



# How it all comes together

- Seamless integration of PT at key points
- Continued access for cars
- Pedestrians and cyclists separated from buses and cars



# Next steps...



# Upcoming engagements

Project	Objective	Dates
City Centre Bus Plan	Stakeholder Engagement & Business Impact Study	June-July 2024
	Public Inform & Targeted Consultation	~August-September 2024
Room to Move in the City Centre	Stakeholder Engagement	In progress
	Waitematā Local Board Workshop	July
	Public Consultation	October – November 2024





# Thank you

