

I hereby give notice that an ordinary meeting of the Auckland City Centre Advisory Board will be held on:

Date: **Wednesday, 23 August 2017**
Time: **3.00pm**
Meeting Room: **Room 1, Level 26, 135 Albert Street**
Venue: **Auckland**

Auckland City Centre Advisory Board OPEN AGENDA

MEMBERSHIP

Chairperson	Mr John Coop	Corporate sector
Deputy Chair	Mr Andrew Gaukrodger	Corporate sector
Members	Ms Viv Beck	Business Improvement District
	Ms Noelene Buckland	City Centre Residents Group (alternate)
	Member Shale Chambers	Waitemata Local Board, Auckland Council
	Mr Greg Cohen	Tourism/Travel
	Mr Ben Corban	Arts and Cultural Sector
	Mr Terry Cornelius, JP	Retail sector
	Cr Chris Darby	Auckland Council (Mayor's alternate)
	Mayor Hon Phil Goff, CNZM, JP	Auckland Council
	Mr Dane Grey	Ngāti Whātua Ōrākei
	Mr Mark Kingsford	Corporate sector
	Cr Mike Lee	Liaison councillor, Auckland Council
	Ms Amy Malcolm	Tertiary Education (University of Auckland & Auckland University of Technology)
	Mr James Mooney	Urban design/institute of architects
	Mr Nigel Murphy	Tertiary Education (University of Auckland & Auckland University of Technology)
	Mr Adam Parkinson	City Centre Residents Group
	Mr Patrick Reynolds	Transport representative
	Mr Michael Richardson	Business Improvement District
	Mr Alex Voutratzis	Property Council of NZ

(Quorum 10 members)

Sonja Tomovska
Governance Advisor
18 August 2017

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Note: The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.

Terms of Reference

(Excerpt –full terms of reference available as a separate document)

These terms of reference set out the roles, responsibilities and working arrangements for the Auckland City Centre Advisory Board.

The board is a key advisory body, with no decision-making or autonomous budgetary authority.

The board advises Auckland Council on achieving the vision and strategic outcomes of the Auckland Plan, the City Centre Masterplan, the expenditure of the City Centre Targeted Rate, the development portfolio and city centre issues. Auckland Council includes:

- The Governing Body and its relevant committees
- Waitemata Local Board
- Council controlled organisations

Membership:

The board will comprise of up to 16 external city centre stakeholders and three elected members. The board will have between 15 and 19 members at all times.

External board members will have an association with an Auckland City Centre group or organisation and have the ability to understand and provide expert advice on Auckland City Centre issues. The membership includes a position for mana whenua.

The board's term ends one month prior to the next local government elections in 2019.

Business Case for Walking

File No.: CP2017/17361

Purpose

1. To present a presentation summarising the work to date on the Business Case for Walking, including recapping the research efforts, including:
 - Measuring Pedestrian Congestion,
 - The Relationship Between Pedestrian Connectivity and Productivity, and
 - Valuing the Urban Realmfollowed by an update on a new project underway measuring pedestrian volumes, and developing a model to estimate pedestrian demands.

Recommendation/s

That the Auckland City Centre Advisory Board:

- a) receive the Business Case for Walking report.

Attachments

No.	Title	Page
A	Business Case for Walking presentation	33

Signatories

Author	Sonja Tomovska - Governance Advisor
Authoriser	Barry Potter - Director Infrastructure and Environmental Services



Business Case for Walking

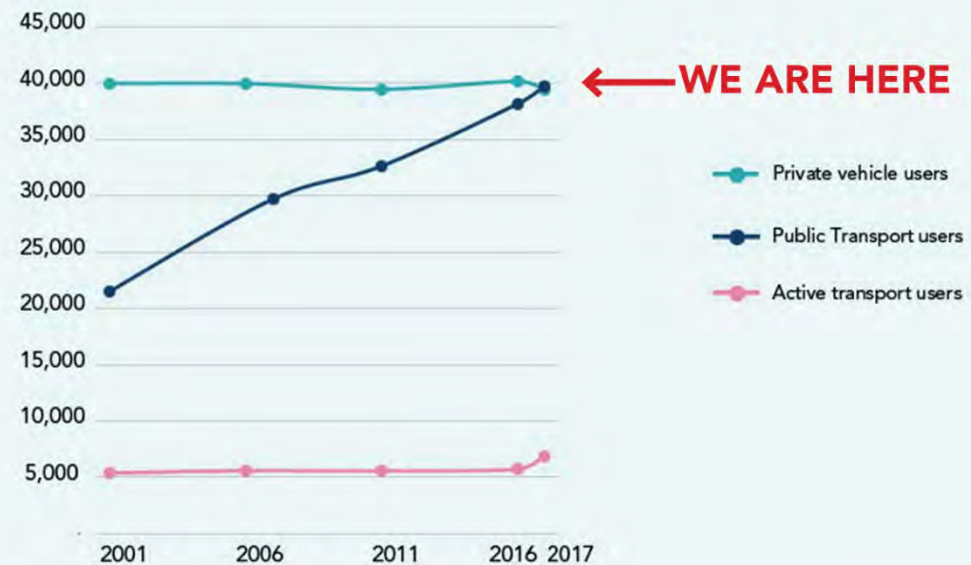
Investigating the Economic Value of Walking in the Auckland City Centre

The Rise and Rise of the Auckland City Centre

- For the first time since the 1950's there are more people commuting to the City Centre by public transport, walking, and cycling than driving
- The resident population (50,000) has doubled over the last ten years. Residents now outnumber the people commuting in by cars
- Number of jobs in the City Centre is now to 110,000
- The estimated total daytime population is 149,000 people
- There are an estimated 500,000 internal walking trips

City Centre Morning Peak Mode Share

People via Cars, Active Transport and Public Transport: 2001 to 2017



Public Life

The number of pedestrians on Queen Street has doubled since 2012

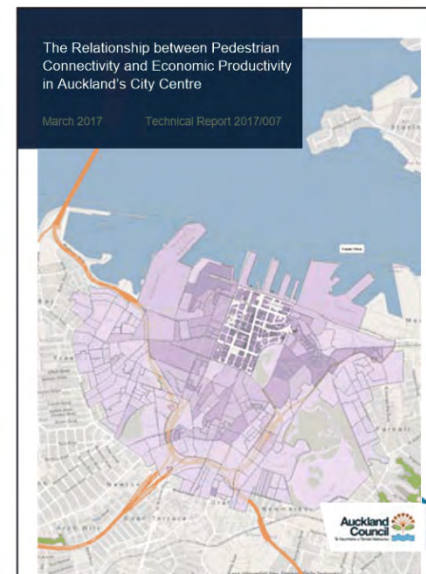
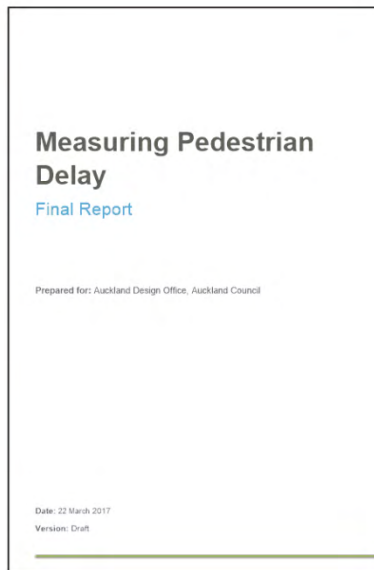
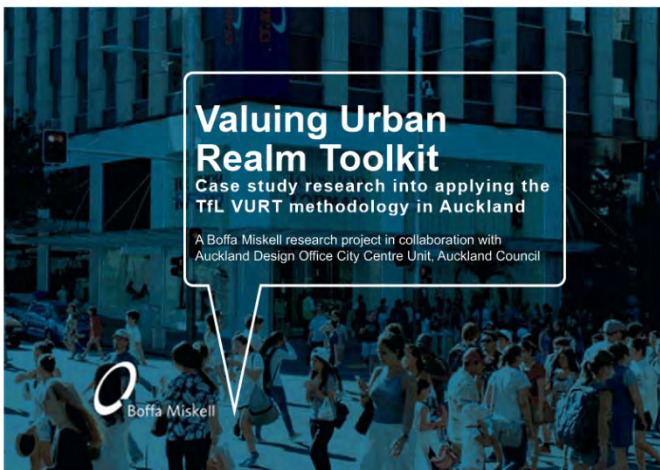
+34% increase in pedestrians across the City Centre

+49% of retail spending since 2010 (now \$1.8 billion/year)

+41% increase in cafe seats across the City Centre since 2010

+61% increase in public seating places across the City Centre since 2010

PUBLIC LIFE SURVEYS- 2010-2016 (GHIEL, AITKEN TAYLOR)



Transport Economics



- OTHER**
- HEALTH BENEFITS**
- ENVIRONMENTAL BENEFITS**
- TRANSPORT RELIABILITY BENEFITS**
- HEALTH BENEFITS (WALKING)**
- WIDER ECONOMIC BENEFITS**
 - Productivity
- TRANSPORT USER BENEFITS**
 - Travel Time Benefits
 - Quality Improvements



Valuing the Urban Realm (VURT)

Estimating the user benefits from public realm investment

- Methodology created and used by Transport for London
- Objective, evidence-based justifications for investment in public realm
- Quantifies **user benefits**
- Comparative before & after evaluation
- Measures & compares changes in public realm quality
- Link and space values: moving through, lingering, and sitting



Valuing the Urban Realm (VURT)

- Uses Pedestrian Environment Review System (PERS)
- Some factors are more important than others
 - » Future user numbers
 - » Effective footpath width
 - » Personal security
 - » Sense of place
 - » Feeling comfortable

Valuing Urban Realm Toolkit



User Benefits - Step One

Scheme Name	
Section Number	

Base Input Data

Pedestrians Moving	Baseline	Scenario	Change (S-B)
Number (per hour)			0
Average Walk Distance (m)			
Average Walk Speed (m/s)	1.33	1.33	

Static Users	Baseline	Scenario	Change (S-B)
Number			0
Average Dwell Time (mins)			

Time Period of Analysis	
Weekday Scaling Factor	
Annualisation Scaling Factor	0

PERS Changes

PERS Link Attributes	Baseline	Scenario	Change (S-B)	Baseline Value	Scenario Value	Change (ppm)
Effective width			0			0.000
Dropped kerbs			0			0.000
Obstructions			0			0.000
Permeability			0			0.000



Valuing the Urban Realm (VURT)



Karangahape Road Scenario 1A

- Retain existing footpath width
- 320% growth footfall
- NZ\$73,000 annual benefits
- NZ\$1,600,000 lifetime benefits

Boffa Miskell | A Valuing of the Urban Realm Toolkit for Auckland | Case Study Research 2017

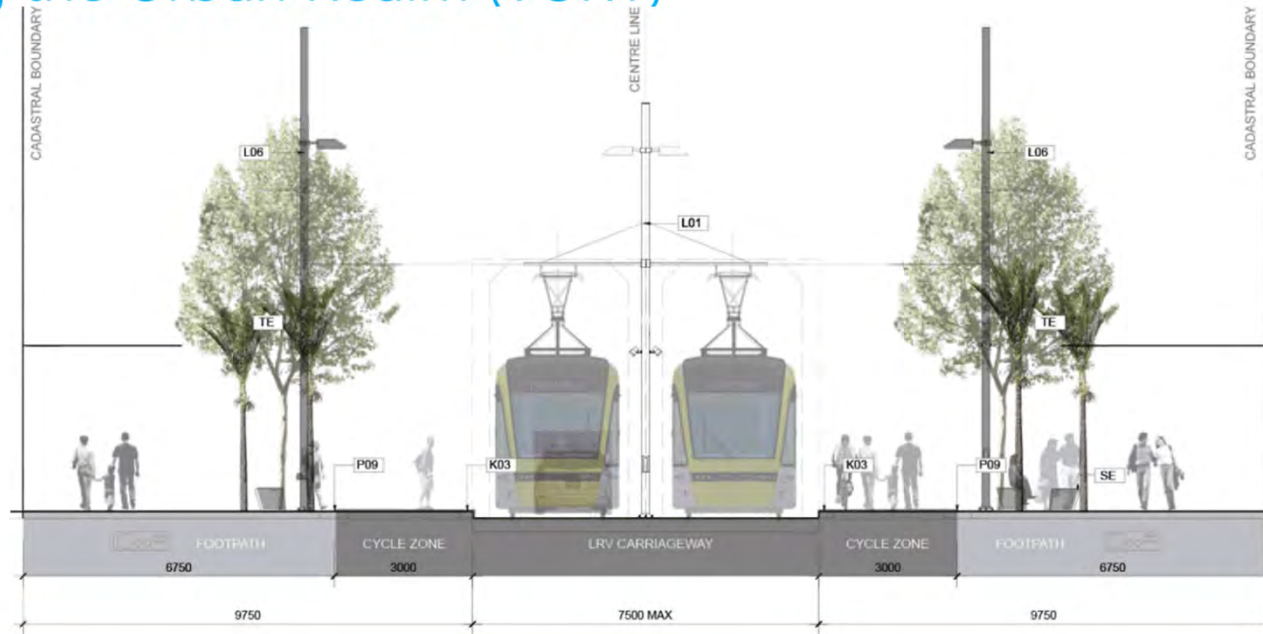


Karangahape Road Scenario 2A

- Widened footpaths
- 320% growth footfall
- NZ\$261,000 annual benefits
- NZ\$5,600,000 lifetime benefits

Boffa Miskell | A Valuing of the Urban Realm Toolkit for Auckland | Case Study Research 2017

Valuing the Urban Realm (VURT)



Queen Street Future Transit Mall

- Future Light Rail Transit / Pedestrian Mall
- 200% growth footfall
- NZ\$702,000 annual benefits
- NZ\$15,150,000 lifetime benefits

Measuring Pedestrian Congestion

Counting pedestrians in travel time assessment

- Transport assessment is largely based on the **user benefits** (or disbenefits) of changes in travel time
- Delay measurement typically estimates vehicle delay, with monetary values assigned using standard value of users travel time (including for non-work purposes)
- NZTA's (2016) *Economic Evaluation Manual* provides guidance on valuing travel time delays incurred by transport users, **regardless of mode of travel**
- However, **pedestrian delay is rarely measured** during cost benefit analysis of a project



Measuring Pedestrian Congestion



13x

pedestrians as vehicles on High Street all day



4x

pedestrians as vehicles on Queen Street all day





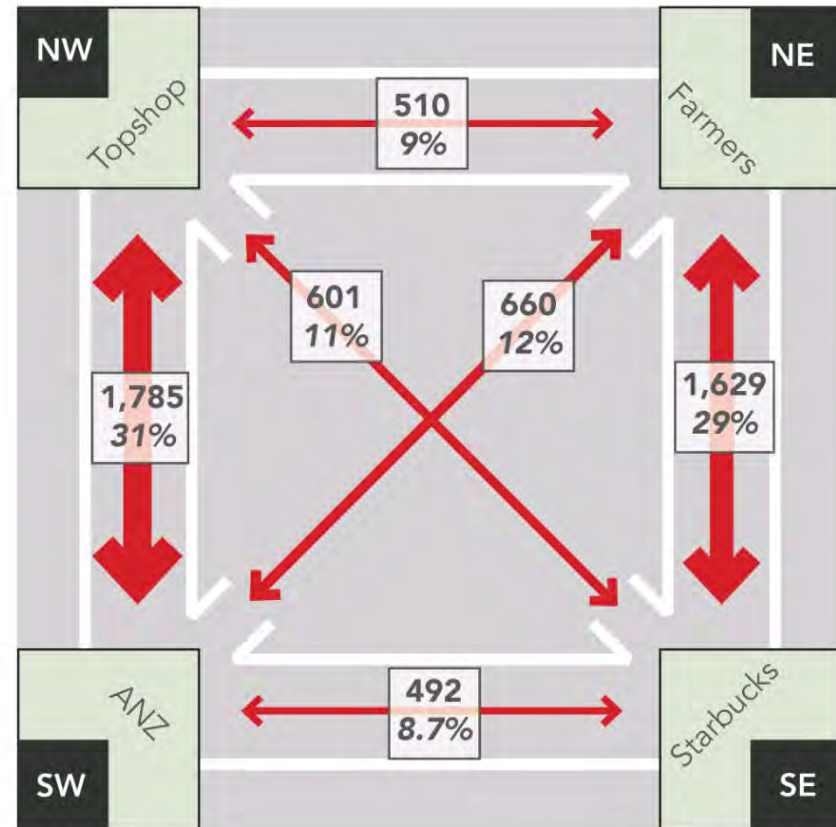
Measuring Pedestrian Congestion

- Over **7,700** pedestrians moved through the intersection in 1 hour
- **1,200** cars passed through the intersection in same hour
- Average delay per pedestrian **27 seconds**
- **161,115** hours of annual delay to pedestrians
- Annual wasted time due to delay "costs" **\$2.2 million**
- NPV is **\$36 million** for free flow conditions*

*based on a 40 year period with 6% discount rate

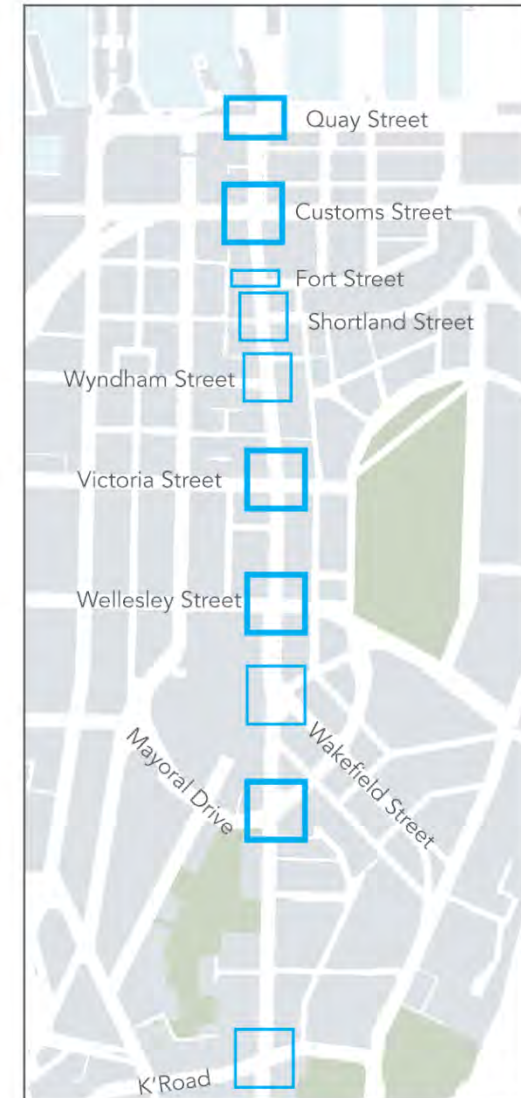


Victoria St / Queen St



Street Name	Intersection Type	Estimated Cost of Delay/Year
1. Quay Street	Barnes Dance, Midblock Crossing, Very High Ped Volumes.	~\$2M
2. Customs Street	Barnes Dance, T-Intersection, Very High Ped Volumes.	~\$2M
3. Fort Street	Barnes Dance, Midblock Crossing, High Ped Volumes.	~\$.5M
3. Shortland Street	Barnes Dance, T-Intersection Crossing, High Ped Volumes.	~\$.9M
4. Wyndham Street	Barnes Dance, T-Intersection Crossing, High Ped Volumes.	~\$.9M
5. Victoria Street	Barnes Dance, X-Intersection, High Ped Volumes.	\$2.2M
6. Wellesley Street	Barnes Dance, X-Intersection, High Ped Volumes.	~\$2.2M
7. Wakefield Street	Barnes Dance, T-Intersection, Med Ped Volumes.	~\$.5M
8. Mayoral Drive	Phased, X-Intersection, Med Ped Volumes.	~\$.7M
9. Karangahape Road	Phased, X-Intersection, Med Ped Volumes.	\$.7M
		~\$11.7M

NPV = ~\$186M





Proximity



Locating "in the centre of things" also means it is easier to meet people more often; whether it be a quick catch up coffee, a meeting with a number of people from different organisations, or simply bumping into people on the street – it is easier and less time consuming.

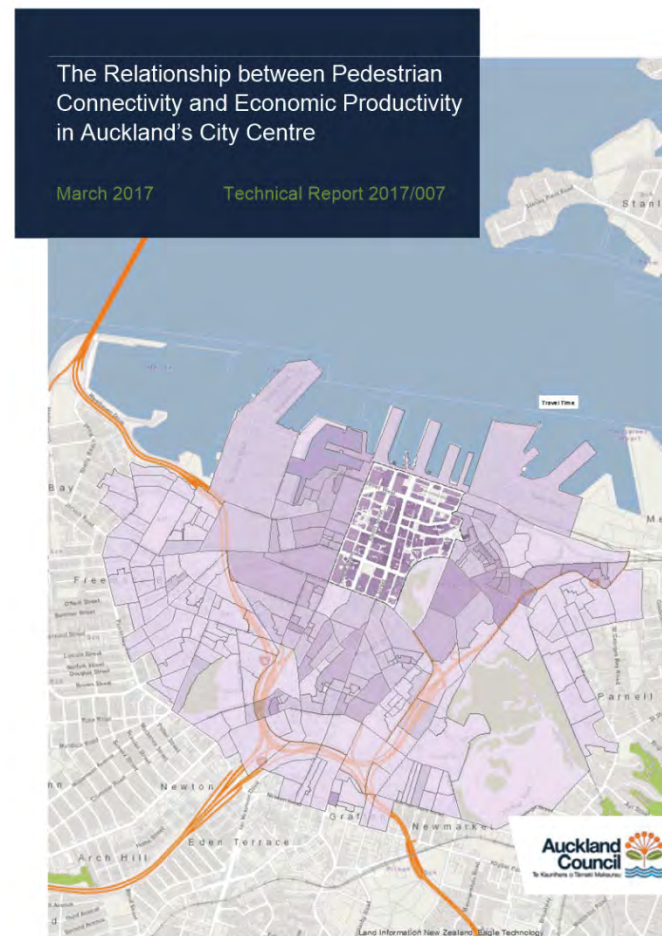
For most businesses, proximity to amenities for staff - including banks, supermarket, cafes, and services is an important location decision criterion.

Cost may not be a critical consideration for those committed to an A-Grade location

SOURCES:
DRIVERS OF BUSINESS LOCATION IN THE AUCKLAND CBD (GRAVITAS, 2011)

Pedestrian Connectivity and Economic Productivity

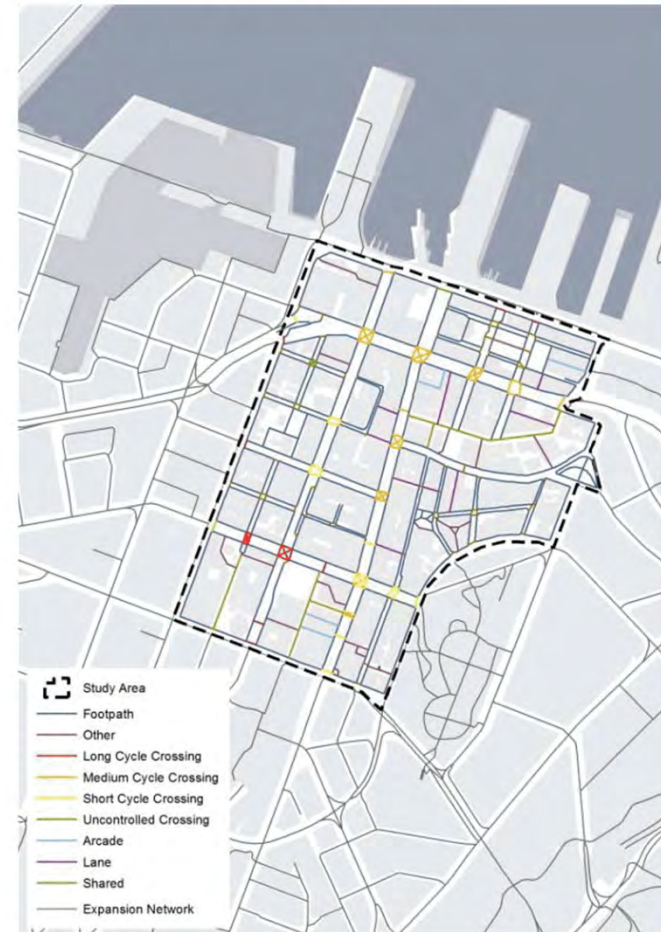
- Walking facilitates personal and business networking within business centres. Attractive public spaces and walkable streets create a platform for business and social exchange and support the spread of knowledge.
- The research suggests that walkability within the Auckland city centre is likely to make a positive contribution to economic productivity.



Pedestrian Connectivity and Economic Productivity

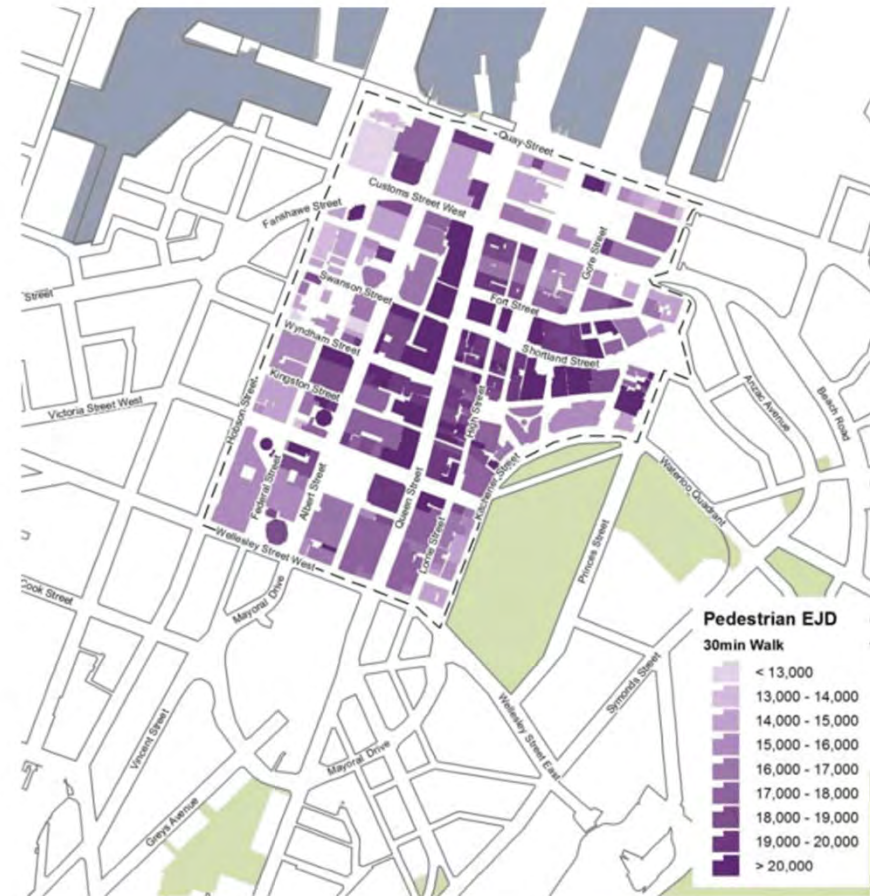
- A pedestrian network was developed based on the existing road network in the study area.
- Pedestrian links were assigned values based on their speed
- 'Network analyst software' was run to estimate the travel time between each origin and destination point.

Walking network within the study area



Pedestrian Connectivity and Economic Productivity

- Pedestrian travel time matrices were combined with detailed estimates of employment to create a measure of the Effective Job Density (EJD) by walking in all buildings within the study area.
- Agglomeration economics literature suggests that there is a positive and causal relationship between EJD and productivity.

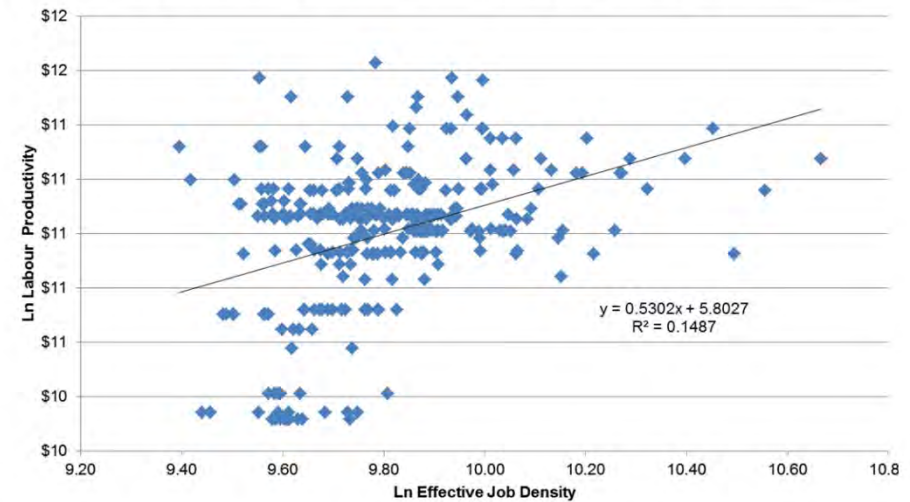


Source: Authors' estimates

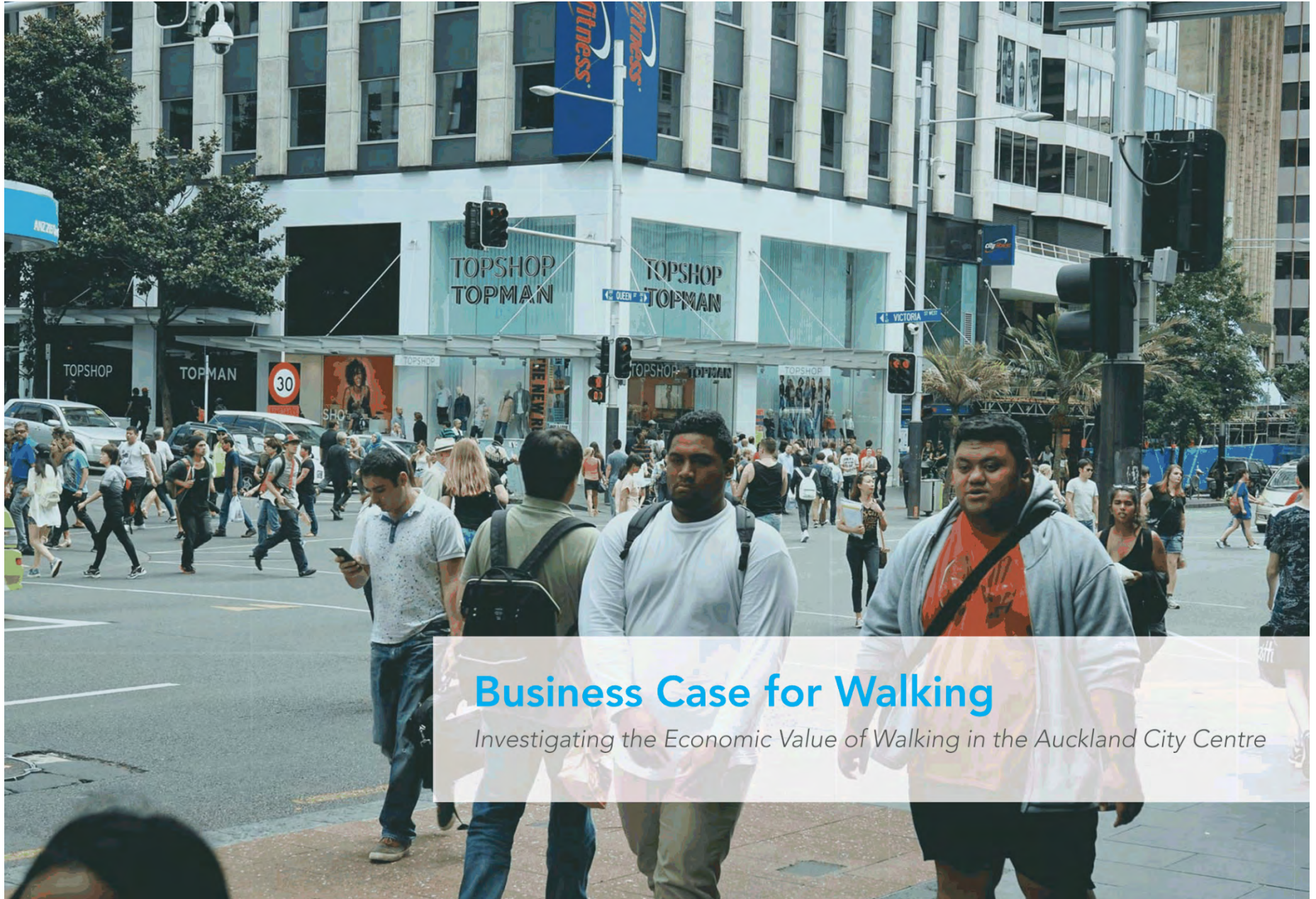
Pedestrian Connectivity and Economic Productivity

- A proxy measure for labour productivity was estimated based on detailed data on average annual wages from Statistics NZ's Data (2015).
- The point estimate suggests that a 10 per cent increase in walking EJD is associated with a 5.3 per cent increase in productivity.
- This means that a **1%** increase in walking EJD will increase the value of economy of the study area by 0.53% or approximately **\$42 million** based on the authors' estimate of \$8.01 billion GDP for the study area.

Figure 19: The association between walking EJD and labour productivity



Source: Authors' estimates



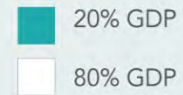
Business Case for Walking

Investigating the Economic Value of Walking in the Auckland City Centre

Pedestrian Connectivity and Economic Productivity

- Scenario Testing placeholder

Auckland GDP



SOURCE: RIMU (2017), THE RELATIONSHIP BETWEEN PEDESTRIAN CONNECTIVITY AND ECONOMIC PRODUCTIVITY IN AUCKLAND'S CITY CENTRE (BASED ON 2015 DATA)

Share of Auckland Region's Employment in City Centre

By Industry, 2015



Source: Authors' estimates based on Infometrics customised (2015) data

Growing the City Centre

City Centre Masterplan “moves” to resolve spatial challenges



Staff Attraction: why firms locate in the City Centre

"For professional services firms that rely heavily on being able to recruit high quality graduates, a CBD location is considered essential to attract staff "

"For most businesses, proximity to amenities for staff - including banks, supermarket, cafes, and services is an important location decision criterion."

"There is prestige attached to working in the CBD. One of our competitors in the 1980s was located in low rise in [CBD fringe] and it probably set them back for a decade because it just wasn't the place where young professionals wanted to be working..."

SOURCE: DRIVERS OF BUSINESS LOCATION IN THE AUCKLAND CBD (2011)