



# **Inner city living - it's more than just building apartments**

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# Outline of this presentation

- How much has inner city Wellington changed?
- Can the inner city support everyday living for its residents?
- How do inner city residents get around?
- Is the inner city living 'model' transferrable to the suburbs?



# Study areas

Thorndon



Te Aro

# Te Aro



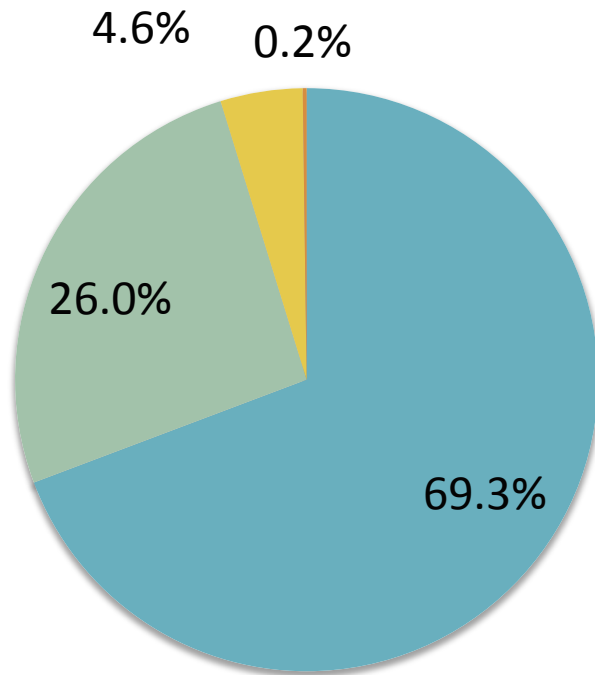
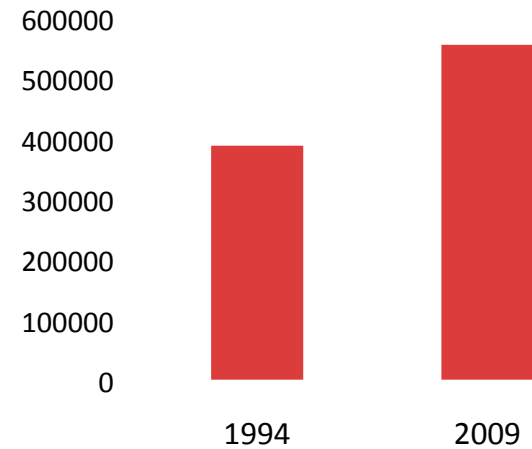


# Thorndon

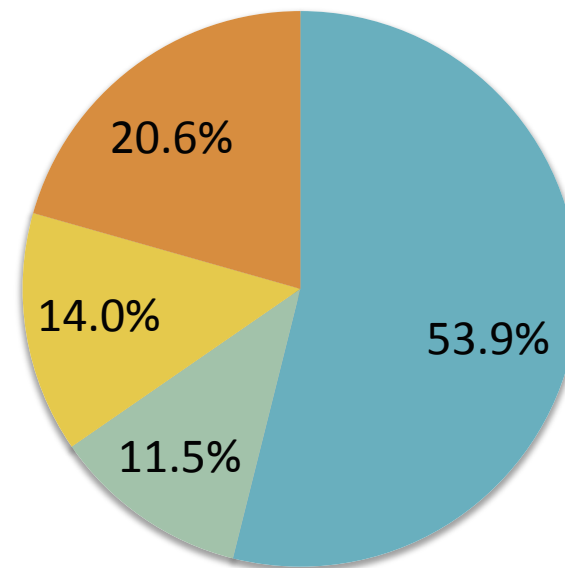


# Changes in BFA in Te Aro

Total BFA m<sup>2</sup>



Te Aro (1994)



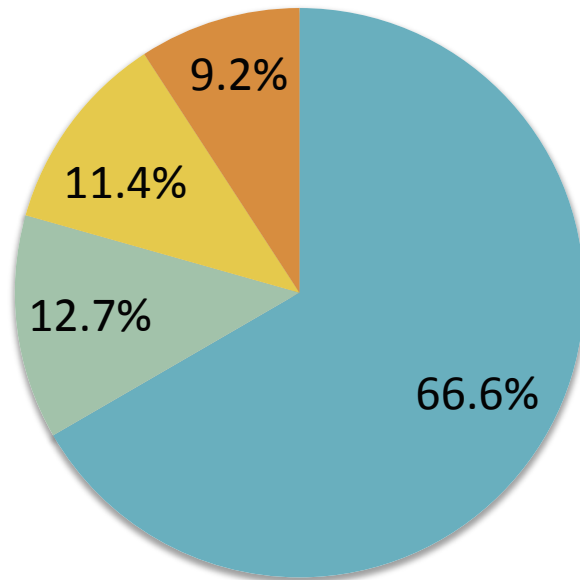
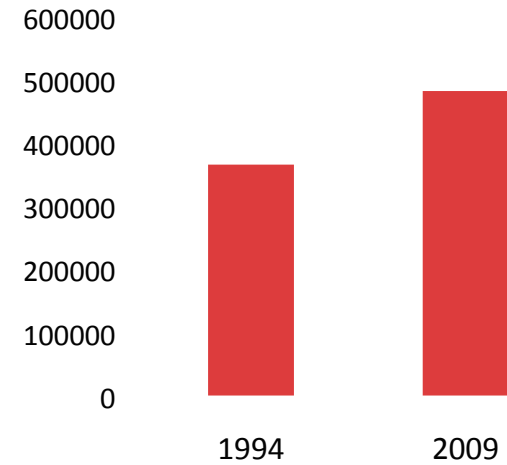
Te Aro (2009)

- Commercial
- Industrial
- Other
- Residential

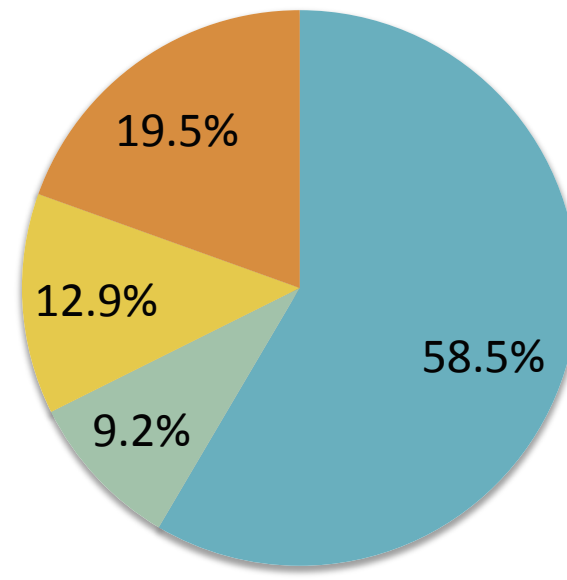


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Thorndon (1994)



Thorndon (2009)

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# Living in the inner city

- Most activities are performed most regularly within neighbourhood
- Except when shopping for:
  - DIY & gardening products
  - bulky household goods
- 63% of working or studying respondents travel less than 15 minutes to work/study





# Getting around

- Walking is the most frequently used mode when going outside their local area, except when shopping for bulky items
- 84% usually walk to work
- 76% have access to a car, but 45% only use a car at weekends



# What does this tell us about the inner city living?

- Central Wellington has adapted in response to residential living
- Inner city residents are living 'locally'
- Residents use active modes, but rarely use public transport
- Car ownership is lower than in suburbs



# Are mixed use, higher density suburbs also achievable?

- Unlikely inner city living can be totally replicated due to economies of scale
- High fuel costs may compel people to think differently
- Increased demand for inner city may reduce affordability, so suburbs may fulfil need
- PT investment is essential for access to jobs and leisure in central city



# For changes to occur...

- Household location choice is only one element
- Property market signals
- Local and central government policy priorities
- Shifts in social/cultural thinking
- Already happening in some places

