

APPENDIX: Auckland City Centre Masterplan (2012): Delivery and Implementation Progress Update

Project 1: Victoria Linear Park and Midtown East–West Public Transport Working title: Midtown Great Streets

1. The purpose of this project is to undertake reference design studies to identify preferred option for Wellesley and Victoria Streets. This project will be delivered in parallel with Auckland Transport’s Learning Quarter Bus Project Consultation.
2. **Midtown Great Streets: Project details**
 - 2.1. **Re-scoping project and agree Terms of Reference**
 - Bringing together the Learning Quarter Bus Project (movement-focused) with an urban design and public realm reference design¹
 - Appointing project manager to develop a consultancy brief as joint Council/ Auckland Transport clients
 - 2.2. **Tender for integrated design team**
 - Issue tender for a design team with suitable expertise in transport, urban design and public realm to carry out an integrated design study.
 - 2.3. **Design phase**
 - Combined high-level project outcomes will be defined.
 - The Auckland Transport Bus Project has an existing partner and stakeholder working group (including local board representatives); this group may be reengaged and supplemented as necessary for the integrated design study.
 - Joint high level project objectives workshopped with working group and approved by Waterfront and City Centre Project Control Group and Executive Steering Group.
 - Evaluation Criteria workshopped and approved
 - 2.4. **Key milestone inputs to the design process**
 - Appointment of a mana whenua (partnering) representative into the project working group (tbc). Funding to be agreed.
 - Mana whenua forum engagement.
 - Analysis of the Bus Project Consultation to inform the Reference Design.
 - Road and Street Framework (Auckland Transport’s framework for evaluation place and movement priorities). Analysis completed for all streets in the immediate project area.*

¹ **Reference design:** A design study done at a level of detail that allows specific opportunities and constraints to be explored for context-specific solutions. Reference designs can be used to examine unique solutions in detail and provide transparent and informed decision making.

- Ongoing development of a city centre deliveries and servicing strategy.
- Ongoing development of a city centre walking monitoring and modelling strategy.*
- Ongoing development of an Auckland-specific public realm valuing system (e.g. Total Value Analysis, Valuing Urban Realm Toolkit)
- (*joint Auckland Transport and Auckland Council programmes)

3. **Outcomes**

- The reference design process will provide the detailed level of operational assessment and economic, financial and commercial analysis required by New Zealand Transport Agency for an Auckland transport project (as prescribed by the Detailed Business Case process).
- Urban Design analysis including assessment of the options against the benefit to land use and economic development opportunities.
- Illustrated public realm design options allowing an informed, objective and transparent assessment of the options.

4. **Next stages (out of current scope)**

- Suitable levels of follow-up engagement and consultation on the developed options will depend heavily on the outcome of the design options. A preference for any scheme which differs from that of the agreed direction of the City Centre Masterplan would likely require a greater level of engagement than an option that remains much the same.

5. **Timeframe and Costs**

- Timeframe: 7 months
- Budget: \$100,000 (external resource)

6. **Associated existing workstreams**

- 6.1. **Economic analysis and cost benefit evaluation tools:** An ongoing collaboration programme with Council's Development Project Office, Auckland Design Office, Research and Evaluation and Panuku Development Auckland.
- 6.2. **Walking monitoring and modelling:** An ongoing collaboration programme with Council's Development Project Office, Auckland Design Office, and Auckland Transport's Walking Cycling and Safety and Transport Demand team.
- 6.3. **Road and Street Framework:** A collaborative Auckland Transport project combining "Place" assessment together with "Movement" assessments as the basis for establishing a collective Council family hierarchy value for Auckland's Streets at a strategic planning level.
- 6.4. **Place value:** The Auckland Design Office and Plans and Places team will provide expertise on Place value of the City Centre Streets. Priority for undertaking the Road and Street Framework assessments will be directed to the streets included in this City Centre Masterplan implementation update.

Project 2: Quay Street Harbour Edge Boulevard and Hobson Street Flyover

Addressing network changes as part of the Harbour Edge Stitch

1. Undertake reference design study to investigate a design-led outcome for the Quay Street Boulevard and Hobson Flyover that includes a wider study area inclusive of the bus public transport and light rail transit network.
2. The Reference Design will be led as a project sub group of the existing Waterfront/City Centre Project Control Group. The Auckland Design Office and Panuku will jointly lead the project with nominated members of the Project Control Group.
3. An external consultant is envisaged to be contracted through the working group to produce options and document outcomes in a report to objectively identify options for achieving the City Centre Masterplan Implementation Plan's goals and inform decision-making. A series of design workshops will test options and debate approaches.
4. At key milestones, the Reference Design will be presented to Auckland City Centre Advisory Board and Local Board. Through the Reference Design, the council family will ensure that a transparent and fully-informed decision making process is followed with regard to addressing conflicts.
5. Workshop Outcomes will be presented and discussed through the Downtown Infrastructure Development Steering Group.
6. In addition to the project sub group and Auckland Design Office/Panuku Project Control Group, the Reference Design for Downtown and Quay Street Boulevard and Hobson Street Flyover will be coordinated through the Downtown Infrastructure Development Group. Led by Council's Development Programme Office; group includes representatives from the Development Programme Office, Auckland Design Office, Auckland Transport, Auckland Tourism, Events and Economic Development, Ports, and Panuku to coordinate Downtown strategy, infrastructure and development initiatives.
7. It is anticipated that the Quay Street Reference Design process will be developed over two phases:
Stage 1- High level Reference Design
Stage 2- Additional detail and return to Planning Committee for future scope development
8. **Outcomes**
 - Updated vision for high quality, well-connected public realm in this part of Auckland city centre, working within existing decision frameworks, resources and budgets.
 - Coordinated delivery of public transport network with high quality public realm to Lower Queen Street, Lower Albert Street, Federal Street and Britomart East and West.
9. **Timeframe and Costs**
 - Timeframe: 3 months.
 - Budget: \$50,000 (external resource only)

10. **Associated existing workstreams**

- 10.1 Lower CBD Laneway Study. Design investigation linking the Federal Street segment of the City Centre Laneway Circuit to the waterfront.
- 10.2 Economic analysis and cost benefit evaluation tools. An ongoing collaboration programme with Council's Development Project Office, Auckland Design Office, Research and Evaluation and Panuku Development Auckland.
- 10.3 Walking monitoring and modelling: An ongoing collaboration programme with Council's Development Project Office, Auckland Design Office, and Auckland Transport's Walking Cycling and Safety and Transport Demand.
- 10.4 Road and Street Framework: A collaborative Auckland Transport project combining "Place" assessment together with "Movement" assessments as the basis for establishing a collective Council family hierarchy value for Auckland's Streets - at a strategic planning level.
- 10.5 The Auckland Design Office and Plans and Places team will input expert = Place value input into the City Centre Streets. Priority for undertaking the Road and Street assessments will be directed to the streets included in this City Centre Masterplan implementation update.

Project 3: Queen Street - Issue Identification and Project Implications

Background

1. The City Centre Network plan introduced the proposal of light rapid transit into Queen Street and AT is now developing plans for this. A further supporting project is proposed to examine its implications for cross-city connectivity impacts and opportunities, informing the above projects.
2. This first phase will be a high-level study including, for example, a servicing and delivery strategy as a key component. This will help to understand the effects of light rapid transit on surrounding areas such as the High Street District and the Western Laneway Circuit and will provide critical guidance to projects in these areas.

Pre-design Project Planning

3. Establish Waterfront and City Centre Project Control sub-group working party and agree project scope and Terms of Reference with a mandate to identify the connectivity and servicing implications of having light rail in Queen Street. Consultant to assist with in-house study.

Design phase

4. Bring together Council's project planning and delivery departments (Development Project Office and Auckland Design Office) and Auckland Transport's Network Planning and Mass Rapid Transport teams to identify issues.
5. The key focus of the work will be to identify the project impacts on current and imminent projects including the High Street District Framework, Federal Street laneways, and Karangahape Road, as well as understanding any potential effects on City Centre Masterplan and Targeted Rate projects.
6. Key milestone inputs to the design process:
 - Road and Street Framework (Auckland Transport's framework for evaluation place and movement priorities) analysis completed for all streets in the immediate project area.*
 - Ongoing development of a city centre deliveries and servicing strategy.
 - Ongoing development of a city centre walking monitoring and modelling strategy.*(*joint AT & AC programmes)

Reporting

7. Ongoing monthly reporting to the Waterfront and City Centre Project Control Group and Executive Steering Group.

Outcomes

8. A diagrammatic map showing high-level connectivity implications with a brief supporting report to summarise key issues, risks and opportunities.
 - Outline of series of potential different approaches for solutions.
 - Recommendations for reconfirmation or otherwise of any affected City Centre Masterplan and Targeted Rate projects.

9. **Next Stages (out of current scope)**

- The project outcomes identify potential workstreams that may impact current or imminent projects, allowing an assessment of whether further studies are required.

10. **Timeframe and Costs**

- Timeframe: 4 months.
- Budget: \$30,000 (external resources only)

11. **Associated existing workstreams**

- Walking, monitoring and modelling: An ongoing collaboration programme with Council's Development Project Office, Auckland Design Office, and Auckland Transport's Walking Cycling and Safety and Travel Demand Management
- Road and Street Framework: A collaborative Auckland Transport project combining "Place" assessment together with "Movement" assessments as the basis for establishing a collective Council family hierarchy value for Auckland's Streets - at a strategic planning level.