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

**Date:** Wednesday, 23 May 2018  
**Time:** 3:00pm  
**Meeting Room:** Room 1, Level 26  
**Venue:** 135 Albert Street  
Auckland

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**Te Poari Kaitohutohu mō te Pokapū o te Tāone**  
Nui o Tāmaki Makaurau /  
Auckland City Centre Advisory Board  
OPEN AGENDA

### MEMBERSHIP

**Chairperson**  
Ms Viv Beck  
Business Improvement District

**Deputy Chair**  
Ms Noeline Buckland  
City Centre Residents Group  
Member Shale Chambers  
Waiakana Local Board, Auckland Council

**Members**  
Mr Greg Cohen  
Tourism/Travel

Mr Ben Corban  
Arts and Cultural Sector

Mr Terry Cornelius, JP  
Retail sector

Mr George Crawford  
Property Council of NZ

Cr Chris Darby  
Auckland Council (Mayor’s alternate)

Mayor Hon Phil Goff, CNZM, JP  
Auckland Council

Mr Dane Grey/ Mr Ngarimu Blair  
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

(Quorum 10 members)

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**Sonja Tomovska**  
Governance Advisor  
16 May 2018

Contact Telephone: 021 615 961  
Email: Sonja.tomovska@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

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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)

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

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

3. The board will assist the Auckland Council, specifically the Governing Body and the Waitematā Local Board and Auckland Council Controlled Organisations to oversee and be a key advisor to the 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 and city centre issues.

Membership:
Includes one councillor and one local board member.

The board should include members who can provide expert advice on many areas including transport, landscape, environment and youth sectors. The membership includes a position for Mana Whenua. Representatives from CCOs may be board members without voting rights. The number of the board members should be between 16 and 21 at any time.

The new panel’s term should end one month prior to the next local government elections in 2019. The membership of the panel may be rolled over for more than one electoral term of three years.
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</table>
1 **Apologies**

At the close of the agenda no apologies had been received.

2 **Declaration of Interest**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

3 **Confirmation of Minutes**

That the Auckland City Centre Advisory Board:

a) confirm the ordinary minutes of its meeting, held on Wednesday, 18 April 2018, as a true and correct record.

4 **Extraordinary Business**

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

(a) The local authority by resolution so decides; and

(b) The presiding member explains at the meeting, at a time when it is open to the public,

(i) The reason why the item is not on the agenda; and

(ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,

(a) That item may be discussed at that meeting if-

(i) That item is a minor matter relating to the general business of the local authority; and

(ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but

(b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”
Te take mō te pūrongo / Purpose of the report

1. To receive an update on the Downtown Infrastructure Development Programme, and provide feedback on the design outcomes being progressed for Quay Street, as part of the streetscape workstream of this programme.

Whakarāpopototanga matua / Executive summary

2. The Downtown Infrastructure Development Programme is progressing well.

3. The streetscape workstream’s scope of work design involves the integration of public realm with transport and active modes of transport along Quay Street, between Lower Hobson Street in the west to Britomart Place.

4. As confirmed to the board in March 2018, these projects are all part of a seamless, integrated and coordinated design approach. Implementation of the Downtown Programme is aligned with major events in 2021, including America’s Cup and the Asia Pacific Economic Conference.

5. The streetscape and public realm components of the Downtown programme require alignment with the seawall upgrade works. They also require design and programme coordination with significant infrastructure underway such as City Rail Link and private developments, such as Commercial Bay. This coordination and alignment is underway and working well.

6. The programme team will provide a presentation at the Auckland City Centre Advisory Board’s 23 May 2018 meeting, and will be seeking feedback from the board on the conceptual direction and design outcomes.

Ngā tūtohunga / Recommendations

That the Auckland City Centre Advisory Board:

a) receive the Downtown Infrastructure Development Programme update

b) provide feedback on the conceptual direction and design outcomes for Quay Street presented to the Auckland City Centre Advisory Board at the 23 May 2018 meeting.

Horopaki / Context

Programme overview

7. The Downtown Infrastructure Development Programme is the programme of works to deliver key transformational outcomes within the downtown waterfront precinct of Auckland city centre. It is a collaborative effort between Auckland Council, Auckland Transport and Panuku Development, and is one of several transformational programmes across the city centre. It is focused on delivering key transport and urban realm outcomes in a highly integrated and aligned manner.
8. The programme was workshopped with the Auckland City Centre Advisory Board in March 2018, where feedback was sought on the strategic outcomes the programme was aiming to achieve. The board was supportive of the outcomes and requested to be updated as the design outcomes were progressed. This was to ensure that early input and advice could be provided before the design is finalised.

9. The programme is progressing well, with consents for the Quay Street seawall lodged with the council on 11 May 2018. This is a critical milestone for the programme, with all other elements dependent on it. The remaining consent applications will be lodged by the end of the third quarter of 2018.

10. Construction on the first elements of the programme is due to commence at the end of 2018, pending resource consent outcomes. The programme team are working with Commercial Bay, Cooper and Company, City Rail Link Limited and the America’s Cup Alliance to coordinate construction activities in the area.

11. Public consultation on the programme and its constituent projects is well underway with a public drop-in sessions held on the 27 March 2018. Further sessions will be scheduled in coordination with the America’s Cup infrastructure development team.

12. The programme team is also working with the Auckland Design Office to implement a development response strategy for the programme. This will mitigate the negative impacts of significant infrastructure works taking place in an already disrupted part of the city. The development response initiative is being built into the programme from the beginning to ensure that it is effective, and able to identify appropriate mitigation measures before construction starts.

Tātaritanga me ngā tohutohu / Analysis and advice

Streetscapes workstream

13. The streetscapes workstream for the Downtown Infrastructure Development Programme covers the section of Quay St from Lower Hobson Street in the west to Britomart Place in the east. It considers the integration of public realm with transport and active modes of transport.

14. The concept design for Quay Street explores the opportunities for a more pedestrian prioritised block, with two lanes of local traffic between Lower Albert Street and Commerce Street.

15. This ‘de-tuned’ portion of Quay Street will result in a safer street for pedestrians to access the Waitemata waterfront from Queen Street. The Quay Street cycleway is also enhanced with safer buffers along the vehicle traffic lanes and improved legibility at the wharf intersections. This section of Quay Street can also be closed off for major events while maintaining rail, ferry and bus services uninterrupted.

16. The western block of Quay Street between Lower Hobson and Lower Albert Streets will require a four-lane configuration (two for local traffic and two for public transport). Given the increased vehicle traffic and stormwater requirements from Hobson Street, rain gardens will provide stormwater capacity and provide a buffer for cyclists and pedestrians.

17. The programme team is engaging with affected stakeholders, including Precinct Properties (Commercial Bay and PWC/AMP), and Princes Wharf. There is significant coordination underway with the other public realm projects in the Downtown Programme to ensure design coherency across Downtown. These projects include City Rail Link (Lower Queen Street and Albert Street), Eastern Viaduct (Panuku Development), Ferry Basin Downtown Public Spaces and the Britomart East Bus Interchange (Quay Street, east of Commerce Street).

18. The programme team will provide a presentation at the board’s 23 May 2018 meeting, and will be requesting feedback from the board on the conceptual direction and design outcomes.
Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

19. The local impacts of the programme are considerable and will include construction impacts to the existing traffic function of Quay Street. This will require traffic modification for construction phase (which will be required as part of the seawall), however the reduction in capacity will be permanent as it is in-line with the agreed outcomes for Quay Street. Extensive work is being undertaken at this early stage to understand construction impacts and develop responses to minimise traffic and noise disruption.

20. Construction activities will start in late 2018 and will continue through to the end of 2020.

21. To date, the programme team has engaged directly with the Waitematā and Ōrākei Local Boards. There has also been programme level engagement with the remaining local boards through the local board cluster meetings.

22. A programme of engagement with the Waitematā, Ōrākei, Devonport-Takapuna and Waiheke Local Boards is being developed to ensure that adequate engagement and transparency is provided throughout the lifecycle of the programme.

Tauākī whakaaweawe Māori / Māori impact statement

23. The Downtown programme team have been working with the Mana Whenua Kaitiaki Governance Forum to establish mechanisms for mana whenua engagement at the governance, strategic and operational levels across the city centre and the Downtown programme. The key principles agreed are:

- Governance – setting outcomes and accountability:
  - the forum sets and owns Māori outcomes
  - two forum representatives sit on the Executive Steering Group – influence within council’s governance and strategic level

- Strategic (programme level) – definition of outputs:
  - the forum’s workgroups work alongside relevant staff and programme teams to provide leadership and translate the outcomes into outputs
  - ensures there is integration between governance and operations

- Operational – delivery of outcomes/outputs:
  - the kaitiaki attend the operational meetings on behalf of their entities and work via the Auckland Transport central forum, Panuku development forum and City Rail Link design group to ensure delivery of outputs
  - this includes reviewing and inputting into resource consents.

24. Through this process, a Māori outcomes framework has been developed with the Mana Whenua Kaitiaki Governance Forum. The outcomes are focused around the five key outcome areas that have been identified by the forum, and were signed off at their April 2018 hui.

25. Through the outcomes framework, opportunities to deliver on these outcomes have been identified and agreed to in conjunction with the forum. The operating framework set out above, will be used to deliver these outcomes. The Downtown programme team is seeking representation from the forum workgroups to assist the design teams ensure definitive and specific measures that adhere to Te Aranga Design Principles, and achieve the goal of ‘Auckland to Tāmaki’.
Ngā raru tūpono / Risks
27. Key risks are associated with delays to the delivery programme, and interdependencies with other projects within the programme of works. A comprehensive risk profile is being developed.

Ngā koringa ā-muri / Next steps
28. The design of the various elements of the Downtown programme will continue through to the end of 2018. Resource consents for the constituent projects will progressively be lodged over the next three to four months. Construction is due to begin by the end of 2018.

Ngā tāpirihanga / Attachments
There are no attachments for this report.

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Simon Oddie, Development Programmes Senior Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo / Purpose of the report
1. To endorse the Auckland City Centre Public Art Plan (see Attachment A).

Whakarāpopototangā matua / Executive summary
2. The City Centre Public Art Plan was developed to guide strategic, transformative investment of city centre targeted rate funds into public art with additional funding from regional public art and other development budgets for public art over the next ten years in the city centre, in alignment with the City Centre Masterplan and Public Art Policy.
3. The plan was formed through analysis of existing and planned city centre public art provision, policy and planning frameworks, known development programmes, and with stakeholder and mana whenua input.
4. The plan outlines a purpose and objectives for investment, identifies short to mid-term implementation priorities, lists future considerations, and provides criteria for assessing new opportunities.

Ngā tūtohunga / Recommendations
That the Auckland City Centre Advisory Board:

a) endorse the City Centre Public Art Plan (Attachment A of the agenda report)

b) support the implementation of the investment priorities outlined in the City Centre Public Art Plan expending the city centre targeted rate funding set aside for public art

c) agree that updates will be provided to the Auckland City Centre Advisory Board annually, and that any significant changes to the intent of the plan will be presented to the board for consideration.

Horopaki / Context
5. The City Centre Public Art Plan provides a vision, rationale and priorities for investment in public art in the city centre, and outlines an implementation programme through to 2026.

6. The plan has been formed in the context of the City Centre Masterplan, Public Art Policy and existing and scheduled public art provision in the City Rail Link and Wynyard Quarter. It also considers the public art work floor scheme bonus (a tool by which developers can provide some public benefit from otherwise private developments, in return for increasing a building’s floor area).

7. The development of the plan was triggered by the allocation of approximately $3,000,000 from the city centre targeted rate set aside to plan and deliver public art up until 2026 as part of the development of the city centre.

8. The plan seeks to identify and prioritise opportunities for public art within the city centre, articulate the purpose for investment, providing transparency on where, when and how the allocated funds for public art will be expended. It provides a matrix for prioritising allocation of funds and additional regional public art and development budgets.
9. Resulting works will become part of the council’s public art asset collection for future management, care and maintenance. Expenditure on public art from the targeted rate can be supplemented with any allocated funds from the regional public art and project development budgets to ensure exceptional outcomes.

Tātaritanga me ngā tohutohu / Analysis and advice

10. The key documents for the development of the city centre are the Auckland Plan and the Auckland City Centre Masterplan, a 20-year vision that sets the direction for the future of the city centre as the cultural, civic, retail and economic heart of the city.

11. A number of other strategies, plans and policies also affect the approaches and outcomes to city centre development. The key document for public art is the Public Art Policy (2013).

12. The allocation of approximately $3,000,000 from the city centre targeted rate set aside to fund public art prompted a needs analysis for public art in the city centre.

13. Regional public art capex budgets, and development funds and floor bonus contributions for public art also contribute to the supply of public art for the city centre, but there is currently no coordinated long-term strategic approach to planning and investment.

14. There are 80 existing public art works in the city centre of which 65 are in council’s public art asset collection. There are 11 public art works being developed, most of which are of scale and significance, including:

- two major commissions as part of the exterior design of the New Zealand International Convention Centre
- a proposed work in the Mayoral Drive underpass in Myers Park
- a proposed work in Lower Queen Street outside the Britomart Station
- several threshold commissions involving mana whenua in the Commercial Bay development
- proposed integrated and standalone work within the City Rail Link
- three major planned works for Wynyard Quarter.

15. A strategic public art plan is required to enable cross-council teams working on different projects to take a coordinated approach to delivery of a long-term, joined-up programme of investment in public art works in the city centre. The plan will also inform allocation of other budgets and help guide the direction of private investment in public art for transformative outcomes.

16. A cross-council working group considered three options in the first instance, outlined in Table 1 below.

Table 1. City Centre Public Art Plan options analysis

<table>
<thead>
<tr>
<th>Option one: Continue ad-hoc small scale public art activity</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pros</strong></td>
</tr>
<tr>
<td>- allows for a case-by-case spontaneous approach to public art, assessing opportunity by opportunity as each arises</td>
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</table>
Option two: Implement a plan outlining a few short to mid-term (1 – 10 years) transformative opportunities and prioritisation criteria to apply to future investment in public art in the city centre

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>• investment in public art is strategically aligned to transformational development opportunities</td>
<td>• cross-council buy-in and joint senior level ownership and accountability is imperative for delivery</td>
</tr>
<tr>
<td>• ensures budgets are prioritised and phased to project lifetime</td>
<td></td>
</tr>
<tr>
<td>• ensures alignment of investment to council policies and plans</td>
<td></td>
</tr>
<tr>
<td>• allows a responsive approach to new opportunities other than programmes and projects known by council in the 2018 financial year</td>
<td></td>
</tr>
<tr>
<td>• a ‘less is more’ approach which is likely to be transformative</td>
<td></td>
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</tbody>
</table>

Option three: Prioritise one major project in the city centre for public art investment over the next ten years

<table>
<thead>
<tr>
<th>Pros</th>
<th>Cons</th>
</tr>
</thead>
<tbody>
<tr>
<td>• ensures alignment of investment to council policies and plans</td>
<td>• does not allow a response to significant transformative new opportunities</td>
</tr>
<tr>
<td>• a ‘less is more’ approach which is likely to be transformative</td>
<td>• is based on programmes and projects known by council in the 2018 financial year</td>
</tr>
</tbody>
</table>

17. Staff recommend option two as it is most likely to ensure funding for public art delivers transformative impacts and contributes to high quality meaningful public realm outcomes.

18. This option presents challenges as it involves multiple parties holding an agreed course over a long period of time in a constrained and complex operating environment. However, continuing with an ad-hoc investment approach may result in council adding infrastructure into an already cluttered space with no clear purpose, missing key opportunities and not meeting the aspirations of the City Centre Masterplan and the Public Art Policy.

19. In recent years the council’s approach to investment in public art has shifted from a greater number of smaller works to fewer, large-scale projects that aim to have more transformative results. This can be seen in the installation of *The Lighthouse* by Michael Parekowhai on Queens Wharf and the identification of three large-scale projects in the Wynyard Quarter, as outlined in the Wynyard Quarter Public Art Strategy (2016). The City Rail Link has been identified as a significant opportunity to express the unique image of the city by way of integrated public art and design.

20. The City Centre Masterplan defines its focus as being ‘less is more … doing a few things well’. In order to align with this approach, the council must adopt an investment model that will create transformative value for Auckland.

21. Public art, both stand-alone and embedded in buildings and infrastructure, will contribute to defining Auckland’s image locally and internationally, and set the tone for future investment.
The City Centre Public Art Plan

22. The City Centre Public Art Plan was developed with input from Public Art, Panuku Development Auckland, Auckland Design Office, Development Programmes Office, Auckland Transport and City Rail Link Limited. It involved analysis of existing and planned public art provision, development programmes and planning and policy frameworks.

23. Input was provided by mana whenua and business associations, and feedback was sought from the Auckland City Centre Advisory Board and the Advisory Panel for Art in Public Places, Auckland.

24. The goal of the City Centre Public Art Plan is to ensure strategic investment in public art in the city centre that is developed within a framework where it significantly enhances user experiences and contributes to place-making. The integration of public art will be undertaken in collaboration with other council and design teams, and will be executed in accordance with the Public Art Policy.

25. The City Centre Public Art Plan covers:
   - the purpose for investment in public art
   - the objectives and principles for investment
   - the criteria for prioritisation of public art investment
   - guidelines for identifying opportunities for investment
   - the curatorial approach - defined by:
     - a geospatial framework
     - a conceptual framework
     - Te Ao Māori / mana whenua values and principles.

26. The objectives for investment in public art across the city centre are as follows:
   - to deliver high profile signature works of public art
   - to reinforce or activate a specific aspect of the city centre’s (or relevant precinct’s) character
   - to activate relationships and connections.

27. The plan includes a matrix of criteria, a purpose statement and curatorial framework to provide guidelines to assist in prioritisation of public art investment. The implementation of the plan takes a 10-year view and identifies short to mid-term priorities and lists mid to long-term considerations.

28. The plan assumes base funding from the Auckland city centre targeted rate. It also provides the basis on which other funding might be allocated or generated for public art, including regional public art capital budgets and opportunities to integrate public art into development projects.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

29. The Waitematā Local Board is a key stakeholder in public art projects and in some cases contributes funds to projects.

30. The inventory of the public art asset collection has identified current and planned provision in the local board area, and this information has been used to prioritise planning for future public art projects.
31. The Waitematā Local Board provided feedback on the development of the City Centre Public Art Plan at a workshop on 24 October 2017. The board supported the plan’s focus on a cross-council approach to producing transformative outcomes for the city centre through public art. The plan will be presented to the Waitematā Local Board for endorsement in June 2018.

**Tauākī whakaaweawe Māori / Māori impact statement**

32. Staff are developing an engagement process co-led with Te Waka Angamua to define how council engages with mana whenua for all public art commissioned by the organisation to clarify key issues, roles and responsibilities, interdependencies and milestones and define the role of governance, operations and delivery.

33. Te Aranga Design principles have been incorporated in public art briefing documents following feedback from iwi cluster group meetings.

34. The Public Art Policy (2013) includes a focus on the production of public art that highlights Māori identity as a key point of difference for Auckland.

35. Representatives from Ngāti Whātua Ōrākei, Ngāti Rehua ō Ngāti Wai and Ngāti Manuhiri were consulted throughout the development of the plan. They provided guidance on the interlacing of Māori concerns throughout the plan and directly provided content for the Te Ao Māori conceptual framing detailed in section four of the plan.

36. Representatives from Ngāti Whanaunga, Ngāti Whātua Ōrākei, and Te Ākitai Waiohua provided feedback on the development of the City Centre Public Art Plan on 9 March 2018 through the Infrastructure and Environmental Services mana whenua hui, and subsequently at a workshop on 6 April 2018. The plan’s focus on investment for transformative impact, and the plan’s the emphasis on Māori identity, Te Ao Māori and the historical cultural landscape was supported. The map of locations in the plan showing current and planned art works in the city centre was updated to differentiate existing mana whenua artworks.

37. Through delivery of public art projects, outcomes for Māori include both direct expressions of Te Ao Māori and/or capability building for artists.

38. In developing public art as part of larger development projects, the public art team works with the parent project mana whenua forum to define desired outcomes for public art linked to the parent project.

**Ngā ritenga ā-pūtea / Financial implications**

39. Expenditure on public art in the city centre from the city centre targeted rate can be supplemented by funds from regional public art and project development budgets to ensure exceptional outcomes. Resulting works will become part of council’s public art asset collection for their future management, care and maintenance.

40. Approximately $3,000,000 from the targeted rate has been set aside to fund public art up to 2026. Regional public art funding, as well as renewals and maintenance budgets for public art assets, are currently provided for in the Long-term Plan 2015-2025. Regional public art budget is allocated based on priority and potential scale and impact of opportunity.

41. The plan does not advocate for new or increased funding, and as such it does not need to be approved by a governing body committee before it can be implemented.

**Ngā raru tūpono / Risks**

42. The risks around the City Centre Public Art Plan and potential mitigations have been identified in Table 2 below. The impact colour signifies the level of risk (amber being medium, and red being high).
### Table 2. City Centre Public Art Plan risk assessment

<table>
<thead>
<tr>
<th>Risk</th>
<th>Details</th>
<th>Impact</th>
<th>Mitigation</th>
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</thead>
<tbody>
<tr>
<td>Lack of a consistent long term approach to implementation</td>
<td>The plan takes a 10-year view in an environment in which project personnel change frequently.</td>
<td>Ownership of plan to sit with division heads and be kept on agendas. Ensure that process is embedded in all planning documentation and include public art in reference designs. Ensure the plan is kept ‘alive’ on the relevant advisory boards’ agendas.</td>
<td></td>
</tr>
<tr>
<td>No programme view of development with clear vision and organising principles applied at project level</td>
<td>Current state is a large number of individual projects both private and public being progressed simultaneously by different teams, often working in silos. ‘Decoration’ occurring at a project by project level risking ‘clutter’ and the opportunity for public art being lost.</td>
<td>Ownership of plan to sit with division heads and kept on agendas. Ensure that process is embedded in all planning documentation and include public art in reference designs. Ensure the plan is kept ‘alive’ on the relevant advisory boards’ agendas.</td>
<td></td>
</tr>
<tr>
<td>Artworks are commissioned by private developers that do not complement public works</td>
<td>Private developers are not cognisant of the aims of the plan.</td>
<td>Build relationships with private developers and socialise the plan with them.</td>
<td></td>
</tr>
<tr>
<td>Insufficient public art budgets through future Long-term Plan processes</td>
<td>Constrained fiscal environment. Aspirations of the plan may not match investment in the future if budgets are reduced or cut.</td>
<td>Ensure division managers are kept informed and updated of progress. Ensure the plan is kept ‘alive’ on the relevant advisory boards’ agendas.</td>
<td></td>
</tr>
</tbody>
</table>

### Ngā koringa ā-muri / Next steps

43. The City Centre Public Art Plan will be presented to the Waitematā Local Board for endorsement in June 2018.

44. The City Centre Public Art Plan will be used to plan and deliver public art work programmes in the city centre. Information and progress updates will be provided annually to the advisory board and the local board, and any significant changes to the intent of the plan will be presented for consideration.
Ngā tāpirihanga / Attachments

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<tr>
<td>A4</td>
<td>City Centre Public Art Plan</td>
<td>19</td>
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</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Authorisers</th>
</tr>
</thead>
</table>
| Tracey Williams – Head of Creative Strategy. | Graham Bodman – General Manager Arts, Community and Events  
John Dunshea - General Manager Development Programmes Office |
CITY CENTRE PUBLIC ART PLAN

APRIL 2018
The City Centre Public Art Plan was commissioned by Auckland Council. It was developed through a process of extensive consultation (see Appendix 2).

Report author
Tim Walker
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1. Introduction

This document outlines a plan for investment in public art in the Auckland city centre over the 2018 – 2028 period. It includes:

- **A public art plan for Auckland’s city centre**, aligned with Auckland Council’s City Centre Masterplan (2012) and Public Art Policy (2013). The plan will inform investment in public art from the City Centre Targeted Rate (CCTR), regional public art budget and other sources of funding for public art.

- **An implementation plan** that identifies potential sites for public art and timelines

The City Centre Public Art Plan takes into account all relevant existing strategies and plans for the city centre area including the Wynyard Quarter Public Art Strategy (2016) and Quay Street Public Art Plan (2012). It is noted that the current and future investment in and impact of the City Rail Link (CRL) and associated planning and development initiatives provides a critical context for the city centre public art plan.

In relation to the city centre, the plan covers:

- The purpose for investment in public art
- The objectives and principles for investment
- The curatorial approach – defined by:
  - a geospatial framework
  - a conceptual framework
  - Te Ao Māori values and principles

The plan’s purpose and curatorial framework will provide guidelines to assess and / or assist in identifying and developing opportunities for investment.

The implementation plan takes a 10-year view and identifies and prioritises short to mid-term and mid to long-term opportunities.

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1 Defined by Auckland Council as the area that falls within the motorway ring road – including the waterfront, downtown, mid-town, learning quarter, Aotea quarter, Karangahape Road and adjacent areas.

2 The Wynyard Quarter Public Art Strategy (2016) and Quay Street (2012) Public Art Plan are subsets of this City Centre Public Art Plan.
2. The framing question

In recent years Auckland Council’s approach to investment in public art has shifted from a greater number of smaller works to identifying options that will have a more transformative impact. This can be seen in the installation of *The Lighthouse* by Michael Parekowhai on Queens Wharf and the identification of three large-scale opportunities in the Wynyard Quarter, as outlined in the Wynyard Quarter Public Art Strategy (2016). The City Centre Masterplan similarly defines its focus as being “less is more ... doing a few things well”. Based on this overlap of public art and city centre planning philosophies, the question that frames the logic for the City Centre Public Art Plan is:

*What approach to investment in public art will create transformative value for Auckland?*

**Auckland’s opportunity**

Australian cities such as Sydney and Melbourne emerged in the late 20th century as ‘western’ global cities, with little indigenous point of difference. There is an opportunity for Auckland to emerge in a different way: as a distinctive, super-diverse 21st century global city, defined by a dual indigenous and ‘western’ frame.

A strategic approach to commissioning public art is one of the ways Auckland will develop this distinctiveness. Just as easily, investment in public art could result in Auckland being seen to ‘catch up’ with other global cities and their historical or evolving approaches to public art.

3. The policy and planning context

The plan refers to and aligns with current and evolving policies, strategies, plans and existing or planned infrastructure and public art investments notably:

Policy, strategies and plans
- Auckland Plan
- City Centre Masterplan
- Public Art Policy
- Toi Whiti ki; Arts and Culture Strategic Action Plan
- Wynyard Quarter Public Art Strategy and Quay Street Public Art Plan
- Public art work floor scheme bonus
- Events Policy
- Investment in Cultural Infrastructure Framework

Public art policy
The Public Art Policy (2013) states public art should celebrate the region’s creativity, highlight Māori identity as a key point of difference for Auckland, reflect and express the city’s diversity, respond to the natural landscape, generate pride and belonging, and transform public places.

Every public art project must contribute to one (or more) of the four outcome areas:
1) Unique and distinctive: public art that responds to our place
2) For all Aucklanders and visitors: public art that delights, welcomes challenges and inspires
3) Known for its artistic quality, variety, depth and innovation: public art that celebrates cultural richness and creativity and models international best practice
4) Making a difference: public art that transforms Auckland’s public places

Creative infrastructure and public art projects
There are 80 existing public art works in the city centre area (of these 65 are in council’s public art asset collection). There are at least 11 public art works in train in the area, most of which are of scale and significance, including:
- Two major commissions as part of the exterior design of the New Zealand International Convention Centre
- A proposed work in the Mayoral Drive underpass in Myers Park
- A proposed work in Lower Queen Street outside the Britomart Station
- Several threshold commissions involving mana whenua in the Commercial Bay development
- Proposed integrated and standalone work within the City Rail Link
- Three major planned works for Wynyard Quarter

3 The framework defines a criteria-based process for assessing proposals for major investment in new or modified cultural infrastructure in Auckland.
Attachment A

Item 6

This plan acknowledges that public art exists alongside and within the context of other creative and cultural infrastructure such as Auckland Art Gallery, Aotea precinct, city centre performance venues like Q-Theatre, dealer galleries, the Learning Quarter’s tertiary institutes and the Auckland Central Library. The city centre is also home to many festivals and major cultural events.

**Urban planning**

The City Centre Masterplan outlines a vision for the city centre as follows: “By 2032 Auckland’s city centre will be highly regarded internationally as a centre for business and learning, innovation, entertainment, culture and urban living – all with a distinctly ‘Auckland’ flavour.”

The City Centre Masterplan identifies a strong place-based focus for the revitalisation and growth of the city centre and is organised around eight transformational moves:

<table>
<thead>
<tr>
<th>STITCH</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARBOUR EDGE STITCH</td>
<td>uniting the waterfront with the city centre</td>
</tr>
<tr>
<td>THE EAST-WEST STITCH</td>
<td>connecting the western edge of the city to the centre</td>
</tr>
<tr>
<td>THE ENGINE ROOM</td>
<td>Queen Street valley, the CBD and retail district</td>
</tr>
<tr>
<td>INNOVATION CRADLE</td>
<td>nurturing the innovation and learning cradle</td>
</tr>
<tr>
<td>CITY RAIL LINK</td>
<td>new public transport stations and development opportunities at Karangahape Road, Newton and Aotea Quarter</td>
</tr>
<tr>
<td>THE GREEN LINK</td>
<td>connecting Victoria Park, Albert Park and Auckland Domain with the waterfront as part of a blue-green network</td>
</tr>
<tr>
<td>CITY TO THE VILLAGES</td>
<td>connecting the city and the fringe</td>
</tr>
<tr>
<td>WATER CITY</td>
<td>revitalising the waterfront</td>
</tr>
</tbody>
</table>

This public art plan takes the vision and eight transformational moves into account within the curatorial framework.

**The City Rail Link**

The CRL is clearly a major focus of investment and urban design and the most significant single driver of change in the city centre in decades (and for decades to come). The city centre area is undergoing significant disruption until the CRL is completed and operating (scheduled for early 2024). This is likely to generate associated development during and following the construction period, which will offer a range of evolving opportunities for investment in public art. Noting its scale, location(s), timeframe and significant reinvention of (and for a decade, disruption to) the city centre; the CRL is a critical consideration. It is particularly pertinent both because of the CRL’s urban design impact and the strategic approach to public art being taken through its development. The CRL is identified as the priority for major investment in public art in the city centre. The vision for public art in the CRL is to create ‘a unique New Zealand travel experience’, which is aligned with the vision for the CRL.
Mana whenua
Advancing Te Ao Māori as the city’s point of difference is a key objective of the Auckland Plan and policy and planning frameworks. Auckland Council’s Public Art Policy outlines that mana whenua have articulated public art as a vehicle for expressing the indigenous culture of Tāmaki Makaurau and they wish to see:

- that the special relationship between mana whenua and Auckland Council is recognised
- that Māori have visibility across Auckland and especially in key locations where it might be expected (such as the city centre, metropolitan centres and regional gateways)
- early involvement with the council, including CCOs, in planning
- a consistent, simple and streamlined interface with Auckland Council.

In addition to public art projects Auckland Council works in partnership with mana whenua to implement Te Aranga Māori Design Principles, which include the expression of cultural narratives. Auckland Council recognises that Te Ao Māori and its Māori communities can and should contribute meaningfully in the reshaping of Auckland. In this recognition, Auckland Council sees a very clear alignment with the intent of Te Tiriti o Waitangi – recognition, reciprocity and working together for mutual benefit. This is particularly evidenced through the placing of mana whenua and Māori design within the process and design of urban development across the region. The goal is innovative design outcomes that arise from and reflect an Auckland identity that is contemporary and unique in the world.

The Wynyard Quarter Public Art Strategy and Quay Street Public Art Plan

Wynyard Quarter Public Art Strategy
The Wynyard Quarter Public Art Strategy (2016) outlines the approach to the commissioning, implementation and delivery of public art in Wynyard Quarter. As it has matured, Wynyard Quarter has come to represent a 21st century, future-focused iteration of the city’s development and its mixed commercial and residential make-up. In a unique partnership with developers, a ‘percent-for-art’ development contribution presents an opportunity for investment in transformative public art for the city.

The strategy identifies three development sites, all funded through developer contributions:

- Headland Park – $5million
- Madden Street / Daldy Street – $1.6million
- North / Halsey Wharves basin and edges – $3million

Quay Street Public Art Plan
The Quay Street Public Art Plan (2012) was developed specifically to inform the redevelopment of Quay Street. The curatorial framework looks to the original shoreline as a starting point – aiming to acknowledge the commercial growth of the street and at the same time give prominence to the underlying cultural and environmental values of the landscape. The Quay Street plan identified six primary sites and four secondary sites as priorities for public art investment.
Primary sites –
- A: Queen Street / Quay Street
- B: Britomart Place (Red Fence to Beach Road)
- C: Hobson Street / Princes Wharf
- D: Queen Street / Te Ara Tahuhu
- E: Ferry and Admiralty Basins F: Lower Hobson Street (future site)

Secondary sites –
- G: Quay Street and Albert Street
- H: Te Ara Tahuhu and Commerce Street
- I: Quay Street and Commerce Street
- K: Te Ara Tahuhu and Albert Street

These sites were organised around a matrix that related to the curatorial framework.

<table>
<thead>
<tr>
<th></th>
<th>Nga-U-Wera</th>
<th>Waihorotiu</th>
<th>Te Rerengaoraiti</th>
</tr>
</thead>
<tbody>
<tr>
<td>(headland)</td>
<td>(stream)</td>
<td>(headland)</td>
<td></td>
</tr>
<tr>
<td>The wharves and</td>
<td>Ferry Basin</td>
<td>Queens Wharf</td>
<td>Admiralty Basin</td>
</tr>
<tr>
<td>between-wharf basins</td>
<td>/ Lower Albert St</td>
<td></td>
<td></td>
</tr>
<tr>
<td>The Red Fence</td>
<td>Princes Wharf</td>
<td></td>
<td>Britomart Place</td>
</tr>
<tr>
<td>Te Ara Tahuhu/Galway St</td>
<td>Lower Hobson Street</td>
<td></td>
<td>Beach Road/ Britomart Place</td>
</tr>
<tr>
<td>/ Tyler Street axes</td>
<td></td>
<td>Queen Street</td>
<td></td>
</tr>
<tr>
<td>Customs Street</td>
<td></td>
<td>Customs &amp; Queen Streets cnr</td>
<td></td>
</tr>
</tbody>
</table>

Development that has taken place since 2012, or that is underway or imminent, has or will address the opportunities recognised at all of the sites. Those noted in red above remain potential future opportunities.

**The Waitematā Local Board Plan**
The Waitematā Local Board Plan is a strategic document that is developed every three years to set a direction for the local board.

Reflecting community priorities and preferences, the plan guides local board activity, funding and investment decisions. It also influences local board input into regional strategies and plans, including the Auckland Plan (the 30-year vision for Auckland), the Long-term Plan (council’s 10-year budget) and the Annual Plan, council’s yearly budget.

The Waitematā Local Board Plan is focused around six outcome areas that provide context for this plan:
- Inclusive communities that are vibrant, healthy and connected
- Attractive and versatile public places that meet our communities’ needs
- The natural environment is valued, protected and enhanced
- A high quality built environment that embraces our heritage
- An accessible, connected and safe transport network with well-designed streets
- An innovative, productive and resilient local economy
Plans for an urban forest

In 2017 Auckland Council approved an Urban Ngāhere (Forest) for the city. Auckland’s urban ngāhere is defined as the network of all trees, other vegetation and green roofs – both native and naturalised – in existing and future urban areas. It includes trees and shrubs in road corridors, parks and open spaces, green assets used for stormwater management, community gardens, green walls and roofs, and trees and plants in the gardens of private properties. The strategy recognises urban ngāhere are an important part of Auckland’s identity and cultural and natural heritage.

The changing face and nature of the Auckland city centre

The 2013 New Zealand Census of Population and Dwellings identifies that the Waitamata Local Board area experienced a strong and continuing growth in residential population. The usually resident population count for the Waitamata Local Board area was 77,136 – an increase of 14,208 (22.6%) between 2006 and 2013 (see Appendix 1 for further data). Similarly, this is reflected within the city centre itself, alongside projected employment growth, as illustrated in the city centre population, dwellings and employment projections, Figures 1-2 below. In 2016, the actual city centre population was 40,000; 10,000 ahead of these projections.

Figure 1:

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*Statistics New Zealand 2013 Census

*Source - Auckland Design Office City Centre Masterplan presentation 2015*
In terms of ethnicity Figure 3 shows the changing nature and diversity of the population.

The city centre resident population is very different to that of the wider Waitematā Local Board area and wider city. Census data (see Figure 4) shows that the city centre population has significantly more people in the 15 to 34 year age bracket as a percentage of the total population and fewer children younger than 14 years and over the age of forty as a percentage of the population.

The city centre is home to a non-representative population that is highly significant to Auckland’s economy, the city centre social dynamic and its future development.
4. The City Centre Public Art Plan

The City Centre Public Art Plan is made up of:

- The purpose for investment in public art
- The objectives and principles for investment
- The curatorial approach - defined by:
  - a geospatial framework
  - a conceptual framework
  - Te Ao Māori / mana whenua values and principles

Working from this structure, the implementation plan identifies and prioritises immediate and mid to long term development opportunities.

4.1 The purpose

In response to the focus on transformative value, the purpose for investment is to activate/amplify:

A living, social city centre
future-focused / a historical cultural landscape
The purpose is informed by the attributes identified in the City Centre Masterplan as opportunities:

- a fantastic natural setting
- a wonderful waterfront with an active harbour
- a characteristic topography
- a strong sense of place, heritage and character
- a highly accessible place
- a Māori identity
- an emerging economy
- more people living in the city centre
- a university city
- the city centre as a workplace and tourist destination

Based on a consideration of these, together with an assessment of subsequent and likely developments of the city centre, the purpose expresses the following key ideas:

- **Living / social** – the idea of an active, thriving, healthy and people-centric city centre environment, emphasising the increasing number of residents, workers, students, visitors and the wide range of human activities in the area

- **Future-focused / a historical cultural landscape** – this expresses the increasingly superdiverse social, cultural and commercial city Auckland is becoming, within and in relationship to a historical cultural landscape⁶, asserting the significance of the living presence of earlier populations and their interactions with this place as part of the contemporary natural and built environment and population.

4.2 **The objectives**

The objectives for investment in public art across the city centre align with those of the Wynyard Quarter Public Art Strategy and Quay Street Public Art Plan and are as follows:

- **To deliver high profile signature works of public art**
  This references the City Centre Masterplan’s focus of “less is more...doing a few things well”. As investment in public art moves to a more strategic approach, there will be an increasing focus on this principle.

- **To reinforce or activate a specific aspect of a specific precinct’s character**

- **To activate relationships and connections**
  This references relationships between people, the cultural landscape, the built environment and multi-modal (and increasingly social) transport passages across the city centre.

4.3 The principles
Investment in public art should be outcome-focused and in line with these principles, which in the interests of a cohesive city centre-wide approach are closely related to the Wynyard Quarter Public Art Strategy:

i: Transformationally Tāmaki
Planned and current developments that significantly transform the city centre provide a premium opportunity for a strategic approach to investment in public art. This investment can have a transformational impact on perceptions, experiences and expectations – by Aucklanders, New Zealanders and global communities.

Investment in the development of city centre public art outcomes will be transformative in terms of:

- High-value, high-impact works being distinctive must-see / must-do / must-photograph

- Works acting as identifiers of the city on the national and, where relevant, global stage

- Signature work(s) expressing Te Ao Māori as Auckland’s point of difference

- The city’s national and global reputation, through using approaches which are authentic to this place and its peoples, enacted in ways that are distinctive and stand out globally

ii: People-centric
The character and characteristics of the public art initiatives are more likely to be conceived of as experience-centric verbs (such as activating, connecting, welcoming, interacting, inciting and disrupting) rather than as object-centric nouns (such as sculptures, forms and objects).

iii: Environmentally positive and sustainable
Public art initiatives will:

- Be environmentally positive (such as being carbon-neutral, using renewable energies, mitigating light, air and water pollution levels as appropriate)

- Consider lifecycle impacts, utilising materials and technologies that are sustainable (including having appropriate longevity, being renewable, robust and responsive to change)

- Consider the interrelationship between environmental and human well-being, particularly in light of the fast-growing residential population of the city centre⁷.

iv: Excellence of intent, execution and impact
With all public art initiatives, quality will be paramount. Excellence and innovation will be assessed in relationship to:

- The kaupapa / purpose of the initiative and the impacts / outcomes the investment is intended to deliver

- Conceptual, practice and technical considerations

- Use of innovative practices

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⁷ “It is well known that humans and their culture are parts of the natural world, and that the health of humans is inextricably linked to the condition of the environment ... with the aim of improving the health and well-being of citizens ... contemporary urban planners are increasingly challenged to create improvements to public spaces” (p 111), Beyond Blue to Green, Deakin University 2010 https://www.deakin.edu.au/__data/assets/pdf_file/0004/315747/Beyond-Blue-To-Green-Literature-Review.pdf
4.4 The curatorial framework

The curatorial framework outlines the key considerations relating to location and conceptual approaches. These provide the framework for prioritising investment and a brief for each project.

The geospatial logic

A geospatial logic – to assist in identifying or testing priority locations – has been defined from key elements of the planning environment.

1. The Centre City Masterplan’s eight transformational moves

These are defined by overlaying various precincts defined by activities – such as retail, business, residential, innovation and learning, transport infrastructure and the landscape the city centre sits within.

<table>
<thead>
<tr>
<th>The Harbour Edge Stitch – a focus of the Wynyard Quarter Public Art Strategy and Quay Street Public Art Plan.</th>
</tr>
</thead>
<tbody>
<tr>
<td>The East-West Stitch – the Victoria Street axis is a key opportunity for consideration as a key East-West link in the mid-town area.</td>
</tr>
<tr>
<td>The Engine Room – this plan responds to the relationship between the Victoria Street axis, the CRL and the mid-town development zones – a priority focus for development for Auckland Council.</td>
</tr>
</tbody>
</table>
Innovation and Learning Cradle – the concentration of these activities in a particular ridge/valley (within the historic cultural landscape of the city centre).

City Rail Link – identified as a transformational opportunity for public art.

Green Link – the opportunity is identified to connect Victoria and Albert Parks. Quay Street Public Art Plan addresses the waterfront aspect of this key move.

City to Villages – the increasing significance of multi-modal transit corridors (the CRL, light rail, cycle paths and Wellesley Street busway) as key connectors between the city centre and increased density of population in the outer villages and city centre.

Water City – this is an important focus of the Wynyard Quarter Public Art Strategy and Quay Street Art Plan, aligning the approaches of public art in the Ferry Basin and Wynyard Quarter.
2. The historical, current and future development of the city centre

Map 1: Historical cultural landscape

A key aspect of the city centre as a historical cultural landscape is expressed by this map. It indicates the topography and interrelationship of headlands, native bush, river valleys, ridgelines and the harbour - as the location for gardens, villages and fisheries in the pre-1840 Tāmaki, including:

- **The ridgelines** at Albert Park and Albert-Federal-Holson Streets
- **The bays between headlands** – Horotiu at the foot of current Queen and Shortland Streets and Waiatarau / Wai Kōtota (Freemans Bay / the current site of Victoria Park)
- **The water course and catchment areas** – Queen Street (the Horotiu stream) and the basin feeding Waiatarau / Wai Kōtota (as well as the slopes down from the Nelson Street area)

In contradistinction it shows the overlay of a ‘grid’ western commercial and trading city centre and port. Much of the latter was achieved through the disruption of key landscape features valued by Māori (such as undergrounding the Horotiu stream to carry waste and dismantling Te Rerenga Oraiti / Point Britomart to reclaim working acreage for the port).
**Geo spatial rationale**

Auckland’s historical, recent and future development is and will be substantially underpinned by the close interrelationships between landscape features, transport infrastructure, built environment and human activities. Noting this, the geospatial logic for this plan identifies key axes as core ordering principles. These are:

- **The North-South axes:** Queen Street, Albert/Federal/Hobson/Nelson Streets, Albert Park to the vestiges and ‘footprint’ of Te Rerenga Oraiti / Point Britomart
- **The East-West axes:** across Victoria and Wellesley Streets, and at the east-west Karangahape Road ridgeline

These axes also form part of an overall framework with the Wynyard Quarter Public Art Strategy and Quay Street Public Art Plan – Quay Street, Customs Street, Daldy Street / Madden Street (to Wynyard Point).

Map 2: Geospatial logic

The framework of principal axes above is based on current road routes which echo historical cultural landscape features. This framework is a ‘skeleton’ galvanised by the activities and energies that interweave across and breathe life into it – such as the paths of birds, the passages of people by various means, the flow of water and winds, energy and communication infrastructure.
4.5 The conceptual idea

The conceptual idea aims to:

- Ensure a high-level core idea results in successive works of public art adding up to a coherent public art outcome across the city centre over time
- Allow artists scope to respond creatively

As outlined in section four, the elements of this plan refer to the dynamic and ongoing interconnections between ideas, activities, people and periods – including:

- past and present and future
- ridgeline and river valley
- trains and walking and driving (the city centre being increasingly a place defined by interchanges between these modes of transport)
- Māori who have lived here for centuries
- superdiverse current/future populations
- individuals/groups and others
- visitors and locals
- innovation and commercial and learning and production

This can be seen both in the purpose’s focus on a living, social city centre (which expresses connections between individuals and groups) and on the overlaps between social, commercial, innovation and learning and residential functions and activities that will increasingly define the city centre. This core conceptual idea is expressed in a western idiom as the idea of ‘inter’:

**inter-**

prefix

1. between or among: international, intercultural
2. together, mutually, or reciprocally: interdependent, interchange

This places the central focus on connections, relationships and energies between things, people and periods – rather than simply focusing on the separate or ‘siloe’d factors which frame each party of these interactions. For example:

- **Human** – inter-generational, inter-personal, inter-community, inter-iwi/hāpū/whanau, inter-cultural, inter-gender
- **Time** – history, space between and conversations between what was, what is and what will be is more significant that any one of those states
- **Cultural landscape** – the interaction and reciprocity between people and the landscape – at any one time and over time

The context of the city centre as a ‘living social city centre’ (future-focused within a historic cultural landscape) also reinforces ideas such as:

- **Inter-modal** – the historical, current, and future modes of transport and passage across the city and its environs (as well as referring to people travelling, this includes the paths of birds, pollen, seeds, bees, water and wind).
- **Inter-disciplinary** – commercial and innovation (mātauranga Māori and science) connections
- **Inter-precinct** – as defined in the City Centre Masterplan and evolving planning and development thinking.
As an example; if you apply the principle of ‘inter’ through an outcome-focused lens the focus will be on the experience public art creates rather than an illustration of an idea.

<table>
<thead>
<tr>
<th>'A'</th>
<th>'B'</th>
</tr>
</thead>
<tbody>
<tr>
<td>A visitor</td>
<td>A welcoming party</td>
</tr>
<tr>
<td>1840</td>
<td>2040</td>
</tr>
<tr>
<td>Elderly</td>
<td>Millennials</td>
</tr>
<tr>
<td>An artwork</td>
<td>An observer</td>
</tr>
<tr>
<td>Bow section of a waka</td>
<td>Stern section of a waka</td>
</tr>
<tr>
<td>A student from Sri Lanka</td>
<td>A student from Dunedin</td>
</tr>
<tr>
<td>Arrive by train</td>
<td>Leave by bus</td>
</tr>
<tr>
<td>One</td>
<td>Many</td>
</tr>
<tr>
<td>Art/Toi</td>
<td>Sci-Art / Collaborative innovation</td>
</tr>
</tbody>
</table>

Some of the themes from the planning, policy and demographic contexts run across the conceptual idea:
- A mixed-use, multi-modal city centre – increasingly varied modes of travel feature in the inner city; cycling walking and public transport.
- A green-blue city centre – the city’s harbour edge location and its green identity.
- A superdiverse residential city centre population (see section three).

**Te Ao Māori**

Te Ao Māori conceptual framing will provide a high-level way of thinking about approaches to and concepts for public art work. Depending on the project outcomes may align to or differentiate from projects with a purpose / kaupapa focused on Māori design and / or cultural narrative approaches.

Therefore in each brief the conceptual idea will also be specified in relevant Te Ao Māori terms, which might include:
- **Haumi - a physical join**: The term used for the join in the hull of a waka, connecting the fore and aft sections. The carver would identify the tree, slit it longitudinally and hollow each section out, with one becoming the forward section and the other becoming the aft section.
- **Tomo – a union (of people)**: The term used for the union / marriage arranged between two people by agreement with all parties. The union was defined by multi-generational purpose – to secure the betterment of two whānau, hapū, iwi.

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Provided by Tame Te Rangi, Ngāti Whānau
• Ngātahi – mutual reciprocity: merging the plural (ngā) and singular (tahi – one) to signify the links between the multiple parts of a person (for example, whakapapa links) and other people or groups. This expresses the idea that this diversity within the individual is the basis of connection.

5. Public art in the city centre

Existing public art works in the city centre
There has been significant investment in public art and placemaking / urban design elements within the city centre to date. Compared to other city centres globally, Auckland has only a few public artworks of scale and must see / must photograph status.

There are 80 public art works in the city centre area. Of these 65 are in Auckland Council’s public art collection and there are many more within private developments.

Planned public art works in the city centre
There are at least 11 public art works known to be in train in the area, most of which are of scale and significance, including:


  [Image of Myers Park underpass]

  Myers Park underpass public artwork concept 2017

• Lower Queen Street – a Waitemata Ātea public artwork that signifies manaakitanga and Ngā wai e rua (two waters) Waihorotiu and Waitemata. Artist(s) procurement 2018. Proposed completion date: before America’s Cup Regatta.

• New Zealand International Convention Centre – large scale public artwork features integrated into architecture. Artists: Peata Larkin (ceramic), Sarah Hughes (coloured frit patterns on glass louvres) and Lyonel Grant (carved timber slatting).

• Commercial Bay development – has mana whenua narratives expressed at each of the threshold entrances and potential artwork in the atrium space off Lower Queen Street.
- **Wynyard Quarter** – three large scale public artworks:
  - Madden / Daldy Streets work – planning and procurement 2018
  - Halsey Basin and surrounding wharves – scheduled 2023-24 (noting that planning for the America’s Cup has yet to be factored into this project)
  - Wynyard Point – a major commission identified as an opportunity for a transformative expression of Te Ao Māori as the city’s point-of-difference. Scheduled 2025-26

- **CRL stations** – as noted on page eight, the CRL stations and underground system will feature a significant investment in both integrated and expressive public art elements.

Map 3: Public art in the city centre 2018
6. Opportunity assessment

A basic principle driving opportunity assessment is to invest in a small number of projects that have a transformational impact. Each site and/or project will be evaluated on the key elements of this plan:

<table>
<thead>
<tr>
<th>Prioritisation criteria</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Objectives for investment</td>
</tr>
<tr>
<td>o opportunity for high profile signature work</td>
</tr>
<tr>
<td>o activation of a precinct’s character or specific aspect of the city centre</td>
</tr>
<tr>
<td>o activate relationships and connections</td>
</tr>
<tr>
<td>✓ Aligns with spatial logic</td>
</tr>
<tr>
<td>✓ Potential to activate or express a ‘living social city centre’</td>
</tr>
<tr>
<td>✓ Potential to align with conceptual idea (‘inter’)</td>
</tr>
<tr>
<td>✓ The timing is right to align with known development programmes of an area (i.e. is there a better opportunity for investment later on?)</td>
</tr>
<tr>
<td>✓ Fills a gap or complements current provision / does not compete with or duplicate current provision</td>
</tr>
<tr>
<td>✓ Potential to have transformative impact on the experience of a place</td>
</tr>
</tbody>
</table>

As with all potential projects, a case should be made for investment in public art being a high-value way of delivering on the purpose and transformative outcome sought. If this is better achieved through investment in other activities public art should not be prioritised.

If there is a decision to proceed, a brief will be framed by the outcome of the opportunity assessment and include the principles. The brief will provide clarity for the artist(s) and allow for their interpretation and creative responses.

<table>
<thead>
<tr>
<th>PROJECT BRIEF</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Purpose</strong></td>
</tr>
<tr>
<td>A living, social city centre</td>
</tr>
<tr>
<td>Future-focused in a historical cultural landscape</td>
</tr>
<tr>
<td><strong>Objectives</strong></td>
</tr>
<tr>
<td>High-profile, signature work</td>
</tr>
<tr>
<td>Specific aspect of the precinct’s character</td>
</tr>
<tr>
<td>Activate interrelationships</td>
</tr>
<tr>
<td><strong>Conceptual</strong></td>
</tr>
<tr>
<td>‘Inter’</td>
</tr>
<tr>
<td><strong>Transformative</strong></td>
</tr>
</tbody>
</table>
7. Implementation – recommended investment priorities

When the geospatial logic is combined with Auckland Council’s focus areas for development and relevant plans and strategies, a pattern emerges for investment priority areas for public art over the short to medium term:

- CRL – the largest station on the CRL sits on Albert Street between Victoria and Wellesley Streets
- The ‘Midtown’ area (the East-West Stitch / Green Link)
- Wynyard Quarter
- Ferry Basin, Quay Street and where the series of North-South axis interface

Based on the criteria outlined in section six, this section identifies opportunities and priorities for investment in public art:

- Short to mid-term
- Mid to long term

7.1 Short to mid-term priorities 2018 – 2024

There are six short to mid-term priority opportunities identified:

- **The City Rail Link** – is recognised as the most significant and transformative opportunity for investment in public art. The process to realise this is underway. New stations and an underground system provide a rare opportunity for Tāmaki Makaurau Auckland to create powerful expressions of local identity in and around a highly functional and efficient public transport system.

- **Victoria Linear Park** – Victoria Linear Park, linking Victoria Park to Albert Park, is recommended as the highest priority for investment in the short to mid-term. It is an area of scale, a critical East-West link with an aspiration to be green and pedestrianised.

- **Federal Street South** – redevelopment of this area provides an opportunity for a ‘community-focused street’ and highlights Auckland City Mission and St Matthew-in-the-City as ‘compassionate stakeholders’.

- **Ferry Basin** – a site which is recognised as a priority for investment in the Quay Street Public Art Plan.

- **Wynyard Quarter** – three large scale public artworks are planned, funded by developer contributions.

- **Lower Queen Street** – a Waitemata Ātea public artwork that signifies manaakitanga and Ngā wai e rua (two waters) Waihorotiu and Waitemata.

7.1.1 The City Rail Link

Establishing the City Rail Link in Auckland requires the construction of three new stations near Karangahape Road, Aotea Square and Mt Eden. The Karangahape Road and Aotea Square stations are in the city centre area (the Aotea station has entrances / exits on Wellesley and Victoria Streets). By celebrating New Zealand’s materiality, reflecting Auckland’s unique cultures and showcasing the work of the city’s artists and designers, the new stations will become intrinsic to the identity and experience of Auckland in the same way that the predominantly art deco London Underground or the art nouveau Paris Metro are inseparable from their cities’ identities.

The approach to public art in the CRL defines two categories of investment - **Stable Elements** (integrated and embedded aspects of cultural expression – **Legibility**) and **Expressive Elements** (landmarks that have impact and orientate the user – **Memorability**). It has a strong focus on cultural narratives relevant to each station and an overall visual / design language, distilled into a series of related themes.
7.1.2 Victoria Linear Park

This site is seen as having an exceptional opportunity to respond to the purpose of activating and/or amplifying a ‘living, social city centre’, and to do this in a future-focused way that directly references and expresses the historic Tāmaki cultural landscape in a contemporary way.

While it has been in recent years an ‘in between’ rather than a ‘central’ city space, the development of the Victoria Linear Park in relation with the Aotea CRL station, and the location’s proximity to (and relationship to the transit paths of) the city’s fast-growing residential and employment populations will see it emerge as a critical central node. The scale of the Victoria Linear Park (from Victoria Park to Albert Park) and its aspiration to become a green pedestrian route is a transformational opportunity.

A major public art commission offers the potential to enrich this improved ‘built and social place’ with layers of meaning, relevance and resonance — creating a high profile memorable and experiential ‘moment’ and ‘place’ within Auckland’s developing city centre.
<table>
<thead>
<tr>
<th>Victoria Linear Park</th>
<th>Will be the highest pedestrian count area in city centre, with multi-modal travel and mixed-use activities meaning busy and diverse public uses.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Future-focused /historical cultural landscape</td>
<td>In Victoria Street the ‘river valley’ landscape is legible, referencing 19th century ridgeline Māori pa and garden sites. The naming of prominent parks and streets to honour British monarchs Victoria and Albert has all but extinguished these histories and presences.</td>
</tr>
<tr>
<td></td>
<td>Within the Auckland cultural landscape this idea of a passage underground is specific. In a ‘Pākeha city’ the underground has been a place to hide waste and services. For Māori it is an ancestral volcanic landscape; to go below ground is defined in culturally specific terms.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>High-profile, signature work</th>
<th>Opportunity for a major integrated approach realised over the lifetime of the project.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Specific aspect of the precinct’s character</td>
<td>Central multi-modal hub and extensive public space linking two parks.</td>
</tr>
<tr>
<td>Activate relationships</td>
<td>The idea of ‘inter’ exists across a number of dimensions – including above and below ground, in relation to changing sea levels, the ‘East-West stitch’ green elements, a moment within a time continuum - and in relation to people’s experiences of and (increasingly multi-modal) travel into and through the city centre.</td>
</tr>
<tr>
<td>------------------------</td>
<td>--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------</td>
</tr>
</tbody>
</table>
| "Inter"                | **Conceptual focus**  
|                         | In framing a brief some or all of the following ideas should be highlighted for artist(s):  
|                         | - **inter-modal** transport and passages – i.e. people increasingly arriving by train, then walking, then using an uber for example (rather than relying on their own car)  
|                         | - **Inter-time period** cultural landscape connections (see diagram on the next page)  
|                         | - **Inter-cultural, inter-personal and inter-community** connections – i.e. connections between people who are different to ourselves becoming increasingly common and a defining characteristic of the city centre  
|                         | - **Inter-precinct** linkages and connections – i.e. the overlap and interconnections between the precincts defined in the City Centre Masterplan  
|                         | - **Inter-disciplinary** dialogue and research (for example combining science and mātauranga Māori approaches to climate change / sea level change and adaptive technologies and initiatives)  
|                         | Relevant Te Ao Māori conceptual ideas might include:  
|                         | - **Haumi** – the ‘join’ connecting the two sides of the river valley, the two ridges and pa sites, the above and below realms  
|                         | - **Ngātahi** – the social diversity and multiple human references to place, names, narratives, functions, genealogies and occupations.  

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<sup>It is noted that the Waitematā and its surroundings are a flooded river valley system and that rising sea level will impact on Auckland’s city centre over the next 200 years. What is above the water now may be below the water in time.</sup>
Transformative

The site has the potential to be transformative in terms of its scale which offers the opportunity to create impact. It may also be a transformative opportunity for expression of the identity and image of a city through Te Ao Māori as Auckland’s point of difference. The area has significance as a ‘hub’ in relation to:

- the historical shoreline and prominent streams
- sitting directly between two significant kāinga
- historical importance in terms of mahinga kai – food cultivation and gathering.

The Victoria Linear Park, looking East towards Albert Park from the site of a secondary portal to the Aotea / Horatihu station

7.1.3 Federal Street South

Federal Street South provides a significant opportunity for creating a 'community-focused street'. As part of this there is scope to highlight Auckland City Mission (a major re-build starts in late 2018) and St Matthew-in-the-City as specific, long-term and ‘compassionate’ stakeholders playing critical roles.

The interplay of residential, business and long-term social agencies St Matthews-in-the City and Auckland City Mission (and through them homeless and at need and religious communities across the city centre) identifies this small cul de sac as a significant 'living social city centre' node.
Using the plan framework assists in assessing the investment opportunity and identifying key elements of the brief:

<table>
<thead>
<tr>
<th><strong>Federal Street South</strong></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A living, social city centre</strong></td>
<td>The interplay of residential, business and long-term social agencies St Matthews-in-the City and Auckland City Mission (and through them homeless and at need and religious communities across the city centre) identifies this small cul de sac as a significant ‘living social city centre’ node.</td>
</tr>
<tr>
<td><strong>Future-focused /historical cultural landscape</strong></td>
<td>Federal Street is sited on the slopes of the Waihorotiu catchment, and both social agencies have played long-term roles in the lives of Aucklanders which will extend into the future.</td>
</tr>
<tr>
<td><strong>High-profile, signature work</strong></td>
<td>Consider the street as a ‘whole project opportunity’ in relation to public art concept briefing / commissioning – focused on the notion of a ‘community street / compassionate precinct’ – with artists briefed to carefully consider – the visitor and community experience of the street through artwork design and materia l/ textural palette; both stand-alone and integrated artwork responses.</td>
</tr>
<tr>
<td><strong>Specific aspect of the precinct’s character</strong></td>
<td>Contribute to a community-focused street precinct, in contrast to the adjacent SkyCity section of Federal Street through liaising with Federal Street ‘compassionate stakeholders’ – Auckland City Mission and St Matthew-in-the-City – and with due consideration to Federal Street and localised apartment dwellers.</td>
</tr>
<tr>
<td><strong>Activate relationships</strong></td>
<td>The mixed use and shared ‘community’ nature of the street is based on a series of interconnections between people and activities.</td>
</tr>
<tr>
<td><strong>‘Inter’</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Transformative</strong></td>
<td>This site offers an opportunity for investment in public art to play a transformative role in expressing the critical connecting services these social agencies have, do and will provide Aucklanders through integrated artwork, embedding the artists in the design team, complemented by standalone piece/s that allow people to ‘discover’ the space.</td>
</tr>
</tbody>
</table>
The assessment of Victoria Linear Park and Federal Street South as examples shows how opportunities for investment can be evaluated and realised through this plan.

### 7.1.4 Ferry Basin

This site is identified in the Quay Street Public Art Plan. Since that plan was written (2012) The Lighthouse by Michael Parekowhai has been commissioned for Queens Wharf, the Wynyard Quarter Public Art Strategy has identified a North / Halsey Wharf and Basin site for a major commission (though this is now central to the city’s America’s Cup plans) and a major commission for Lower Queen Street is being progressed. Consideration of the Lower Albert Street / Ferry Basin site should be assessed in relation to these other investments in public art.

![Ferry Basin](image)

The Lower Albert Street / Ferry Basin area identified in the Quay Street Public Art Plan provides an opportunity to directly connect the harbour and a living, social city centre.

### 7.1.5 Wynyard Quarter

As noted on page nine, the Wynyard Quarter Public Art Strategy outlines the approach to the commissioning, implementation and delivery of public art in Wynyard Quarter.

Two key ideas provide the basis for defining the purpose:

- An experience-rich place for all people, and;
- A world-class destination

Three sites for investment in public art have been identified and are to be developed in consecutive order. These are:

1. **Madden Street / Daldy Street**, with a central focus on the intersection of the East/West and North/South axes at this point
2. **North Wharf Basin and surrounding wharves**
3. **Headland Park**
7.1.6  Lower Queen Street

The development of the City Rail Link (CRL) has provided multiple opportunities to review Auckland’s civic spaces, and develop and enhance their role in the city. Waitematā Station\(^{10}\) is a key portal for the arrival and movement of people to and around Tāmaki Makaurau. As such there is also a newly formed plaza or ātea that will occupy Lower Queen Street (between Customs Street and Quay Street), which will be free of all vehicles (except for maintenance and events vehicles).

The Waitematā Ātea will be a place that welcomes visitors from around the city, the motu and the world (arriving by both sea and land), encouraging them to gather and dwell – with the potential for formal welcome by Tāmaki mana whenua within this public realm.

A public artwork is to be developed for the Waitematā Ātea – in support of the cultural context, purpose and function of this redeveloped public realm.

It is expected that the new public artwork for the Waitematā Ātea will be of significant impact and interest – making it a dominant and defining feature within the proposed ātea design and a clear and communicable way-finding / gathering point for visitors to the Waitematā and downtown area.

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\(^{10}\) This is a working title for now, as the Waitematā Ātea will have a strong relationship with proposed ‘Waitematā Station’ naming.
7.2 Mid to long-term opportunities 2024 – 2028

If the purpose of investment is to express or amplify ‘a living social city centre’ consideration should be given to the areas and approaches – in concert with other urban planning and development and/or within existing sites – which are most likely to enhance this aspect of the developing city centre.

A purpose-focused consideration of opportunities for public art to play a transformative role suggests priorities should be considered in relation to significant new and/or renewal developments.

Sites recognised in the Quay Street Public Art Plan will be reassessed when CRL and Commercial Bay developments are complete based on the criteria provided in this plan as new development programmes are confirmed.

The development of Wellesley Street as a high-volume bus corridor and the future light-rail and pedestrianisation of Queen Street will impact on future development the flow of people through the city centre.

Based on the prioritisation criteria, overlapping areas of focus suggest the following project site opportunities can be explored in the mid to long-term future:

- Nelson and Upper Hobson Streets and slopes to west – this precinct has the highest density of residents in the country.

- Victoria Park as a green space which connects the East-West axis from Albert Park and the North-South axis down Daldy Street to Wynyard Point (blue space).

- The proposed reopening of the Albert Park tunnels – extending the East-West link from the Victoria Linear Park underground to Shore Road.
- Lower Hobson Street – in relation to Te Ngā U Wera headland/pā and future development planning in what is currently a complicated and compromised space with potential.

- Queen Street / Aotea Square in relationship to pedestrianising, Light Rail and Wellesley Street in relation to the development of the bus corridor and the possible redevelopment of Auckland Central Library.

To underscore the blue-green conceptual focus of this plan, it is important to keep watch for opportunities for public art to enhance the idea of a water city and green links.

8. Planning and commissioning models

Three approaches are outlined below:

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public art commissions are expressive elements – in relation to a predetermined built-environment</td>
<td>Public art commissions are a mix of integrated and expressive elements</td>
<td>An artist/team is involved from the outset – as part of the conception and design of built-environment</td>
</tr>
<tr>
<td>Example – Wynyard Quarter Public Art Strategy</td>
<td>Example – Approach to developing public art for the CRL</td>
<td>Example – Freyberg Place redevelopment</td>
</tr>
</tbody>
</table>
It is recommended that ‘C’ is considered as the approach for some of the transformational opportunities outlined in this document (CRL and Victoria Linear Park, for example). However, this will involve an early decision to commission an artist or creative team as part of the wider design team.

The growing base of residents, visitors, students and workers making up the city centre population and forming a dimension of ‘living social city centre’ also opens up opportunities for interactive programming allowing ‘inter’-relationships between Auckland’s rapidly diversifying population to be expressed actively through innovative temporary public art opportunities. It is recommended that these opportunities are aligned to the framework (purpose, objectives and principles) provided in this plan. Temporary public art projects are also an opportunity to test ideas, be experimental, grow capability and stimulate partnerships (between practitioners, communities, business and suppliers). They should result in transparent data in terms of outcomes, processes, successes and failures.
Appendix 1: City centre / Waitematā Local Board census data

Waitematā Local Board area data in the 2013 New Zealand Census of Population and Dwellings included:

An ethnically diverse population:

- 63.4% of Waitematā’s usually resident population identified as European, compared with 59.3% across Auckland as a whole.
- 6.1% of the Waitematā usually resident population identified as Māori (down from 6.4% in 2006 and lower than the Auckland average of 10.7%).
- 28.5% of the Waitematā usually resident population, and over half (53.3%) of the city centre population identified with an Asian ethnic identity. Chinese was the largest sub-group constituting 11.6% of the total population in Waitematā.
- 5.3% of the Waitematā usually resident population identified as Pacific (down from 6.94% in 2006 and lower than the Auckland average of 14.6%).
- Sinitic (Chinese) languages, including Northern Chinese, Yue and other Sinitic languages, as well as Korean, French, Spanish and German were more common in Waitematā than in Auckland as a whole.

Compared to Auckland averages the population has:

- A younger median age: The median age among residents of Waitematā was 30.4 years, and was 27.4 years for those who lived in the city centre.

- Higher employment and income:
  - There were 42,882 employed adults (people aged 15 years and over) in Waitematā. The proportion of adult residents who were employed was 66.6%, compared with 61.5% in Auckland as a whole.
  - The median personal income for adults in Waitematā was $34,700 per annum – higher than that for Auckland as a whole at $29,600.
  - The median household income was $80,000 per annum, compared to $76,500 in Auckland as a whole.

- Higher educational qualifications:
  - The proportion of Waitematā adults with a formal qualification was high at 94.3%. Relatively high proportions of residents had Bachelor degrees or Level 7 qualifications (28.7% compared with 17.0% across Auckland).

- More residents are renting:
  - Home ownership was considerably lower in Waitematā (39.1%) and in the city centre (19.4%), compared to 61.5% for Auckland. In line with long-term trends, the home ownership rate in Waitematā declined from 44.2% in 2006.
Appendix 2: Consultation

This report was developed through consultation with:

**Auckland Council**
- Arts and Culture unit
- Development Programmes Office
- Auckland Design Office
- Te Waka Angamua
- Resource Consenting
- Parks, Sport and Recreation

**Waitematā Local Board**

**Pānuku Development Auckland**

**Auckland Transport**

**City Rail Link**

**Mana whenua leaders**
- Tame Te Rangi, Ngāti Whātua
- Nicola McDonald, Ngāti Rehua ō Ngāti Wai
- Mook Hohneck, Ngāti Manuhiri

**Mana whenua Infrastructure and Environmental Services forum and sub-group**

**Auckland City Centre Advisory Board (ACCAB)**

**Art in Public Places Advisory Panel, Auckland (APAPPA)**

**Business associations**
- Heart of the City
- K Rd Business Association
City Centre Targeted Rate - Background and Purpose

File No.: CP2018/07682

Te take mō te pūrongo / Purpose of the report

1. To note the background and purpose of the city centre targeted rate, to inform the City Centre Targeted Rate 2015-2025 investment criteria review.

Ngā tūtohunga / Recommendation

That the Auckland City Centre Advisory Board:

a) note the background and purpose of the city centre targeted rate, to inform the City Centre Targeted Rate 2015-2025 investment criteria review.

Horopaki / Context

2. At the 20 March 2018 meeting, the board requested staff to provide a report which will provide an opportunity to discuss and review the objectives of the city centre targeted rate, especially the criteria for funding projects and the vision and outcomes to be achieved in the city centre. The board endorsed the timeline for the review of the city centre targeted rate investment criteria, including the purpose of the targeted rate in 18 April 2018 (resolution CEN/2018/19).

3. The city centre targeted rate was established by Auckland City Council in the 2004/2005 financial year to help fund the development and revitalisation of the city centre. The rate applies to both business and residential land in the city centre area.

4. The city centre targeted rate was set to maintain the sum of general rates and the city centre targeted rate at the same level in real terms as the rates that would have been collected from city centre non-residential ratepayers, if the gradual reduction in business rates being implemented by Auckland City Council had not occurred.

5. The city centre targeted rate was originally intended to be in place for ten years, however the Auckland City Centre Advisory Board endorsed the extension of the rate in 30 April 2014 (resolution CEN/2014/23) and it was adopted as part of the Long-term Plan 2015-2025.

6. As described in the Annual Budget 2017/2018:

‘The city centre redevelopment programme aims to enhance the city centre as a place to work, live, visit and do business. It achieves this by providing a high-quality urban environment, promoting the competitive advantages of the city centre as a business location, and promoting the city centre as a place for high-quality education, research and development. The programme intends to reinforce and promote the city centre as a centre for arts and culture, with a unique identity as the heart and soul of Auckland.

The rate can fund expenditure within the following activities:

- regional planning
- roads and footpaths
- local parks, sports and recreation.'
The targeted rate will continue until the 2024/2025 financial year to cover capital and operating expenditure generated by the projects in the city centre redevelopment programme. From the 2016/2017 financial year, unspent funds from the targeted rate have been used to transition the depreciation and consequential operating costs of capital works to the general rate, so that from 2019/2020 these costs will be entirely funded from general rates.

7. Once the targeted rate had been established, the City Centre Advisory Board (later the Auckland City Centre Advisory Board) was formed to advise the council on expenditure and revenue raised by the targeted rate.

Tātaritanga me ngā tohutohu / Analysis and advice

Financial context

8. Auckland’s rapid population growth and existing challenges such as congestion and water quality are creating substantial demand for infrastructure investment. At the same time, the council is approaching its prudential debt limits which limit capacity for further infrastructure investment. As a consequence, the 10 Year Budget 2018-2028 proposes a sizeable but constrained city centre investment programme for the next 10 years that will progress, but not fully deliver, the City Centre Masterplan.

Rates differential

9. The 10 Year Budget 2018-2028 proposes a targeted rate on business and residential properties in the city centre to raise $22.26 million per annum from 2018/2019 through to 2024/2025. The rate is set differentially:

- business properties will pay $0.00118867 (including GST) per dollar of rateable capital value, raising $21.3 million
- residential properties will pay $60.42 per separately used or inhabited part of the rating unit, raising $0.96 million.

10. Businesses will pay 95.7 per cent of the revenue requirement and residential properties 4.3 per cent.

11. The targeted rate allows for investment in the central city beyond that which would have occurred with general rate funding.

Consequential operating expenditure

12. The city centre targeted rate was initially intended to fund additional capital and operating expenditure including consequential operating expenditure and depreciation from capital projects funded by the rate. The council decided to phase this out as part of the Long-term Plan 2015-2025. From the 2019/2020 financial year onwards, additional depreciation and operational costs (consequential operational expenditure) of capital works funded by the city centre targeted rate will be met from general rates or other appropriate revenue sources.

13. Depreciation and operational costs as a consequence of capital works funded from the targeted rates for the 2019/2020 financial year is approximately $12.5 million, to be funded by general rates.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

14. Auckland’s city centre falls within the Waitematā Local Board boundaries. The local board is consulted during the development of city centre projects, some of which receive funding through the city centre targeted rate.
Tauākī whakaaweawe Māori / Māori impact statement

15. The city centre targeted rate can be used to fund development projects that contribute to Māori outcomes by enabling manaakitanga (hospitality), kaitiakitanga (environmental guardianship), and highlighting our unique cultural heritage by incorporating Māori design elements.

16. Mana whenua consultation occurs as part of the development of all city centre projects, via the monthly Infrastructure and Environmental Services Mana Whenua Hui and other site or project specific hui.

Ngā rētenga ā-pūtea / Financial implications

17. As this report is for information only, there are no financial implications arising from this report.

18. Looking ahead, one option to fund additional capital investment to progress the City Centre Masterplan would be to consider extending or increasing the targeted rate. Any such change would need to be consulted on through a future annual or 10-year budget.

Ngā raru tūpono / Risks

19. As this report is for information only, there are no risks arising from this report.

Ngā koringa ā-muri / Next steps

20. Staff will prepare a draft set of investment portfolio criteria that will be used in setting priorities for an investment portfolio for city centre targeted rate to align with the Auckland Plan and Long-term Plan 2018-2028 decisions for feedback by the board.

21. The draft criteria will be presented in June 2018 in accordance with the timeline endorsed by the board in April 2018 (resolution CEN/2018/19).

Ngā tāpirihanga / Attachments

There are no attachments for this report.

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Andrew Duncan – Manager Financial Policy, Financial Strategy and Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Ross Tucker – General Manager, Financial Strategy and Planning</td>
</tr>
<tr>
<td></td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo / Purpose of the report
1. To provide an update on the progress of city centre projects and initiatives to 30 April 2018.

Whakarāpopototanga matua / Executive summary
2. City centre programmes of work are on track as shown in Attachment A to this report.
3. Key highlights achieved during the update period include:
   - Auckland Council’s investment in the James Liston Hostel redevelopment ($2 million) has allowed the hostel to secure a five-year operational contract from Housing New Zealand, to continue providing emergency housing and support services.
   - Tauranga Waka artwork installed on Beach Road on 28 March 2018. This is the final piece of the Beach Road cycleway project. A civic event to welcome the artwork was held on 10 May 2018.
   - Key milestones for the Central Wharves and Downtown programmes of work have been achieved; specifically, resource consents for the Queens Wharf Mooring Dolphin and the Quay Street Seawall are ready to be lodged in early May 2018.

Ngā tūtohunga / Recommendation/s
That the Auckland City Centre Advisory Board:
a) receive the update on city centre projects and initiatives to 30 April 2018.

Horopaki / Context
4. This monthly information report provides a high-level overview of progress on projects and initiatives in the city centre. Detail on individual projects is provided in Attachment A.
5. Some key achievements during the update period are outlined below.

Tātaritanga me ngā tohutohu / Analysis and advice
6. Progress made on city centre projects and initiatives between 23 March 2018 and 30 April 2018 is outlined in attachment A to this report.
7. The City Centre programme work remains on track, some key delivery highlights include:
   - Agreement has been reached between Auckland Council, central government and Emirates Team New Zealand on the preferred base location and resource consent applications were lodged on 13 April 2018.
   - The America’s Cup Alliance delivery team is building up capacity and progressing plans for construction works to begin immediately should resource consents be approved.
   - The Housing First initiative is progressing well and is supported by both local and central Government. An infographic showing success to date is included as Attachment B.
Item 8

- Fabrication of the O’Connell Street Public art is underway with installation planned for June 2018.
- Completion, installation and blessing of Tauranga Waka, the Beach Road public art completed in early May 2018. This concludes the Beach Road cycleway project.
- Following consultation, work on the Poynton Terrace crossing, connecting Myers Park to St Kevin’s Arcade, is scheduled to begin in late May 2018 and is expected to take six weeks to complete. A report detailing results of consultation on this project is provided in Attachment C.
- The special consultation process to reclassify Freyberg Square as a pedestrian mall is due to begin in mid-May 2018.
- Stage 2 of the proposed Federal Street upgrade to create a pedestrian-friendly shared space is in the detailed design phase. The proposal was publicly consulted on from 20 November to 11 December 2017 and received 81 submissions. The public consultation report was released on 27 April 2018 and a copy is attached for reference (Attachment D).

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

8. All project teams managing city centre projects and initiatives engage with Waitematā Local Board. Plans for individual projects include specific engagement with the local board and affected stakeholders.

Tauākī whakaaweawe Māori / Māori impact statement

9. As part of the Infrastructure and Environmental Services monthly kaitiaki hui, mana whenua considered some of the city centre programme items. Input to the scoping and design of city centre projects and initiatives is sought and applied to projects where possible.

10. The City Rail Link has an independent mana whenua engagement process as do some of the other programmes.

11. Project teams managing these projects will engage with iwi as required.

Ngā ritenga ā-pūtea / Financial implications

12. All projects are being delivered within budgets approved through the Long-term Plan 2015-2025 or through the City Centre Targeted Rate programme of works.

13. At this stage all projects are expected to be completed within allocated budgets. Any significant financial changes or risks arising will be brought to the Auckland City Centre Advisory Board as required.

Ngā raru tūpono / Risks

14. Any risks associated with delivering (or not) of projects and initiatives in the city centre will be discussed by individual project teams managing these projects and initiatives.

Ngā koringa ā-muri / Next steps

15. Prior to the implementation of city centre projects and initiatives, regular meetings and workshops are held with the Waitematā Local Board and iwi, and stakeholders including Heart of the City, Karangahape Road Business Association, Learning Quarter representatives, and the appropriate Auckland Council committees.

16. A further update report will be provided to the Auckland City Centre Advisory Board in June 2018.
## Ngā tāpirihanga / Attachments

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## Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Emma Taylor, Development Programmes Senior Lead, Development Programme</th>
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</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Summary Update on City Centre Projects and Initiatives to 30 April 2018

City Centre Programme

Central Wharves
1. Subject to central government approval, Panuku Development Auckland is set to lodge the updated resource consent for the Queens Wharf Mooring Dolphin on 4 May 2018.
2. The dolphin will be delivered as part of the Downtown Infrastructure Development Programme, with the initial programme schedule indicating a delivery date of late 2019 (dependent on meeting resource consent timeframes).
3. A council-led review on the interfaces between council’s city centre planning and the Ports of Auckland 30 year Master Plan was presented at the 5 April 2018 Planning Committee workshop. The review highlighted the synergies between Quay Street, the Central Wharves and the Quay Park area, including opportunities with respect to the City Centre Master Plan and wider road network strategies.

America’s Cup (AC36)
4. Agreement has been reached between Auckland Council, central government and Emirates Team New Zealand on the preferred base location.
5. The resource consent applications for the agreed proposal were lodged on 13 April 2018. Notification of the consents commenced on 30 April and will close on 28 June 2018.
6. Following notification it has been agreed that the consents will be directly referred to the Environment Court, with a hearing held during October 2018. Auckland Council has withdrawn the previous resource consent applications and has put the consent application for the ferry and fishing fleet relocation on hold.
7. The initial contract for the Alliance delivering the America’s Cup infrastructure was signed on 26 April 2018. The team is building up rapidly and is progressing option development with the aim of being ready to start construction works should the consents be approved. The consenting programme proposes physical construction will commence in early November 2018, subject to the outcome of the Environment Court process and any subsequent appeals.

Downtown
8. An update on the Downtown Programme will be presented to the Auckland City Centre Advisory Board on 23 May 2018, with a focus on the Quay Street upgrade project.
9. Consents for the Quay Street Seawall are scheduled to be lodged on 4 May 2018. This is a critical milestone for the programme as all other elements of the project flow on from this. The remaining consent applications will be lodged by the end of the third quarter of 2018.
10. Construction of the first tranche of the seawall is due to commence towards the end of 2018. The programme team is working with Commercial Bay, Cooper and Company, City Rail Link Limited and the American’s Cup Alliance to coordinate construction activities in the area.
11. Public consultation on the programme and its constituent projects is well underway with public drop-in sessions held on 27 March 2018. The programme team is also working with the Auckland Design Office to implement a development response strategy for the programme.
12. Activate Auckland is assisting with development response programming.
Midtown

13. Auckland Transport is progressing the business case for the Midtown Bus Project, which includes the streetscape and amenity upgrade for Wellesley Street. The Auckland Council and Auckland Transport teams are currently reviewing the project alignment, and phasing of the Victoria Linear Park and Wellesley Street, with the City Rail Link development.

14. Auckland Council and Auckland Transport are initiating the development of the business case for the Victoria Street Linear Park, including consideration of phasing sections of the Linear Park to be delivered alongside the City Rail Link works on Victoria Street.

Learning Quarter

15. The CCTV and lighting upgrade is complete.

16. Work on the caretaker’s cottage and band pavilion starts 14 May 2018 and is expected to take three to four months to complete.

17. Path improvements, landscaping changes around the Chris Booth Sculpture on Victoria Street, and signage are currently being designed, with delivery anticipated by December 2018.

18. Road layout changes for St Paul Street are underway, including changes to parking, increase in pavement width and surface treatments to better activate the space. Work should be concluded third quarter 2018.

19. Problem parking has been mitigated on Alfred Street with the installation of Placekit pieces. The process to permanently declare Alfred Street a pedestrian mall will start soon.

20. A destination plan is underway for the quarter led by the Learning Quarter Working Group and the Auckland Design Office. This will seek to maximise economic and cultural opportunities presented by events such as graduations.

Homelessness

*Policy project: Kia whai whare tatou katoa*

21. Work on the policy project is progressing well, with strong support for a regional, collaborative approach across local and central government agencies, and non-governmental agencies. Auckland Council has commenced a system mapping exercise with these agencies. Council staff are also liaising with central government officials who are developing a national housing strategy which will include a focus on homelessness.

22. Research will commence in May 2018 with people at risk of, or who have experienced homelessness, along with frontline service providers, to ensure that their perspectives shape the regional plan.

23. Local board workshops will be held in May 2018, and the key agencies will come together at the end of the month to develop the core components of the regional plan.

24. Further engagement events with a wider group of stakeholders are planned in July to August 2018.

25. In parallel with the development of the regional plan, opportunities for implementation of new initiatives are continually being explored.

*Operational response*

26. Funding from the council’s regional homelessness budget will be allocated to Lifewise for a Youth Homelessness project, and the Wise Group for a Housing First Kaupapa Māori evaluation. The Youth Homelessness project aims to develop a coordinated community approach to respond more effectively to youth homelessness. The Kaupapa Māori
evaluation will ensure that Housing First Auckland is meeting the needs of Māori participants in the programme (64 per cent).

**Housing First**

27. The second Housing First Governance Group meeting took place on 26 April 2018, chaired by Mayor Phil Goff. Also, in attendance were Hon Carmel Sepuloni, Minister for Social Development and Disability Issues and the Associate Minister for Arts, Culture and Heritage and Pacific Peoples, and Hon Jenny Salesa, Minister for Building and Construction and Ethnic Communities and Associate Minister of Education, Health, Housing and Urban Development.

28. Housing First providers presented on progress to date. Housing First Auckland has placed 359 people (197 adults and 162 children) into permanent homes across the Auckland region since March 2017. Forty four of these are from the central city. Please see the attached infographic from the central city Housing First providers, Auckland City Mission and Lifewise (Attachment B). The Ministers and Mayor Goff were pleased with progress made.

**James Liston Hostel**

29. In addition to Auckland Council’s $2 million contribution to the redevelopment of the James Liston Hostel, Housing New Zealand have committed $1.6 million to lease and operate the facility for five years for its current use as emergency housing for rough sleepers and chronically homeless people in the city centre.

30. Current project planning anticipates that construction will commence at the end of May 2018 and be completed in early 2019.

**Public amenities**

31. The City Centre Public Amenities review was presented to the Waitematā Local Board on 20 February 2018.

32. Work is ongoing in this area and further updates will be shared in due course.

**Activate Auckland: Supporting business**

33. Business Pac (business support package) has been launched through the Karangahape Road Business Association. The pilot created by Activate Auckland in partnership with Mentors NZ, the Auckland Chamber of Commerce and City Rail Link Limited is being promoted by the business association, Auckland Transport and council. So far 13 businesses have taken up the offer of support from a mentor and 19 have taken a Chamber of Commerce membership. Social media training is also part of the Business Pac package and Easy Social Media has trained over 50 businesses in and around Karangahape Road over the last year.

34. As part of the Aotea Quarter Destination Plan, Activate Auckland has facilitated the install of Q Theatre’s temporary Broadway-style lighting. This was timed for the Comedy Festival launch in late April and temporary custom furniture is being delivered in early May to activate the Queen Street frontage.

**Activate Auckland: Events**

35. Activate Auckland supported Splice with funding and promotion for their popular, free Art Speaks event at the Auckland Library on 21 April 2018.

36. Activate Auckland is supporting the following upcoming events:
   - Doc Edge Festival - 24 May to 3 June 2018
   - Auckland Festival of Photography – 31 May to 15 June 2018
Matariki Māori Film Festival – 15 June to 16 July 2018
Heritage Festival – 16-30 September 2018
Art Week - 16-30 September 2018
Suffrage 125 – timing to be confirmed.

37. Activate Auckland met with Auckland Live to discuss digital collaborations in Aotea Quarter, including the possibility of a shared hosting of a French digital artist in November 2018 (in collaboration with the French Embassy).

Pā Rongorongo and Griffiths Gardens

38. Since opening to the public, on 13 March 2018, there have been 15 tours along with a number of workshops and events; these have brought over 250 people into the space. Upcoming activities include meetings of te reo Māori speakers.

39. Pā Rongorongo Kaimanaaki (host) is starting to plan monthly activations in the space, including collaborations with the New Zealand International Convention Centre, the Festival of Photography, Auckland Libraries, Artweek and the Matariki Festival.

40. Six community events were hosted by the For Love of Bees Project in the Griffiths Garden in April. These included organic learning, school holiday workshops and lunchtime classes.

Tactical urban interventions

41. Projects currently underway include:

- Federal Street Contraflow Cycleway – has been completed in collaboration with Auckland Transport. As this is a trial, improvements will be made as necessary.
- Alfred Street – working with Auckland Transport and the University of Auckland. The temporary solution has been installed and will stay in situ until the permanent solution of declaring the street a pedestrian mall has been completed.
- Federal Street Shared Space – working with Auckland Transport and Sky City.
- St Paul Street – working with Auckland Transport and the Auckland University of Technology. Work is expected to be completed by the end of winter.
- Eastern Viaduct – an activation project is underway in collaboration with Panuku Development Auckland.
- Sale Street/Wellesley Street intersection – early planning underway with Auckland Transport.

City Rail Link Limited

42. Britomart: The construction of the City Rail Link tunnels through the Commercial Bay site will continue until mid-2018. The latter half of the year will see the excavation of the tunnels across Lower Queen Street – forming the connection to the existing tracks.

43. Albert Street: For the duration of 2018 the tunnel box will be excavated and formed along Albert Street (between Wyndham Street and Customs Street), joining up with the tunnels at the edge of Commercial Bay. Towards the end of the year the first section of Albert Street will be reinstated.

Cycle Network

44. Quay Street: Construction is progressing according to plan. Work is taking place along the northern side of Quay Street between Plummer Street and The Strand until mid-July 2018.

45. Tāmaki Drive cycleway: The project is currently at the end of the preliminary design phase and will shortly start detailed design, subject to New Zealand Transport Agency funding.
Auckland City Centre Advisory Board
23 May 2018

Item 8

approval. A pre-lodgement meeting has taken place and it is anticipated that the resource
consent application will be submitted in early June 2018.

46. Nelson Street Cycleway: Construction of stage 2 is almost complete with the speed table on
Market Place due to be completed on 4 May 2018. The final section to Quay Street is being
delivered as part of the Westhaven to the city cycleway stage 2.

47. Westhaven to City (Stage 2): An integrated streetscape/cycleway project is being
investigated for Market Place and Customs Street. This is as a result of consultation
feedback received late 2017. Staff expect to decide on an option in mid-2018. Further
consultation may be required following the decision.

48. Victoria Street Cycleway: Detailed design for the Beaumont Street to Hobson Street section
is currently being reviewed (including an urban design review), with construction expected in
late 2018. This cycleway links to a number of existing and proposed cycle facilities including
Franklin Road, Victoria Park (through to Wynyard Quarter) and Nelson Street.

SkyPath

49. The Auckland Transport Alignment Project v2 has noted the SkyPath project as being one of
the funded cycle projects along a state highway corridor. SeaPath is also noted.

Wynyard Quarter Redevelopment

50. Tiramarama Way (east-west pedestrian laneway between Halsey Street and Daldy Street):
Construction work commenced November 2017. Works are progressing well and it is
anticipated that the laneway will be complete by mid-2018. The work is being undertaken by
Panuku Development Auckland, the contractor is Downer.

51. Wynyard Central: Construction work is ongoing on the last two stages of this Wills Bond
residential development, comprising eight townhouses and 80 apartments. Completion is
due mid-2018.

52. 132 Halsey Street: Construction work is ongoing on this Wills Bond residential development
of 51 apartments with ground floor retail. Completion is expected mid-2018.

53. 30 Madden Street: A new residential development of 91 apartments, maisonettes and
penthouses, with ground floor retail and hospitality spaces, is due to commence mid-late
2018.

54. 10 Madden Street: Construction work on Precinct's third commercial building is due to
commence mid-2018.

55. Park Hyatt Hotel: Construction is ongoing on this Fu Wah development. The hotel is due to
open the first quarter of 2019.

56. Watercare Pump Station: Construction work is still ongoing. Works are due to be
completed, including commissioning and final connections, by the end of May 2018.

St Patrick’s Square

57. The vehicle access through St Patrick’s Square is assessed as part of the building
development resource consent – through a publicly notified consent process.
## Delivery of City Centre Targeted Rate Funded Projects

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<th>Delivery stage</th>
<th>Comments</th>
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</thead>
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<tr>
<td>Downtown Public Spaces</td>
<td>Design and consultation</td>
<td>Concept design has begun for the long-term outcome for the Downtown Public Space. It is anticipated that this will be completed by mid-July 2018. There is strong integration with the Quay Street West project, allowing the themes and narrative of the Downtown Public Space to flow through to Quay Street. Planning for the relocation of piers 3 and 4 is not delaying the design of the Downtown Public Space. Following the completion of the concept design, a parallel concept will be produced that will allow for a smaller portion of the Downtown Public Space to be built ahead of American’s Cup and the integration of pier 4. Activate Auckland is assisting with development response programming.</td>
</tr>
<tr>
<td>Britomart Streetscapes</td>
<td>Design and consultation</td>
<td>The Britomart Streetscapes project will be delivered as part of the Downtown Programme. Preparation for the procurement of the design team is underway for Stage 3 – Galway Street (between Commerce and Gore Streets).</td>
</tr>
<tr>
<td>Myers Park Upgrade stage 2</td>
<td>Design and consultation</td>
<td>Reports on proposed scope and budget changes were presented to Waitematā Local Board and the Auckland City Centre Advisory Board on 20 March 2018. Both boards are supportive, but expressed budgetary concerns. Alternative additional funding options are being investigated with Community Facilities and Healthy Waters. An update on this will be brought to both boards in due course.</td>
</tr>
<tr>
<td>Karangahape Road Streetscape Enhancement and Cycleway</td>
<td>Design and consultation</td>
<td>Developed design is complete. Internal stakeholder feedback on design is being resolved to enable the design team to commence detailed design. A further workshop was held with the Design Reference Group on 19 April 2018 to seek feedback on the indicative construction staging and development response. Activate Auckland is assisting with development response programming. An update on the parking engagement results, further community engagement activities and the upcoming survey were</td>
</tr>
<tr>
<td>Item 8</td>
<td>discussed with the Karangahape Road Business Association on 26 April 2018. A presentation will be made to Waitematā Local Board on 8 May 2018 discussing development response, construction staging and parking engagement.</td>
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</tr>
<tr>
<td><strong>Poynton Terrace</strong></td>
<td>Design and consultation</td>
<td>The public consultation report was released on 9 April 2018. A copy is attached for reference (Attachment C) Construction drawings are being finalised, with construction due to begin in late May 2018. Construction is expected to take six weeks.</td>
</tr>
<tr>
<td><strong>Federal Street Upgrade – stage 2</strong></td>
<td>Design and consultation</td>
<td>The public consultation report was released on 27 April 2018. A copy is attached for reference (Attachment D) The detailed design phase has commenced and is expected to be completed by end of 2018.</td>
</tr>
<tr>
<td><strong>Hobson &amp; Nelson Street upgrades</strong></td>
<td>Feasibility and investigation</td>
<td>Phasing and planning options for both streets are being assessed.</td>
</tr>
<tr>
<td><strong>Freyberg Place</strong></td>
<td>Feasibility and investigation</td>
<td>Auckland Transport is progressing the change in status of the square; from a road to a pedestrian mall. The proposal is due to go out for special consultation in Mid-May 2018.</td>
</tr>
<tr>
<td><strong>O’Connell Street public art</strong></td>
<td>Construction</td>
<td>Fabrication is underway. Installation is planned for June 2018.</td>
</tr>
<tr>
<td><strong>Tauranga Waka, Beach Road public art</strong></td>
<td>Completed</td>
<td>The Civic Event to celebrate Tauranga Waka will take place on 10 May 2018.</td>
</tr>
</tbody>
</table>
Housing First Auckland City Centre

March 2018

We provide housing and support for people experiencing chronic homelessness in the city centre (one year or more rough sleeping or at least four episodes of homelessness in the past three years and two or more co-existing issues)

44 participants in city centre

37 people moved into permanent housing

31* people currently in housing

86% of tenancies sustained

ETHNICITY

- Maori: 71%
- NZ European: 16%
- Pacific: 11%
- Other: 2%

GENDER

- Male: 73%
- Female: 20%
- Gender Diverse: 7%

Participants have been homeless for **14 years** on average. One person had been homeless for **40 years**.

The average age is **46 years**. The youngest is **22** and the oldest is **74**.
Summary of feedback on the Poynton Terrace – Myers Park Connection Project

April 2018
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Summary of feedback on the Poynton Terrace – Myers Park Connection Project. April 2018.
Summary

Auckland Transport is working alongside Auckland Council to improve the visual and functional access to Myers Park from St Kevin’s Arcade through Poynton Terrace.

The project involves a raised crossing for pedestrians connecting Myers Park to St Kevin’s Arcade and Karangahape Road, to provide a safe and attractive entrance to Myers Park.

Engagement with key stakeholders, local property owner and tenants occurred between November 2017 to February 2018 with public consultation happening from 24 January to 5 February 2018.

The proposal received positive feedback, and included some suggestions raised by respondents.

After reviewing this feedback and all other supporting evidence, the proposal will proceed to construction stage with investigations to continue around lighting and rubbish bins.

Next Steps

Construction is proposed to take place between May - June 2018 with an estimated construction period of 6 weeks, which includes underground utility works. Auckland Transport will make every effort to minimise disruption and to keep residents and businesses informed of any changes to road access should this be necessary.

Timeline

- November 2017- March 2018: Public and stakeholder feedback on the proposed design.
- February-April 2018: Detailed design phase.
- May-June 2018: Construction to start.
Background

Project Information

The project was initiated as part of the 2012 Myers Park Development Plan programme of works. This programme was focused on improving access, public safety and providing greater facilities for enjoyment. The Development Plan underwent extensive public consultation in 2012 led by the Waitematā Local Board.

The Poynton Terrace crossing aims to promote connection from Karangahape Road, through St Kevin’s Arcade to Myers Park and beyond. It was originally planned for construction in 2015 but was put on hold due to a significant private development construction on Poynton Terrace.

Now that the private construction is complete, Auckland Transport is working to deliver the raised pedestrian crossing.
Consultation

Between November 2017 and February 2018, Auckland Transport engaged with residents, businesses and key stakeholders on the Poynton Terrace – Myers Park Connection project. Following pre-engagement with residents and businesses an online public consultation was undertaken from 24 January to 5 February 2018.

Residents and businesses within the immediate vicinity were informed via delivered letters. Feedback could be provided online (on our Have Your Say website) or by email.

This consultation and engagement builds on the extensive consultation that was carried out for the Myers Park Development Plan in 2014-2015.
Your feedback

Overview

Overall, the proposal received positive feedback, and included some suggestions raised by respondents.

A summary of the feedback received has been included at the end of this report.

Four submissions were received during the public consultation.

Key themes identified in the feedback:

- Shared pedestrian and vehicle space
- Car parking
- Lighting and security
- Rubbish bins and maintenance
- Heritage and character
- General feedback regarding improving the area

Summary of feedback on the Poynton Terrace – Myers Park Connection Project. April 2018.
## Feedback and responses

<table>
<thead>
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<th>Feedback by theme</th>
<th>AT Responses</th>
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</thead>
<tbody>
<tr>
<td><strong>Shared pedestrian and vehicle space</strong></td>
<td>Poynton Terrace is a local road with a No-exit. Functionally, this is acting as a shared environment due to the narrow road reserve. The proposed work is happening closer to the No-exit end of the road.</td>
</tr>
<tr>
<td>• That Poynton Terrace function as a space for both pedestrians and cars - both need to be able to access the area and move through it. However, pedestrians should have right of way over vehicles in this space.</td>
<td>According to AT’s Road Safety and Traffic Engineering experts the speeds are generally low at the No-exit end.</td>
</tr>
<tr>
<td>• Poynton Terrace is a shared pedestrian and car space, and [the submitter] recommends that any improvements in this space need to adequately take into consideration the needs of both pedestrians and motorists.</td>
<td>The importance of the area’s cultural heritage has been highlighted during engagement on this project, and this has been reflected in the project design. It was determined during engagement with Mana-Whenua that the paving design should respect the cultural heritage referencing Wai Horotiu (ripples of water flowing over stone). In order to depict the Wai Horotiu, three tones of grey stone are used on the pavement representing flowing water.</td>
</tr>
<tr>
<td>• Supports the provision of a pedestrian crossing outside the St Kevin’s arcade exit, to allow pedestrians safe access into Myers Park</td>
<td>Introducing a zebra crossing into this environment means including additional signage and road markings which would undermine the character of the area and its cultural heritage.</td>
</tr>
<tr>
<td>• Great idea for traffic calming and joint use of the zone.</td>
<td>In order to improve safety for pedestrians coming down St Kevin’s Arcade stairs, the design team is amending the design to include a change in the stone paving pattern and tactile pavers at the last tread of the St Kevin’s Arcade stairs.</td>
</tr>
</tbody>
</table>

**Car parking**

| • Consideration needs to be given to the need to retain some car parking in the area. The removal of car parking options restricts the utilisation and accessibility of this end of the park for some sectors of the community. | There will be no changes to car parking under this proposal. |
| • Provision for service vehicle assess and short term parking is important. There are a range of businesses located in the surrounding area that require stock deliveries so consideration needs to be given to this. | During construction, there will be temporary access restrictions. |
| | AT will try to keep the access open for goods/garbage trucks and resident cars. In case of full closure, AT will look for alternate options to |

Summary of feedback on the Poynton Terrace – Myers Park Connection Project. April 2018.
### Feedback by theme

<table>
<thead>
<tr>
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<th>AT Responses</th>
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<tr>
<td><strong>Recommends that provision be made in the plans for service vehicle parking (such as a loading zone).</strong> [The submitter] notes that the new bus stop located outside 217 Karangahape Road has resulted in a loading zone being removed, and it is important for local businesses that service vehicles have adequate parking available.</td>
<td>keep the stakeholders and affected parties informed.</td>
</tr>
</tbody>
</table>

#### Lighting and security
- Good design for the area should encompass excellent lighting (for night time security).
- Appropriate plantings to ensure public safety.
- Supports all efforts to improve lighting, security and the general ambiance of Poynton Terrace to make it a more desirable place for visitors.

Preliminary discussions were carried out by AT with the occupiers of apartment units and residents in the Poynton Terrace regarding the lighting. Residents have requested AT to consider illuminance levels in such a way that they don't penetrate residents’ units. AT will assess this further and continue to work with the resident groups on this.

#### Rubbish bins and maintenance
- An adequate number of rubbish bins/recycling bins that are frequently cleaned.
- Recommends that sufficient rubbish bins be provided in the outdoor area, which should be regularly monitored by Auckland Council and emptied as required

AT have raised this request with Auckland Council and it is currently being investigated by AC waste management team.

#### Heritage and character
- Myers Park is a treasure within our business district, used as a place to meet, rest and pass through by residents, visitors and our members themselves.
- The Connection has the potential to be designed in a ‘heritage’ way so that adjacent buildings and the history of Myers Park are emphasized and enhanced. The Connection itself could develop its own heritage value and become part of the areas uniqueness that is so valued by local residents and

The importance of the area’s cultural heritage has been highlighted during engagement on this project, and this has been reflected in the project design. As part of the Myers Park Redevelopment programme, a full-scale stakeholder consultation was carried out in the year 2014/15. During the engagement with Mana Whenua, it was suggested that the

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Summary of feedback on the Poynton Terrace – Myers Park Connection Project. April 2018.
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<tbody>
<tr>
<td>• Supports efforts to transform and improve Poynton Terrace and the access from</td>
<td>design must reference Wai Horoti. therefore the design was done in three tones of grey to indicate ripples/water running over stones.</td>
</tr>
<tr>
<td>Myers Park into St Kevin’s Arcade, with the proviso that any such transformation</td>
<td>The bluestones at the base of the St Kevin’s Arcade stairs will be retained within the raised crossing design.</td>
</tr>
<tr>
<td>must be in keeping with the heritage nature the area and appropriate to the</td>
<td></td>
</tr>
<tr>
<td>surrounding environment.</td>
<td></td>
</tr>
<tr>
<td>General feedback regarding improving the area</td>
<td>Thank you for your feedback.</td>
</tr>
<tr>
<td>• I fully support the proposed raised crossing between St Kevin’s Arcade and</td>
<td></td>
</tr>
<tr>
<td>Meyers Park. It will be visually accommodating, connecting, welcoming and</td>
<td></td>
</tr>
<tr>
<td>comforting to locals and visitors alike. Well done.</td>
<td></td>
</tr>
<tr>
<td>• Great idea for traffic calming and joint use of the zone.</td>
<td></td>
</tr>
<tr>
<td>• Supports efforts to transform and improve Poynton Terrace and the access from</td>
<td></td>
</tr>
<tr>
<td>Myers Park into St Kevin’s Arcade.</td>
<td></td>
</tr>
</tbody>
</table>

Summary of feedback on the Poynton Terrace – Myers Park Connection Project. April 2018.
Summary of your feedback on Stage 2 of the Federal Street upgrade

April 2018 – Federal Street Upgrade Stage 2 feedback report
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Summary

Auckland Transport (AT) and Auckland Council (AC) sought your feedback on Stage 2 of the proposed Federal Street upgrade to create a pedestrian-friendly shared space, where people can work and play. We consulted on this proposal from 20 November to 11 December 2017 and received 81 submissions.

Key themes in feedback

The key themes that came through from your feedback canvassed a range of design, social and parking related suggestions or concerns, including:

- Strong support for the proposed design overall expressed by 75% of all submitters (61 respondents).
- Concerns about the proposed removal of 22 car park spaces and the impact it might have on local residents, their visitors, or tradespeople (14 respondents).
- Interest in the trees and plantings for this space, with suggestions on the varieties and placement of these plantings to make it attractive and people-centric (12 respondents).
- Concerns an upgrade to this space without addressing the issues with loitering and public drinking in the area could detract from its appeal to the public (12 respondents).
- Traffic calming suggestions to ensure the provision of a safer shared space environment for all people, using all modes of transport (9 respondents).
- Design suggestions to prevent rough sleeping in this area, to make it feel safer and more attractive to pass through at any time of the day (9 respondents).
- Concerns about the safety of the connections with Mayoral Drive for people moving to Federal Street on foot or by bike (8 respondents).
- Seating suggestions to both encourage social behaviour and discourage anti-social behaviour in this area (8 respondents).
- General suggestions about the overall proposed design to make the space attractive and attuned to the heritage features of surrounding buildings and landmarks (8 respondents).
- Suggestions to improve security in the area, to make the shared space more welcoming to the public and tourists at all times, particularly at night (7 respondents).
We have analysed your feedback to identify the following key themes:

- Overall sentiment for the proposal
- Streetscape design
- Security and social issues
- Intersections and nearby areas
- Walking, cycling, vehicle access and safety
- Parking

Our responses to your comments and suggestions are detailed in the design suggestions table at the back of this report (Attachment 1).

**Next steps**

The feedback we received has provided useful information and will allow us to improve the proposal. We are currently developing detailed designs, which will confirm elements such as placement of furniture, lighting and other street facilities, types of plants used in gardens, and road and paving materials. We expect to finalise detailed designs by the end of 2018.

We are continuing to coordinate with St Matthew-in-the-City regarding its proposed upgrades.

We will begin trenching in the project area to confirm the location of underground utilities such as water, power and gas mains within the next few months.

We expect to begin construction in early 2019.

April 2018 – Federal Street Upgrade Stage 2 feedback report
Background

Project information

AT and AC are working together on all stages of the Federal Street upgrade project. This consultation focused on the proposed design for Stage 2 of this project, to upgrade the public space between Mayoral Drive to Wellesley Street.

Federal Street experiences lower traffic volumes compared to Queen Street and Hobson Street, and is a popular route for people to walk and cycle through the middle of central Auckland.

The upgraded Federal Street will create a shared space for more people to enjoy, and provide access to upper and lower parts of the central city and public transport routes on Mayoral Drive and Wellesley Street.

For Stage 2 of this project we proposed a full streetscape upgrade of the section of Federal Street between Mayoral Drive and Wellesley Street to create an inclusive space which acts as an extension of the living spaces available to nearby apartment buildings and businesses.

Safety issues were a key consideration in this project that we sought to address through the proposed design features, such as safer pedestrian access to these areas.

A number of separate, private developments in areas nearby, including St Matthew-in-the-City, are also planned (these developments are outside of the scope of this project).

Context

Consultation on the proposed routes and streetscape upgrades to form the proposed Federal Street upgrades was undertaken by AC as part of the 2012 City Centre Master Plan (CCMP) and City Centre Access Plan (CCAP).

Consultation and construction of the Federal Street upgrades will take place in four stages between 2018 and 2022:

- Stage 1: Wellesley Street to Victoria Street - complete.
- Stage 2: Mayoral Drive to Wellesley Street - current stage.
- Stage 3: Victoria Street to Wyndham Street - design investigation to begin 2018.
- Stage 4: Swanson Street to Fanshawe Street - timing to be confirmed.

When all stages of the project are complete, Federal Street will form part of Auckland city centre’s ‘laneway circuit’. This circuit is designed to open up urban spaces and provide routes with good pedestrian access and opportunities for people to connect, enjoy outdoor areas, and access cycleways through other areas of the city.

April 2018 – Federal Street Upgrade Stage 2 feedback report
Features

Design features of this proposal include:

- shared path for pedestrians and people on bikes, connecting Mayoral Drive with Federal Street
- fully-accessible ramp and stair access between Mayoral Drive and Federal Street
- street furniture offering places for people to gather and sit
- removal of 22 parking spaces. Many businesses in the area have their own parking available, and the Civic car park will not be affected
- loading zones for use from 6.00am to 11.00am
- street planting
- new lighting to improve safety and visibility

Plans for the Stage 2 Federal Street upgrade can be found here on our project webpage.

The proposed Federal Street design looking south from Wellesley Street (indicative design only).

Benefits

- Opens up the city centre.
- Provides good connectivity for commuters coming from western and inner city suburbs.
- Allows people on bikes to connect with the rest of the City Centre Cycle Network, via Vincent and Hopetoun Streets, and the proposed Victoria Street Cycleway.
AT is also making temporary improvements to pedestrian and cycling facilities along Federal Street, between Victoria Street and Fanshawe Street, which will eventually be phased out, as other stages of the permanent Federal Street upgrades are implemented.
Consultation

We consulted the public on Stage 2 of the proposed Federal Street upgrade between 20 November and 10 December 2017.

Activities to raise awareness

To let you know about our consultation, we:

- sent letters and feedback forms to 3,143 residences and businesses in and around the project area
- visited businesses along Federal Street to deliver letters and feedback forms
- set up a project webpage and an online feedback form on our website
- promoted the consultation through our social media channels, including Facebook, Twitter and Neighbourly
- placed a geo-targeted online advertisement in the NZ Herald newspaper on Saturday 2 November and Wednesday 6 December
- held two public drop-in sessions, at French 83 Café on Saturday 2 December, and St Matthews-in-the-City, on Wednesday 6 December

Giving feedback

You could provide feedback using an online submission form (on our Have Your Say website) or a freepost feedback form included with a letter that was shared local residents, businesses, and key stakeholders.

See Attachment 2 at the end of this report for a copy of the feedback form.
Your feedback

Overview

- We received 81 public submissions on the proposal.
- 71 of these were submitted online, 9 were submitted using the freepost feedback form and 1 was submitted via email.
- We also received written submissions from Auckland City Centre Residents’ Group, Heart of the City (City Centre Business Association), and Bike Auckland. A summary of this feedback can be found in the Other submissions section of this report.
- A summary of your feedback has been included in the list of design suggestions, along with our responses to your feedback.

Overall sentiment for the proposal

The vast majority of submitters (61 respondents, 75%) indicated support for the proposal, saying it would help provide a more people-friendly and attractive shared space in the city centre.

A smaller proportion of submitters (11 respondents, 14%) did not support the proposal, saying this area did not warrant this place-making investment with its lack of retail or hospitality businesses.

Nine respondents (11%) provided mixed or no clear sentiment about the proposal.
12 submitters offered a range of tree and planting suggestions to support the proposed designs. Most commented on the placement or types of trees and plants used in this public space to help make it safe, attractive and tidy for all users.

“...vertical elements within shared space environments encourages drivers to be more aware of their surroundings, promoting decreased speeds. Perhaps this could be something to consider in regard to the placement of lighting poles and new street trees.”

“Trees down the middle, rather than to side? [as traffic calming]...Deciduous trees and please not nikau…”

Eight submitters made seating suggestions to encourage more social and less anti-social behaviour in this area. Eight people made general suggestions about the overall design; most pertained to improving the area’s attractiveness by incorporating more colour or enhancing local heritage features into the design.

“What would be nice in addition to the seating proposed is a combined table/seating arrangement so that people can gather and share meals in the sunshine.”

“Could we start adding some colour - grey does nothing to the cityscape.”

Six submitters made suggestions about lighting to support public safety, residents, and enhance key features of this space. Three people wanted bike racks or other cycling facilities to be included in the design.

“I would like to know what the lighting is going to be like. One of the key features of that section of Federal Street is the stained windows at night of St Matthew's church. It needs
to be good lighting (for safety purposes, etc.) but it needs to be atmospheric too, in keeping with the beautiful architecture…”

“Sturdy seating and bike racks are a must. Could there even be an option of creating secure bike storage/racks on the street?”

Seven submitters provided other streetscape related suggestions or comments, such as amenities to include in the design or ways to improve the visual appeal and maintenance of the area.

“A water fountain for pedestrians and bikers on this area.”

“Doesn’t seem to visually connect the two parts of Federal Street.”

### Parking

**Parking feedback themes**

<table>
<thead>
<tr>
<th>Theme</th>
<th>Number of submitters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Parking removal concerns</td>
<td>14</td>
</tr>
<tr>
<td>Replace permits</td>
<td>6</td>
</tr>
<tr>
<td>Agree with parking removal</td>
<td>4</td>
</tr>
<tr>
<td>Loading zones</td>
<td>4</td>
</tr>
<tr>
<td>Need motorbike parking</td>
<td>3</td>
</tr>
<tr>
<td>Enforcement</td>
<td>2</td>
</tr>
<tr>
<td>Other</td>
<td>3</td>
</tr>
</tbody>
</table>

Submissions may be counted in more than one theme.

14 submitters expressed concerns about the proposed removal of 22 car parking spaces. Most thought this would negatively impact local residents and their visitors, making this area a less attractive place to live. Others thought losing these car parks might make it harder for tradespeople to service nearby residential and commercial properties.

“The loss of on-street parking for residents will affect the attractiveness of the apartments for owner-residents and prospective tenants.”
“The loss of a significant number of parking spots will cause problems for tradespeople, visitors, and tenants moving in/out of our building. As our building doesn’t have parking, several residents rely on a parking permit, so that would go too.”

Six submitters were concerned the proposed car park removals would impact existing permit parking for Federal Street residents. Most wanted the parking permits to be honoured or replaced, or for alternative resident parking to be included in this proposal. Four respondents support the removal of the car parks to change the city centre’s modal priority from cars to active modes of transport and public transport.

“Living in [Federal Street] we are allowed to obtain a parking sticker for parking on Federal Street…I would like to see something addressed [by] this proposal to continue the possibility of having available parking for residents…”

“The removal of car parking spaces is a positive… will encourage a long-term modal shift, making more regular public transport services more viable.”

Four respondents made loading zones suggestions to support service deliveries and residential maintenance in the area, including times they should be available and clarification of who can use them. Three people wanted motorcycle parking retained in the area for local residents.

“I think that loading spaces should be restricted for use to earlier hours in the morning (i.e. 6am - 7.30am). This may seem restrictive, but the more on-street loading AT provides, the more developers seek to dispense with on-site loading space requirements as part of their development proposals, forcing loading to occur on the street.”

“The upgrade as it stands will mean the loss of a dedicated parking area for motorbikes and scooters at Wellesley/Federal Street corner. Without scooter, motorbike or car parking, many tenants in apartment buildings will find the neighbourhood unusable.”

Two respondents made parking enforcement suggestions. Three people shared other parking related suggestions or concerns not covered in the proposal, including accessibility issues.

“Please ensure that the design discourages as much as possible, illegal parking in the shared space. Alfred St is an example where a pedestrian zone is covered in cars, and never enforced. Please don’t repeat that experience!”

“Removal of car parks will be not good…especially the disabled car parks. We…feel they are being terribly disadvantaged. It is a long way from any parking for the disabled - our feedback from clients is the city doesn’t want us here.”

April 2018 – Federal Street Upgrade Stage 2 feedback report
Walking, cycling, vehicle access and safety

Submissions may be counted in more than one theme.

Nine submitters offered a range of traffic calming suggestions to help make the proposed upgrades to this shared space even more people-friendly. These included suggestions such as narrowing or adding curves to the road space to slow cars down, or using landscaping to act as traffic calming elements.

“Slowing traffic down is imperative as the cars still travel too quickly along both Federal and Fort Streets (and use those streets as thoroughfares) for them to truly work as shared spaces.”

“I would propose a wider footpath and shared space of a narrow road way for bikes and cars to share. If it is narrow enough cars will go slowly making it safe for cycling…”

Eight submitters expressed concerns about accessing Mayoral Drive in particular. Most cited safety issues where pedestrians and cyclists meet in this area, and visibility issues for cars exiting nearby businesses and hotels crossing at this connection.

“Potential pinch point/ conflict zone between bikes and pedestrians at the Mayoral Dr connection.”

“The location of the accessible ramp to Mayoral Drive seems problematic…I am concerned that vehicles reversing out of the Ramada Hotel in particular may not be able to see pedestrians walking south, due to the position of adjacent proposed street trees.”

Seven respondents had concerns about the shared space presenting modal conflicts and between people walking, cycling, and driving vehicles in the area. Seven people wanted car access to this area reduced to prioritise pedestrians’ and cyclists’ safety.

April 2018 – Federal Street Upgrade Stage 2 feedback report
“Safety concerns - there is a lack of public awareness around etiquette and "road rules" applying to shared zones in the CBD.”

“There are areas of the street where the relationship between cars and pedestrians is already dangerous and problematic...and these problems should be addressed in the upgrade (caution signage? caution zoning?) or they will definitely worsen.”

Three submitters wanted taxis to be discouraged from using the shared space as a waiting area. Three people wanted vehicle access to the shared area improved in the design.

“Steps should be taken to ensure that the finished street does not become a waiting area for taxis. Remove access to the parking lot at the end of the street (moving it to Cook St maybe).”

“There also needs to be a place for cars to turn around at the end. They already can’t manage with the space allowed. Or the road could be closed to cars apart from local traffic which means they would have somewhere to turn around that isn’t in the road.”

Four submitters made a range of other suggestions to support the proposal. These included a disability access-friendly design for the shared space, connectivity to the cycleway network, and more.

“Holistic accessibility - ensuring the design caters to everyone including those with vision, hearing, cognitive and mobility impairment…”

“Connectivity of the cycleways is critical. They’re only as useful as their reach!”

Security and social issues

<table>
<thead>
<tr>
<th>Theme</th>
<th>Number of Submitters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loitering and public drinking concerns</td>
<td>12</td>
</tr>
<tr>
<td>Prevent rough sleeping</td>
<td>9</td>
</tr>
<tr>
<td>Security concerns</td>
<td>7</td>
</tr>
<tr>
<td>Hygiene concerns</td>
<td>5</td>
</tr>
<tr>
<td>Ban smoking</td>
<td>2</td>
</tr>
<tr>
<td>Noise concerns</td>
<td>2</td>
</tr>
</tbody>
</table>

Submissions may be counted in more than one theme.

12 submitters expressed concerns about people loitering and drinking in public in this area,
particularly rough sleepers who frequent the Auckland City Mission nearby. Many said this behaviour is off-putting to the public and tourists, making them feel unsafe or vulnerable to attacks, especially at night.

“Safety around St Matthew-in-the-City, especially in dark corners...people hiding in corners harassing/attacking passersby...Given the number of tourists/locals visiting places around this area, it is important to ensure precautionary measures are taken to keep up with high standards.”

“Adding more seating increases places for people to hang out and party after dark.”

Nine submitters expressed concerns about rough sleepers in the area or suggested ways to deter this behaviour. Seven people shared concerns about security in the area, and their desire to make it welcoming and safe at all times of the day.

“Very difficult I know, but the rough sleepers around the church and this area in general...quite intimidating and the whole area gets a bit dirty.”

“Security at night, although with the improvements perhaps more people will use the area and it will be more populated and welcoming.”

Five submitters had concerns about hygiene due to unsavoury behaviour. Two people wanted this area designated as a smokefree space; two more respondents expressed concerns about noise levels disturbing residents.

“The entire area should be smoke free...I imagine this will be worse if people are encouraged to stay in the area.”

“I have concerns about some of the impacts as an owner/resident...Providing gathering spaces for people creates potential for significant after-hours noise.”
Intersections and nearby areas

Submissions may be counted in more than one theme.

Six submitters thought that improving pedestrian safety at the nearby Wellesley Street intersection should be a priority as part of this project. Two submitters wanted pedestrian safety at the nearby Mayoral Drive/Vincent/Cook Street intersection to be prioritised. Two more respondents suggested ways to improve Wellesley Street footpaths and bus stops.

“The intersection at Wellesley Street needs to be made safer particularly if pedestrians are being encouraged to use the laneway concept. Currently the intersection is confusing for both pedestrians and vehicles. It is not clear for vehicles if a right turn or straight ahead is permitted from Federal Street. Similarly, pedestrians cross at all angles of the intersection even though there is only one official crossing point.”

“The traffic light phasing of the Mayoral / Cook / Albert / Vincent intersection is terribly frustrating as it sits on red forever with no cars coming. Needs cameras so that wait time for pedestrians is reduced to encourage people walking into the city.”

Five respondents suggested other nearby areas they wanted addressed as part of the Stage 2 Federal Street upgrade. Some wanted to widen particular sections of footpath; others made suggestions relevant to future stages of the Federal Street upgrade.

“Also widen the footpath on the corner of Federal and Wellesley St outside Hampton Court so pedestrians and bus commuters can be accommodated. At peak hours there can be 50-80 + pedestrians on this corner.”

“I hope the other sections of this street are going to be upgraded also. It is a key street within Auckland city and the design you have shown seems to tick all the boxes.”
Other submissions

In addition to public feedback, we also received submissions from the Auckland City Centre Residents’ Group, Heart of The City (City Centre Business Association), Bike Auckland and the Waitakere Local Board. We have summarised their feedback below, and their concerns and suggestions have been included in the list of design suggestions (Attachment 1).

Auckland City Centre Residents’ Group

The City Centre Residents’ Group (CCRG) supports the general design of the upgrade, and the use of targeted rates to carry out projects such as this one. It also supports:

- the proposed trees for shade, shelter, and minimisation of heat sink and radiation off hard surfaces
- the use of vegetated areas as artificial swales to manage water runoff, filter pollutants and increase rainwater filtration.

However, the group has concerns around the existing shared spaces and would like the Federal Street project to learn from these and improve some areas of the design:

- vehicles tend to drive too fast through shared spaces and that this is encouraged by straight, wide carriageways. It suggests installing chicanes or similar in one direction (heading north), for example, using large trees in moveable planters.
- seating should be robust and placed where there is minimal risk of vehicles driving into and/or damaging them (half of those on Fort Street and Elliot street are permanently damaged).
- the proposed restricted time slots for the loading zones may not be feasible for the steadily increasing number of courier deliveries. The CCRG would like to understand AT’s general policy around loading zones, and whether there is a difference between loading zones and other delivery zones (e.g. for couriers).

In addition, the CCRG suggests installing:

- plenty of bike racks, in well-lit areas.
- a drinking fountain.
- robust rubbish bins (the existing ones are often bent and damaged).

Heart of the City (City Centre Business Association)

Heart of the City commented that this is a lovely and unique part of the city centre because it is relatively quiet. It made the following suggestions:

- increase the number of plantings, building on the leafy green of the trees in the garden at St Matthew-in-the-City.
- implement a flexible approach to the restricted loading zone hours, at least in the initial project stages. Heart of the City is concerned that increasing pressure on spaces for...
servicing businesses and residents, combined with incremental reduction in loading zones, is making loading and couriering increasingly difficult and negatively impacting on businesses and residents.

- consider how the space can be activated to ensure it is well-used with good passive surveillance. It believes removal of parking spaces will reduce the number of people coming and going during the day, so replacement activities need to be provided for.
- address how people with mobility issues will access the area once parking is removed.
- put a development response plan in place well before construction begins, addressing how the project will seek to minimise the impact to the surrounding community.

**Bike Auckland**

Bike Auckland considers the Federal Street upgrade Stage 2 as positive overall and believes that it will improve the accessibility of the area for walking and cycling. However, it made a number of suggestions for how the project could further improve walking and cycling accessibility:

- upgrade the intersection of Federal Street and Wellesley Street to provide signalised crossing for pedestrians and people on bikes in both directions without legally requiring dismounting. Straight-ahead and right-turn movements out of Federal Street should be allowed for people on bikes.
- encourage drivers to slow down and respect the shared space designation by using design elements to avoid the appearance of a straight, vehicle lane (drivers treat the central space in Stage 1 as a general traffic lane).
- modify the cycle ramp next to the stairs to provide a European-style dual ramp that caters to people with pushchairs (or similar) as well as bikes.
- integrate the paving with the tactile pavers at the Wellesley Street intersection and with the footpath/shared path on Mayoral Drive. On the western side, the plaza paving leads directly onto the shared path with no indication. On the eastern side, the plaza paving is shown stopping short of the stairs and leading into an area that is a driveway.
- accommodate vehicle turning and reversing movements near the Ramada Hotel and parking lot at the Mayoral Drive end to avoid conflict between different users.

**Waitematā Local Board**

The Waitematā Local Board supports the upgrade, including creating greater amenity for pedestrians so that Federal Street functions effectively as part of the city centre laneway circuit, and a safe connection between Federal Street and Mayoral Drive. They made the following suggestions:

- increase native biodiversity, street trees and sustainable urban drainage across all the components.
- ensure adequate provision is made for deliveries and commercial requirements.
• add bike parking outside apartment buildings.
• ensure adequate alternatives are provided for those needing disability parking.
• extend project on Mayoral Drive to provide a connection to the Vincent Street cycleway (currently out of scope).
• include drinking fountains where possible.

In addition, the board requests that the project team continue working with St Matthew-in-the-City to integrate the Federal Street design with the long term landscaping plans for the church, and to consider including the edge of the church property on Federal Street and the pathway connection to Hobson Street as part of this upgrade.
Attachment 1: Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by the feedback theme groupings.

<table>
<thead>
<tr>
<th>Design suggestion in feedback</th>
<th>AT response</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. Parking</strong></td>
<td>The new design will include provision for loading zones to serve local businesses. Loading zone details will be confirmed during the detailed design phase, but are likely to operate similar to other areas where loading is permitted within the shared space during a designated timeframe. In other shared spaces in Auckland Central, this is between 6am and 11am. A time limit of five minutes loading time is typically applied, to ensure turnover of vehicles using the available loading space within the street. Loading zone timesframes and duration for Federal Street Stage 2 will take into account the needs of the businesses and residents on the street. Apartment buildings along Federal Street will have the same access to loading zones as businesses, and we envision that this may make it easier for residents, as they will have guaranteed access to loading zones during the time they are available (as opposed to currently, where parking space must be available for apartment residents to use to load/unload). Federal Street has been identified as a priority area for walking and cycling, providing an alternative route through the city while City Rail Link works are underway in Albert Street. This means a shared space for all road users is of greater priority than parking, and the road space needs to serve a number of functions. Many of the apartment residents we spoke to during consultation did not expect to have access to carparks, given their</td>
</tr>
<tr>
<td>1.1. Parking removal</td>
<td>• Don’t remove existing parking spaces</td>
</tr>
<tr>
<td>• already hard enough for tradesmen, visitors, tenants, people moving in and out, people doing maintenance to access apartments</td>
<td></td>
</tr>
<tr>
<td>• loading zones won’t be enough to replace</td>
<td></td>
</tr>
<tr>
<td>• already insufficient parking for residents; many apartment buildings don’t have carparks (e.g. Hampton Court/ not enough carparks for tenants (e.g. 207 Federal St)</td>
<td></td>
</tr>
<tr>
<td>• Civic and other carparks too far away to carry heavy equipment/furniture</td>
<td></td>
</tr>
<tr>
<td>• apartments will lose character/attractiveness and become difficult to let; will affect property values</td>
<td></td>
</tr>
<tr>
<td>• will cripple existing businesses, some have been there a long time; customers rely on parking</td>
<td></td>
</tr>
<tr>
<td>• not worth it for a bit of street furniture</td>
<td></td>
</tr>
<tr>
<td>• will increase congestion in the city as more people search for parks elsewhere</td>
<td></td>
</tr>
<tr>
<td>• consider parking removal more carefully and provide alternatives</td>
<td></td>
</tr>
<tr>
<td>• Auckland Council policy acknowledges a lack of accessible parking in this area</td>
<td></td>
</tr>
<tr>
<td>• will affect resident parking permits</td>
<td></td>
</tr>
<tr>
<td>• Need mobility car parks; ensure access for people with mobility issues once parking removed</td>
<td></td>
</tr>
<tr>
<td>• many customers with disabilities park in Federal St; removing mobility car parks disadvantages them and makes them feel unwanted</td>
<td></td>
</tr>
<tr>
<td>• no other mobility parking close by</td>
<td></td>
</tr>
<tr>
<td>• Need motorbike parking</td>
<td></td>
</tr>
<tr>
<td>• retain existing or make a similar-sized space available nearby</td>
<td></td>
</tr>
<tr>
<td>• retain throughout construction</td>
<td></td>
</tr>
<tr>
<td>• already packed during weekdays and difficult finding motorbike park in the Civic</td>
<td></td>
</tr>
</tbody>
</table>
### Design suggestion in feedback

- relocate existing motorbike spaces somewhere close by
- Provide more parking in Hobson St
- Remove (more) parking spaces
  - will reduce congestion and increase safety; cars waiting for car parks currently block street
  - remove all car parks in Federal St
  - dis-incentivise car use in the city

### AT response

proximity to the central city. We have consulted with local businesses regarding parking loss, and advised that the upgrade will include loading facilities. In other areas where we have undertaken similar streetscape upgrades, such as Elliot Street, Darby Street and Fort Street, local businesses have seen a sufficient increase in revenue, as the areas nearby are made more attractive, encouraging people to spend more time in the area and facilitating increased pedestrian movement.

As outlined in the 2012 City Centre Master Plan (CCMP) AT and AC are investing into improved public transport systems, to reduce congestion in the city.

We acknowledge that there are limited mobility parks in this area. We will continue conversations with disability advisory bodies, and will investigate options for incorporating mobility parking into the final detailed design.

The new design will incorporate 13.5 metres of P120 motorcycle parking. This will be split between two areas; the centre of the street and adjacent to St Matthew-in-the-City. We will try to retain some motorbike parking during construction but there will be times when this is not available, due to space and access restraints.

Hobson Street is outside of the scope of this project. The new design removes all parking spaces, which will reduce the number of vehicles in the project area.

#### 1.2. Loading zones

- Loading zones from 6am to 11am won’t work; too restrictive
  - many deliveries come in the afternoon and isn’t possible to have delivered in the morning
  - many businesses don’t have own parking
  - implement flexible approach to minimise negative impact of restricted hours on businesses and residents
- Restrict to early morning, e.g. 5am-7.30am
  - the more on-street loading AT provides, the more developers seek to dispense with on-site loading space requirements as part of their development proposals, forcing loading to occur on the street

The new design will include provision for loading zones to serve local businesses. Loading zone details will be confirmed during the detailed design phase, but are likely to operate similar to other areas where loading is permitted within the shared space during a designated timeframe. In other shared spaces in Auckland Central, this is between 6am and 11am. A time limit of five minutes loading time is typically applied, to ensure turnover of vehicles using the available loading space within the street. Loading zone timeframes and duration for Federal Street Stage 2 will to take into account the...
### Design suggestion in feedback

- Providing loading spaces makes it harder for Council to enforce resource consent rules for new developments around providing own loading spaces.
- Ensure apartment owners can use loading zones (or provide short-term parking) to service apartments; restricted use of loading zones will hinder movement of household items into and out of apartments.
- Clarify who can use the loading zones (couriers, people moving in and out, owners servicing apartments etc).
- Put loading zones at (Wellesley) end of street and block the rest off to cars.

<table>
<thead>
<tr>
<th>AT response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Needs of the businesses and residents on the street. Apartment buildings along Federal Street will have the same access to loading zones as businesses, and we envision that this may make it easier for residents, as they will have guaranteed access to loading zones during the time they are available (as opposed to currently, where parking space must be available for apartment residents to use to load/unload). Wellesley Street is outside of the scope of this project.</td>
</tr>
</tbody>
</table>

### 1.3. Resident parking permits

- Retain/replace permit parking for Federal St residents
  - Residents rely on parking permits; existing scheme demonstrates need for parking.
- Provide an alternative
  - Could have discounted monthly rates at Civic carpark
  - Transfer to Civic/Victoria St carparks

### 1.4. Enforcement

- Discourage illegal parking
  - Through design (e.g., not like Alfred St where pedestrian zone is covered in cars and never enforced)
- Parking spaces at property often used by unauthorised vehicles

### AT response

During consultation with local residents, we discovered that only ten people use the residential parking permit scheme. Permit holders with valid permits will be issued a refund on a pro-rata basis, providing they contact us and provide the necessary documentation. Due to the limited supply of parking in central Auckland, we are no longer proposing residential parking schemes. On-street parking in the city is targeted at short-term customers of local businesses, providing parking for residents is the responsibility of private property owners.

There are several parking buildings near the project area, which will not be affected by this upgrade.

### 2. Walking, cycling, vehicle access and safety

#### 2.1. Traffic calming

- Design street to slow cars down
  - Use vertical elements such as lighting poles and trees
  - Put kinks in the road

### AT response

The current design includes various vertical elements designed to slow speeds of both cars and people on bikes, but we will investigate further options to increase user safety during detailed design.
<table>
<thead>
<tr>
<th>Design suggestion in feedback</th>
<th>AT response</th>
</tr>
</thead>
<tbody>
<tr>
<td>- install chicanes such as large trees in moveable planters to slow vehicles in one direction (probably north)</td>
<td>The current design includes signage at both ends of this section of Federal Street, as well as part way down, which details the rules regarding using a shared space, and encouraging users to “share with care” and be mindful of others within the space.</td>
</tr>
<tr>
<td>- place trees down the middle of the road rather than on the side</td>
<td>The current design widens the area for pedestrians, and the removal of parking will provide greater visibility for cars in the area, so drivers are more aware of pedestrians nearby. The removal of parking will also result in a decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.</td>
</tr>
<tr>
<td>- put banding and rumble strips across carriageway, align with trees to facilitate pedestrians crossing</td>
<td></td>
</tr>
<tr>
<td>- fully pave street (no asphalt lanes)</td>
<td></td>
</tr>
<tr>
<td>- have narrow roadway for vehicles and people on bikes; widen footpath</td>
<td></td>
</tr>
<tr>
<td>- in a way that doesn’t make walking and cycling difficult</td>
<td></td>
</tr>
<tr>
<td>- make vehicle entrance clearly different to normal street</td>
<td></td>
</tr>
<tr>
<td>- use clear signage to show is a shared space</td>
<td></td>
</tr>
<tr>
<td>- Discourage speeding vehicles</td>
<td></td>
</tr>
<tr>
<td>- including bicycles, because is a residential street</td>
<td></td>
</tr>
<tr>
<td>- cars still travel too quickly along shared spaces on Federal and Fort Sts</td>
<td></td>
</tr>
<tr>
<td>- install speed limit signs</td>
<td></td>
</tr>
<tr>
<td>- Address existing visibility issues</td>
<td></td>
</tr>
<tr>
<td>- cars in alley between Atrium and 162 Federal St have bad visibility of pedestrians; pedestrians can’t easily see cars coming up alley; use caution signage/zoning; shared space will make more dangerous</td>
<td></td>
</tr>
</tbody>
</table>

2.2. Shared space issues

- Separate cars from pedestrians (and/or bikes)
  - street used more by vehicles than pedestrians; shared spaces cause confusion over right-of-way, are unsafe and prevent cars from travelling at appropriate speeds
  - drivers don’t care about other users; stage 1 hasn’t worked as trees have created roadway and make walking hard

- Lack of public awareness around etiquette and road rules for shared spaces

- Many people on bikes are rude and treat pedestrians as if they are in the way

2.3. Car access

- Reduce car access

Due to changes in and around Federal Street, we predict that following the upgrade, there will be more pedestrians using the street than cars.

The current design is different to Stage 1 of the upgrade (outside SkyCity), and includes signage at both ends of this section of Federal Street, as well as part way down, which details the rules regarding using a shared space, and encouraging users to “share with care” and be mindful of others within the space.

The current design widens the area for pedestrians, and the removal of parking will provide greater visibility for cars in the area, so drivers are more aware of pedestrians nearby. The removal of parking will also result in a decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.

It is not possible to block off Mayoral Drive due to traffic movements around Mayoral Drive and Cook Street, however with future public transport developments,
## Design suggestion in feedback

- reduce vehicles coming in at Wellesley St entrance, proposal will allow too many and make it unsafe for sitting or for riding bikes; block off Wellesley St end to halfway along and open up Mayoral Dr end to allow access to offices, apartment blocks and hotels (where most cars go)
- minimise cars on Federal St; stage 1 ruined by high number of cars still using street which affects attractiveness of outside seating at restaurants
- make at-grade carpark on corner Mayoral Dr/Cook St difficult to access to promote redevelopment of land
- ban all cars except for loading
  - Discourage taxis using Federal St as waiting area/space to turn around in
    - remove access to parking lot at end of street (could have access from Cook St instead)
  - Pedestrianise whole street
    - like Oxford St in London
    - with loading zones at either end
  - Ensure car access
    - to existing private carparks
    - during and after construction
  - Provide space for cars to turn around at Mayoral Dr end; already difficult in existing space
  - Prevent cars from driving over Federal Court tiles as it breaks them

## AT response

Wellesley Street is likely to have less private vehicles than it does currently. Removing parking on Federal Street will also reduce vehicles the number of vehicles in and around the project area.

This upgrade will create a shared space that is different to Stage 1 (outside SkyCity). The removal of parking will decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.

The carpark at the end of the street is on private property, and is not included as part of this project.

As this upgrade will remove all parking in the street, cars will have no reason to enter other than to reach businesses and properties along Federal Street, and it is important to retain this access to ensure the upgrade serves everyone in the area.

We will liaise with taxi companies regarding this area and enforcement of taxi behaviour.

We will investigate turning options during detailed design.

Comments about tiles outside Federal Court have been noted and will be considered during detailed design.

### 2.4. Mayoral Drive access (walking and cycling connections)

- Pedestrian-car movement conflicts
  - location of accessible ramp clashes with vehicle crossings for at-grade car parking on corner Mayoral Dr/Cook St and for Ramada Hotel
  - vehicles reversing out of Ramada Hotel may not see pedestrians walking south due to proposed tree position
  - accommodate vehicle turning and reversing movements near parking lot/Ramada Hotel
  - address conflict between users at driveway at top of stairs

- Pedestrian-cyclist conflicts
  - connection too Mayoral Dr too narrow, creates pinch point; proposal says widened but doesn’t look wide enough; widen further and put bollards
  - people on bikes race down Vincent St, up onto pavement and through gap onto Federal St; risk of hitting pedestrians

Pedestrians have the right of way where driveways cross footpaths. The current design will also widen the area for pedestrians, and the removal of parking will provide greater visibility for cars in the area, so drivers are more aware of pedestrians nearby. The removal of parking will decrease the number of cars in the street, which will create a safer environment for pedestrians and people on bikes.

We will investigate turning options during detailed design.

The connection to Mayoral Drive will be approximately 3 metres wider than is it currently, which will provide sufficient space for all users. Pedestrians and people on
### Design suggestions in feedback

<table>
<thead>
<tr>
<th>Design suggestion in feedback</th>
<th>AT response</th>
</tr>
</thead>
<tbody>
<tr>
<td>- highlight connection to Mayoral Drive shared path on paving</td>
<td>bikes will be directed to use different areas of this connection to avoid conflict.</td>
</tr>
<tr>
<td>- Improve connection for bikes coming from Vincent St and Cook St</td>
<td>We will define footpath space on Mayoral Drive through paint markings to indicate a shared path.</td>
</tr>
<tr>
<td>- footpath on Mayoral Dr too narrow for cyclists (and road is too dangerous due to buses)</td>
<td>This project improves cycling connectivity up to the intersection of Mayoral Drive and Cook Street. Areas beyond this are outside of this project, but we will raise this feedback with AT’s Walking and Cycling team to consider as part of wider central Auckland developments.</td>
</tr>
<tr>
<td>- Install European-style dual ramp next to stairs to allow pushchairs etc to use as well as cyclists</td>
<td>The current design provides a flush access way off Mayoral Drive, that will offer easy access for people with pushchairs and/or wheelchairs.</td>
</tr>
</tbody>
</table>

#### 2.5. Other

- Build a walking and cycling bridge from Federal St to Aotea Square
- Signpost points of interest for pedestrian and people on bikes, e.g. universities, Albert Park, Te Ara I Whiti – Lightpath, Beach Rd cycleway
- Ensure holistically accessible design
  - cater to people with vision, hearing, cognitive and mobility impairments
  - obtain independent accessibility review of design
- Ensure well-connected to other cycleways

A bridge to Aotea Square is outside of the scope of project. This project aims to brings people to street level and activates the ground level of Federal Street, reducing perceptions of Mayoral Drive as an arterial route. However, we will pass this suggestion on to the Aotea Precinct Team for consideration.

Wayfinding opportunities will be identified during detailed design.

This project has undergone a universal access audit, and has will be reviewed by a disability advocacy group to ensure accessibility during detailed design.

This project will allow people on bikes to connect with the rest of the City Centre Cycle Network, via Vincent and Hopetown Streets, and the proposed Victoria Street Cycleway.

### 3. Streetscape design

#### 3.1. Trees and plantings

- Use trees to calm traffic *(see suggestions in Traffic Calming section above)*
- Plant more trees
  - overall, need more than stage 1
  - developers don’t (and aren’t required to) provide greenery so need as much as possible in public spaces

The current design includes various vertical elements designed to slow speeds of both cars and people on bikes, but we will investigate further options top increase user safety during detailed design.

The current design aims to make area more attractive, and greener, and includes at 10 new trees and new planting. We will incorporate more where possible.
## Design suggestions in feedback

- at end of street; make it into a mini-forest
- to tie in with leafy green space at back of St Matthew-in-the-City
- to provide shade, shelter and to reduce heat radiation and heat sink

### Tree types
- use deciduous trees, don’t use nikau palms
- use mature trees, ensure variety of colours throughout seasons
- ensure plantings on bank at Mayoral Dr end allow natural light through to plaza

### Plant grass
- Use artificial swales (infiltration basins) to manage water runoff, filter pollutants and increase rainwater filtration
- Replant rosemary bush at end of street (great for cooking)
- Remove trees and garden outside St Matthew-in-the-City carpark; people sleep there
- Tidy up gardens around St Matthew-in-the-City and Auckland City Mission

### AT response

however it is also important to consider visibility for both road users and businesses.

Tree types used in the final design will be determined following conversations with mana whenua. We will use native species, as per AC’s tree planting strategy for central Auckland, but are unlikely to be nikau palms.

This project does not include any grass lawns, but the planting on the bank near Mayoral Drive will be low level to ensure visibility and allow light through the area.

Rain gardens are currently proposed as part this project’s rainwater and drainage strategy.

Comments about the existing rosemary have been noted. We will look for opportunities to include rosemary as part of the final design.

St Matthews and the City Mission are private property, and outside of the scope of this project.

<table>
<thead>
<tr>
<th>3.2. Seating</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Seating types</td>
<td></td>
</tr>
<tr>
<td>- needs to be sturdy; robust</td>
<td></td>
</tr>
<tr>
<td>- don’t use seats like those on Fort St and Elliot St, which are damaged by vehicles driving and backing into them</td>
<td></td>
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<tr>
<td>- use wood to make more natural and pleasant environment</td>
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<tr>
<td>- prevent rough sleeping e.g. using partitions</td>
<td></td>
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<tr>
<td>- prevent extended sitting</td>
<td></td>
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<tr>
<td>Install more benches</td>
<td></td>
</tr>
<tr>
<td>Install seating where it won’t easily be driven or backed into by vehicles, to avoid damage to the seating</td>
<td></td>
</tr>
<tr>
<td>Install combined tables and seats</td>
<td></td>
</tr>
<tr>
<td>- so people can eat in the sun</td>
<td></td>
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<tr>
<td>- to use a laptop</td>
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<tr>
<td>Don’t install seating directly outside residential buildings, especially where apartments have windows facing the street</td>
<td></td>
</tr>
<tr>
<td>Seating will encourage hanging out after dark</td>
<td></td>
</tr>
<tr>
<td>Seating needs maintenance and cleaning; lots of pigeons</td>
<td></td>
</tr>
</tbody>
</table>

Seating design, materials and location will be reviewed during detailed design.

April 2018 – Federal Street Upgrade Stage 2 feedback report
### 3.3. Lighting
- **Lighting types**
  - lighting should provide safety without increasing ambient lighting inside nearby apartments; should shine towards seating near St Matthew-in-the-City
  - use AS/NZS 1158 and AT Design Manual; one luminaire per column should be sufficient
  - allow normal night time cycle of darkness for birds and trees
  - lighting shouldn’t be too harsh, should be atmospheric; should still be able to see stained glass windows at St Matthew-in-the-city when they are lit at night
- **Lighting will affect residents**
- **Consider lighting historic building facades**

### 3.4. Other
- **Overall design**
  - allow for cafes to put chairs and tables further into street and be able to serve alcohol there
  - create ‘square’ feel at end overlooking Mayoral Dr
  - use softer edges
  - use more colour
  - incorporate heritage features of St Matthew-in-the-city and the apartment building opposite
  - design should visually connect to next part of Federal St (stage 1)
  - paving design should visually connect with St-Matthew-in-the-City (differentiated from rest of project – like proposed)
- **Provide drinking fountains**
- **Install bike racks**
  - the more the better
  - should be in well-lit spaces
  - high quality
  - could have sculptural aesthetic
- **Provide bike repair stations**
- **Install interpretation panel giving history of church and Federal St**
- **Install water fountain or feature, e.g. a trickle wall**
- **Install robust rubbish bins that are less easily damaged than the existing ones**

**AT response**
- Lighting design, materials and location will be reviewed during detailed design. Lighting will be used to enhance character of space, and will be designed to street lighting standards, to ensure the area is sufficiently lit, but lighting does not impede residences in the area. Historic facades on buildings in the area are private property, and outside of the scope of this project.

- One purpose of shared spaces is to allow activation of the street space. The final design will allow for cafes to activate the street space outside their businesses, as they chose, which could include creating outdoor dining areas.

  - These comments have been noted, and will be considered as part of the detailed design process.

  - A drinking fountain will be included in the final design, if feasible within space and budget restraints.

  - Bike racks will be included as part of the final design, and locations and materials for these will be determined during detailed design.

  - Bike repair stations will be considered during detailed design.

  - Opportunities for historical info have been identified and will be developed during detailed design.

  - A water feature and playground is outside of the scope of this project, and unfeasible in this area due to the safety issues these create.

  - Design of rubbish bins will be determined during detailed design.

April 2018 – Federal Street Upgrade Stage 2 feedback report
### Design suggestion in feedback

<table>
<thead>
<tr>
<th>Design suggestion in feedback</th>
<th>AT response</th>
</tr>
</thead>
</table>
| • Provide community facilities  
  - install playground/children’s play area  
• Install bollards so can close down street for festivals  
• Seating and greenery will require maintenance; risk if council budgets cut | Design, materials and location of rubbish bollards and other street furniture will be determined during detailed design.  
These comments have been noted. |

### Security and social issues

4.1. Loitering and drinking

- Area unpleasant due to people loitering and drinking  
  - people sit and drink on steps behind St Matthew-in-the-City at night  
  - the church recently removed seating to prevent loitering  
- Proposed improvements will entice people from Auckland City Mission  
  - concerns may encourage drug and alcohol use  
  - will create noise at night and disturb residents  
- Need to improve security  
  - rough sleepers make area intimidating  
  - improvements may mean more people use area, making it more welcoming  
  - removal of car parks may reduce number of people coming and going, reducing passive surveillance  
  - people harass and/or attack passers-by in this area  
  - could have police or community watchers regulating people’s behaviour  
  - install surveillance cameras and warning signs to deter indecent behaviour  
  - design should discourage vagrancy and improve pedestrian safety  
- Need to clean the area up  
  - people currently urinate and defecate in St Matthew-in-the-City carpark  
  - someone regularly urinates outside 198 Federal St; needs to be prevented  
  - affects reputation of city; many tourists in the area  
  - gardens around St Matthew-in-the-City are dirty; sort out the litter  
  - rough sleepers may leave rubbish behind  
- Make project area smoke-free (ban smoking)  
- Maintain existing alcohol ban, except for special events  
  - enforce alcohol ban, including for people sitting in cars  

This project is to increase pedestrian use of the street, and open up and beautify the area with lighting, planting and increased visibility, which reduces antisocial behaviour. We are working with the City Mission, St Matthew-in-the-City and AC homelessness reference groups to inform the final design, and hope to create a change in the general character of the street, to discourage antisocial behaviour.  
Smoking and liquor bans are not part of this project, but it is AC and AT policy to consider these following construction.
## Design suggestion in feedback

### 5. Intersections and nearby areas

<table>
<thead>
<tr>
<th>Item 8</th>
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</thead>
<tbody>
<tr>
<td><strong>Wellesley Street intersection with Federal St</strong></td>
</tr>
</tbody>
</table>
| - Reduce wait time for pedestrians; improve pedestrian priority  
  - especially outside peak traffic flow times  
  - pedestrians often cross on red because the wait time is too long  
- Improve priority for people on bikes  
  - provide signalised crossings in both directions that don’t require dismounting  
  - allow straight ahead and right turn movements for people on bikes  
- Intersection dangerous/confusing  
  - not clear for vehicles if right turn or straight ahead movements permitted  
  - pedestrians cross at all angles  
  - vehicles allowed to turn left only out of Federal St but this is ignored by most cars; lots of taxis  
  - cars turn right out of Federal St onto Wellesley St into path of pedestrians crossing Wellesley with signal  
  - too much traffic turning right into Federal St  
  - add a second pedestrian crossing on other (west) side of Federal St; fewer cars will be turning out of Federal St once upgrade complete  |
| - Integrate the Federal St paving with the tactile pavers at this intersection |
| AT response |
| The Federal Street/Wellesley Street intersection is currently outside of the scope of this project, but we recognise that this is an issue. These comments have been passed on the Wellesley Street Bus Improvement Project team for consideration. As this upgrade will create higher pedestrian volumes, we will reassess the current signal phasing to determine if it is still appropriate.  
Details of paving will be determined during detailed design. |

| **Wellesley Street bus stop and footpath** |
| - Wellesley Street bus stop on the corner of Federal Street (east side) is very busy; 50-80 pedestrians at peak times; difficult to get past  
  - widen footpath to accommodate pedestrians and bus users on corner  
  - install seating and shelter at bus stop |
| AT response |
| Wellesley Street is outside of the scope of this project, but these comments have been passed on the Wellesley Street Bus Improvement Project team for consideration. |

| **Mayoral Drive/Cook Street/Vincent Street intersection** |
| - Reduce wait time for pedestrians  
  - signal sits on red for pedestrians for long periods with no traffic  
- Install a (diagonal) crossing from the corner of Mayoral Drive and Vincent St directly toward Federal St |
| AT response |
| Mayoral Drive, Cook Street and Vincent Street are outside of the scope of this project. |

| **Other areas** |
| - Laneway lightwork opportunity (from Federal St through to Hobson St) a good idea |
| AT response |
| Thank you, this comment has been noted.  
Stage 1 (Wellesley to Victoria St) is not part of this project. |
<table>
<thead>
<tr>
<th>Design suggestion in feedback</th>
<th>AT response</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Make stage 1 of project (Wellesley to Victoria St) car free</td>
<td>When complete, this project will form part of Auckland city centre’s ‘laneway circuit’, and will create a pedestrian-friendly shared space, where people can work and play. Consultation and construction of the Federal Street Upgrade will take place in stages, between 2018 and 2022:</td>
</tr>
<tr>
<td>• Extend design</td>
<td><strong>Stage 1</strong> – Wellesley Street to Victoria Street - <strong>Complete</strong></td>
</tr>
<tr>
<td>- along whole of Federal St</td>
<td><strong>Stage 2</strong> – Mayoral Drive to Wellesley Street - <strong>Currently under consultation</strong></td>
</tr>
<tr>
<td>- throughout city</td>
<td><strong>Stage 3</strong> – Victoria Street to Wynham Street - <strong>Investigation into design to begin 2018</strong></td>
</tr>
<tr>
<td>• Make High Street a shared space</td>
<td><strong>Stage 4</strong> – Swanson Street to Fanshawe Street – <strong>Timing to be determined</strong></td>
</tr>
</tbody>
</table>

These comment has been noted.

### 6. Other comments

6.1. Consultation and information

- Plans/renderings/design unclear
  - section lines shown but not consulted on
  - not clear where renderings are located, not marked on plans; should show compared to existing street view
  - not enough information provided about the design and the issues it aims to address
  - renderings use too much grey, makes difficult to understand design

- Should collect data on existing levels of pedestrians and people on bikes using Federal St, and on number of residents
  - presumptuous to upgrade on their behalf

- Obtain clear feedback from residents before reaching final decision

Thank you for this feedback – this has been noted, and will considered for future consultations.

We will look into getting cyclist and pedestrian numbers to inform the detailed design phase of this project.

This project aims to create an inclusive space where everyone is welcome, which acts as an extension of the living spaces available to nearby apartment buildings and businesses. When all stages of this project are complete, the upgraded Federal Street will provide access to both upper and lower parts of the central city, opening up the city centre to residents. This will also provide good connectivity for commuters coming from western and
### 6.2. Construction and disruption

- Design decisions need to take nature of Federal St into account
  - heritage area (St Matthew-in-the-City, Hampton Court), so buildings are sensitive to noise and other changes
  - much more residential than other parts of Federal St; design should acknowledge the space is 'home' for many people, not just for pedestrians and people on bikes who pass through
  - pointless to upgrade because limited number of retail and hospitality business that would benefit from increased pedestrian and cyclist commerce
- Major disruption over past 18 months, businesses haven’t been notified and street has been closed most weekends, business has lost many clients, especially on Saturdays, as a result
- Minimise disruption during construction; especially noise
  - put development plan in place before construction begins, work with Auckland Design Office
  - no work outside of 8.30am to 5pm on weekdays; no night works
  - use noise screens
  - contain dust
  - ensure cars still have access to Federal St during works
  - Hampton Court residents have single glazing only; windows are heritage-listed so no option to double-glaze; only climate control option is to open windows
- Prevent buses idling on Wellesley St
  - designation of Wellesley St as major bus route has hugely increased noise and vibration for Hampton Court residents
  - buses often idle in excess of 30 minutes
  - put up signage and have bus companies educate drivers

<table>
<thead>
<tr>
<th>Design suggestion in feedback</th>
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</tr>
</thead>
<tbody>
<tr>
<td>inner city suburbs, by providing access to public transport routes on Mayoral Drive and Wellesley Street. Federal Street residents were a key audience for consultation on this project. We sought their feedback through letter drops, social media, drop-in sessions, geotargeted advertising and liaison with representative groups like the City Centre Residents’ Group.</td>
<td>Construction methods and timelines will be determined once the final design has been developed. It is important that we consider the needs of both businesses and residents during construction, as well as resource consent requirements, but we will aim to minimise disruption as much as possible. We will continue to communicate with residents and businesses prior to and during construction. Wellesley St is outside of the scope of this project, but these comments will be passed on to AT Metro for consideration.</td>
</tr>
</tbody>
</table>
### Design suggestion in feedback

<table>
<thead>
<tr>
<th>6.3. Development</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Upgrade good if it includes retail development such as cafes and restaurants (similar to stage 1)</td>
</tr>
<tr>
<td>• First facilitate development of high quality residential buildings, then carry out upgrade</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>AT response</th>
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</thead>
<tbody>
<tr>
<td>One purpose of shared spaces is to allow activation of the street space, and supporting local businesses a key aim of this project. The final design will allow for businesses to activate the street space outside their businesses, as they chose, which could include creating outdoor dining areas. Timing of private developments is determined by each individual developer, separate to any AT and/or AC projects. As this upgrade aims to make the area more attractive, we expect that more residential developments nearby will be likely.</td>
</tr>
</tbody>
</table>
Attachment 2: Feedback form

Feedback form

Please complete this freeform form and return it to us by Sunday 10th December 2017. Alternatively, you can provide feedback online at AT.govt.nz/haveyoursay.

If you have difficulty completing the form, you can call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location on the route, please be sure to state where.

You are welcome to attach additional pages (or provide feedback online) if you need more space to provide feedback.

What do you think about the proposal?

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Te take mō te pūrongo / Purpose of the report
1. To endorse the Auckland City Centre Advisory Board forward work programme.

Whakarāpopototanga matua / Executive summary
2. The Auckland City Centre Advisory Board meets monthly from February through November. To utilise these meetings fully and to enable the board to advise on council projects, staff propose that a high-level planning document is endorsed by the board (see Attachment A).
3. The forward work programme will be updated each month to reflect the upcoming items that will be reported to the board for feedback or endorsement, including city centre targeted rate-funded projects.
4. A copy of the city centre targeted rate programme of works (known as TR7) has been included as Attachment B for the board’s information.

Ngā tūtohunga / Recommendation
That the Auckland City Centre Advisory Board:

a) endorse the Auckland City Centre Advisory Board 2018 forward work programme, as per Attachment A of the agenda report.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A1</td>
<td>Auckland City Centre Advisory Board forward work programme - May 2018</td>
<td>123</td>
</tr>
<tr>
<td>B1</td>
<td>City Centre Targeted Rate Programme of Works (TR7)</td>
<td>125</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Emma Taylor – Development Programmes Senior Lead</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
## AUCKLAND CITY CENTRE ADVISORY BOARD FORWARD WORK PROGRAMME 2018

<table>
<thead>
<tr>
<th>Area of work</th>
<th>Description of work</th>
<th>Board’s role</th>
<th>Expected timeframes for advice</th>
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<tr>
<td><strong>IN PROGRESS / UPCOMING AGENDA ITEMS</strong></td>
<td></td>
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</table>
| Long-term Plan 2018-2028 and Auckland Plan Refresh | The Long-term Plan sets out the priorities and funding for council activities that are planned over a 10-year period. It includes financial and non-financial information for the council and council-controlled organisations. The Auckland Plan acts as the common platform for getting agreement on and working towards Auckland’s long-term future. Legislatively required, it must set a 20-30 year strategic direction for Auckland’s growth and development, integrating social, economic, environmental and cultural objectives. The plan provides the ability to coordinate and align land use and infrastructure planning and provision to match the rapid growth in Auckland. | • To advise on the needs and priorities of city centre stakeholders.  
• To nominate a representative to present at governing body workshops on the Long-term Plan 2018-2028 and Auckland Plan Refresh. | Advocacy – March 2018  
Final governing body decision – June 2018 |
| City Centre Targeted Rate Portfolio | The city centre targeted rate portfolio of works is endorsed by Auckland City Centre Advisory Board. It is funded by the city centre targeted rate. The current version of the work programme is known as TR7. TR8 will be workshoped with the board in mid-2018. | • To provide feedback and endorse the city centre targeted rate portfolio of work (TR8), for recommendation to the Finance and Performance Committee. | July – August 2018 |
| City Centre Targeted Rate investment criteria review | The city centre targeted rate investment criteria need to be updated to reflect the defined purpose of the targeted rate and current council strategies, policies and plans. | • To endorse the timeline of the review, and provide feedback on and endorse the updated investment criteria. | May – July 2018 |
| America’s Cup 2021 | Planning and development of areas to host America’s Cup 36 (AC36). | • To be informed around plans for the America’s Cup 2021, including their potential impact on the city centre programme of works. | Throughout 2018 |
| City Centre Public Art Plan | The City Centre Public Art Plan aims to provide the vision and rationale for investment in public art in the city centre through to 2025. It takes into account all other relevant existing strategies and plans for the city centre area including the public art work floor scheme bonus. | • To endorse the draft City Centre Public Art Plan. | May 2018 |
| Midtown programme of works (including transport) | The Midtown programme of works is a coordinated programme to deliver the interdependent projects taking place in the area roughly between Victoria Park, Albert Park, Mayoral Drive and Wyndham Street. | • To provide input and feedback on the Midtown programme of works. | Throughout 2018 |
| Downtown programme of works (including transport) | The Downtown programme of works is a coordinated programme to deliver the interdependent projects taking place in the area including Britomart, the Viaduct, and Commercial Bay. | • To provide input and feedback on the Downtown programme of works. | Throughout 2018 |
| Karangahape Road precinct programme of works (including transport) | The Karangahape Road precinct programme of works is a coordinated programme to deliver the interdependent projects taking place in the area. | • To provide input and feedback on the Karangahape Road precinct programme of works. | Throughout 2018 |
### Attachment A

#### Item 9

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
<th>Action</th>
<th>Timeframe</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Learning quarter programme of works</strong></td>
<td>Including works in Albert Park and streetscape upgrades in the areas around city centre university campuses.</td>
<td>To provide input and feedback on the learning quarter programme of works.</td>
<td>Throughout 2018</td>
</tr>
<tr>
<td><strong>Homelessness</strong></td>
<td>The council is developing its position and role on affordable housing including homelessness, and will engage with the board on the development and implementation plan.</td>
<td>To provide city centre community input on the council’s homelessness programmes.</td>
<td>Mid-2018</td>
</tr>
<tr>
<td><strong>Public amenities</strong></td>
<td>Including toilets, showers, lockers, and drinking fountains.</td>
<td>To advocate for city centre public amenities.</td>
<td>Mid-2018</td>
</tr>
<tr>
<td><strong>Activate Auckland Programme (including Tactical Urbanisation)</strong></td>
<td>This programme enables a people-led place activation process which aims to transform visitor, resident and business experiences in the city centre. This is achieved by providing temporary, low-cost built form interventions to trial projects in the public realm, while providing support to people and the economy during this period of significant development. The Activate Auckland programme complements the council’s existing strategic delivery initiatives and maximises collaborations on existing and new projects.</td>
<td>To provide feedback on the Activate Auckland Programme, as part of the city centre targeted rate programme of works.</td>
<td>November 2018</td>
</tr>
<tr>
<td><strong>Development Response Strategy</strong></td>
<td>City Rail Link Limited and the Auckland Design Office have conducted a pilot using the development response strategy and action plan (2017).</td>
<td>The results of this pilot will be shared with the advisory board for input and feedback.</td>
<td>May 2018</td>
</tr>
</tbody>
</table>
## Auckland City Centre Advisory Board

**23 May 2018**

### Auckland City Centre Advisory Board Forward Work Programme - May 2018

**Attachment B**

**Item 9**

### City Centre Targeted Rate Programme of Works

<table>
<thead>
<tr>
<th>Item</th>
<th>Projects</th>
<th>Targeted Rate Funding</th>
</tr>
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<tbody>
<tr>
<td>1</td>
<td>Auckland</td>
<td>1,325,000</td>
</tr>
<tr>
<td>2</td>
<td>Downtown Public Spaces</td>
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<td>3</td>
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<td>Queen Street Redevelopment</td>
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<td>12</td>
<td>High St Streetscapes</td>
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<tr>
<td>13</td>
<td>Freyberg Place</td>
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<tr>
<td>14</td>
<td>Myers Park Underpass (Stage 2b)</td>
<td>500,000</td>
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<td>25</td>
<td>Exchange Lane</td>
<td>500,000</td>
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<tr>
<td>26</td>
<td>Poynton Terrace</td>
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<td>Cross Street</td>
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<tr>
<td>28</td>
<td>Benefield Square</td>
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<tr>
<td>Item</td>
<td>Projects</td>
<td>Project Total (all funding sources) 2015-25</td>
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<tr>
<td>1</td>
<td>Learning Quarter</td>
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<tr>
<td>2</td>
<td>Quay Park (Framework Plan)</td>
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<tr>
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<td>MIFs Lane</td>
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<td>Exchange Lane</td>
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<td>5</td>
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<td>6</td>
<td>Benediction Square</td>
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<td></td>
<td>Targeted Rate Proposed (Construction) Sub Total</td>
<td>30,900,000</td>
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<tr>
<td>7</td>
<td>URP Programme (TU)</td>
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<tr>
<td>8</td>
<td>URP Programme (Activation)</td>
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<td>10</td>
<td>Destination Marketing (HotC)</td>
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<td>Destination Marketing (X Road)</td>
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<td>12</td>
<td>Smart-City (Pedestrian Monitoring)</td>
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<td>13</td>
<td>X Road Plan Refresh</td>
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<td>15</td>
<td>Harbour Water Monitoring</td>
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<tr>
<td>16</td>
<td>Way Finding Signage and public art</td>
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<td>17</td>
<td>Communications</td>
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<td>18</td>
<td>Homelessness</td>
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<td>20</td>
<td>City Feature Lighting (stage 2)</td>
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<td>Beach Road rehabilitation work</td>
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<td>Cycle Share</td>
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<td>Targeted Rate Proposed (Initiatives) Sub Total</td>
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<td>Targeted Rate Proposed (CapEx) Sub Total</td>
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<td>Closing CCTR balance (surplus positive, deficit negative)</td>
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