Auckland City Centre Advisory Board

OPEN MINUTE ITEM ATTACHMENTS

ITEM    TABLE OF CONTENTS                                      PAGE
---  ----------------------------------  ------------
6     Auckland City Centre Public Art Plan
       A. 23 May 2018 Auckland City Centre Advisory Board - Item 6 - Auckland City Centre Public Art Plan - presentation 3

5     Downtown Infrastructure Development Programme - Streetscape Workstream
       A. 23 May 2018 Auckland City Centre Advisory Board - Item 5 - Downtown Infrastructure Development Programme - Streetscape Workstream - presentation 13

Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Auckland City Centre Public Art Plan

Auckland City Centre Advisory Board

23 May 2018
Auckland City Centre Public Art Plan

**Purpose:**

Guide strategic investment of City Centre Targeted Rate funds ($3m) into public art aligned with the City Centre Masterplan and Public Art Policy.

**What we seek to achieve:**

An investment model that will create transformative value for Auckland.

**Approach:**

“less is more ... doing a few things well”
What the plan includes

- 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
- Short to medium term investment priorities
- Longer term opportunities
- Criteria for assessing new opportunities
Framing question

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

A living, social city centre
future-focused / a historical cultural landscape

- Deliver high profile signature works of public art
- Reinforce or activate a specific aspect of a specific precinct’s character
- Activate relationships and connections
Curatorial framework

• A geospatial logic
• A conceptual framework – based around the idea of relationships and connections
• The historic and future cultural landscape
• Te Ao Māori
Short to mid-term priorities 2018-2024

- The City Rail Link
- Victoria Linear Park
- Federal Street South
- Ferry Basin
- Wynyard Quarter
- Lower Queen Street
- Myers Park
Mid to long-term opportunities 2024-2028 +

- Nelson and Upper Hobson Streets and slopes to the west
- 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
- Queen Street / Aotea Square
Investment and care

- The targeted rate is, and can be in the future, supplemented by allocated funds from the regional public art and project development budgets/contributions to ensure exceptional outcomes in the city centre.

- Resulting works will become part of council’s public art asset collection for future management, care and maintenance.
Downtown Programme
Streetscapes workstream
May 2018 update

Attachment A
Item 5
Purpose

• To update the Auckland City Centre Advisory Board on progress on the downtown programme
• To seek feedback and advice from the board on the design outcomes being progressed as part of the streetscape workstream of this programme.
Downtown Programme – 10 Year Plan
Getting the city ready...
2021 - What we’ll be delivering

- Quay St seawall upgrade
- Ferry Basin Reconfiguration (Phase 1)
- C&W Mooring Dolphin
- Downtown Public Space
- Quay Street West
- Downtown Bus interchanges
- Britomart Streetscapes

- Cruise infrastructure to support ongoing economic growth
- Phase 1 of Ferry Terminal redevelopment – operational improvements and enabling
- People friendly Quay St, helping to reconnect the city to the waterfront
- Will involve the permanent change of road corridor from four lanes to two.
- Seismic resilience – protecting our assets
- New people focused public open space on the water
- Improving access to the city centre through enhanced bus services
Key Initiatives

- **Development Response** – Development Response team have been on-boarded into the programme, with dedicated roles in place.

- **Māori Outcomes** – Māori outcomes framework developed with the Mana Whenua Kaitiaki Forum. Specific opportunities identified for the downtown programme.

- **Design Collective** – All urban design teams involved in the downtown precinct are required to collaborate with each other to ensure there is a consistent approach to the whole area.
Funding

- circa $390m investment over the next 10 years within the downtown precinct by Auckland Council and Auckland Transport.
- City centre targeted rate is contributing $62.9m over 10 years, as per TRv6&7:
  - Quay Street - $22.5m
  - Britomart Streetscapes - $15.4m (phased over next six years)
  - Queens Wharf Redevelopment - $9m (4-10 year timeframe)
  - Lower Queen Street - $10m
  - Hobson Flyover - $6m (4-10 year timeframe)
- Next three years – circa $275m investment in downtown
  - City centre targeted rate contributes approximately $40m over this period (Quay Street, Galway/Tyler Street in Britomart, Lower Queen Street)
Attachment A

Item 5

Streetscapes Workstream:

• Andrew Guthrie
• Peter Everett
Downtown Streetscapes - Overview
Quay Street – Hobson Street to Commerce Street
Objectives

- Improve connection from Auckland Downtown to waterfront
- Improving pedestrian access and priority
- Bus priority from Hobson to Albert Street
- Improve the local public realm
- Incorporate integrated cycle path on northern side
- Reduction to one general traffic lane in each direction east of Albert Street
Quay Street 2 lanes

Design Summary:
- The southern 2-lane section is 30m in total including 4.5m of kerbs and 2.5m bus lane.
- Pedestrian areas include seating, planting and light fixtures.
- Bicycle facilities include bicycle parking, open space and islands.
- Traffic control is provided by speed control devices and temporary lane markers.
- The carriageway is dual carriageway forming a lane for each direction.
- The carriageway is separated by green barriers.

**** The End
Britomart East Bus Interchange – Commerce Street to Britomart Place
Objectives

- 18 bus-bays to service southern and eastern bus routes
- Clear and easily legible bus stop arrangement for new users and visitors
- Improve the local public realm
- Maintain access for businesses in the Britomart precinct
- Connecting future waterfront spaces
- Incorporate cycle path on northern side
- Reduction to one general traffic lane in each direction
Item 5

Attachment A

Proposed Future Improvements
**Downtown Public Space - Overview**

- Sale of QEII Square to Precinct Properties
- Deliver a new public realm in the ferry basin
- Iconic city centre waterfront destination for people
- Integrated and staged with pier relocation
Early concept design
Galway Street (mid-portion)

- Mid-portion of Galway Street, tie into new hotel build
- Eastern end already complete, western end complete by City Rail Link Limited by July 2020
- Budget approximately $2.1M
Concept
Questions?