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

**Date:** Wednesday, 26 September 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**

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**MEMBERSHIP**

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<th>Chairperson</th>
<th>Ms Viv Beck</th>
<th>Business Improvement District</th>
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<td>Deputy Chair</td>
<td>Mr Andrew Gaukroder</td>
<td>Corporate sector</td>
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<td>Members</td>
<td>Ms Noelene Buckland</td>
<td>City Centre Residents Group</td>
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<td></td>
<td>Member Shale Chambers</td>
<td>Waiarnatā Local Board, Auckland Council</td>
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<td></td>
<td>Mr Greg Cohen</td>
<td>Tourism/Travel</td>
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<td>Mr Ben Corban</td>
<td>Arts and Cultural Sector</td>
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<td>Mr Terry Cornelius, JP</td>
<td>Retail sector</td>
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<td></td>
<td>Mr George Crawford</td>
<td>Auckland Council (Mayor’s alternate)</td>
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<td>Cr Chris Darby</td>
<td>Auckland Council</td>
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<td>Mayor Hon Phil Goff, CNZM, JP</td>
<td>Ngāti Whātau Örākei</td>
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<td>Mr Dane Grey/ Mr Ngarimu Blair</td>
<td>Corporate sector</td>
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<td>Mr Mark Kingsford</td>
<td>Ngāti Whātau Örākei</td>
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<td>Cr Mike Lee</td>
<td>Liaison councillor, Auckland Council</td>
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<td>Ms Amy Malcolm</td>
<td>Tertiary Education (University of Auckland &amp; Auckland University of Technology)</td>
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<td></td>
<td>Mr James Mooney</td>
<td>Urban design/institute of architects</td>
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<td></td>
<td>Mr Nigel Murphy</td>
<td>Tertiary Education (University of Auckland &amp; Auckland University of Technology)</td>
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<td>Mr Adam Parkinson</td>
<td>City Centre Residents Group</td>
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<td>Mr Patrick Reynolds</td>
<td>Transport representative</td>
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<td>Mr Michael Richardson</td>
<td>Business Improvement District</td>
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(Quorum 10 members)

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**Tam White, Senior Governance Advisor**  
21 September 2018  
Contact Telephone: 09 8908156  
Email tam.white@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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1 **Apologies**

Apologies have been received from Members Patrick Reynolds and Amy Malcolm.

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, 22 August 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.”
Update on the process for reviewing the city centre targeted rate TR7 portfolio

File No.: CP2018/17769

Te take mō te pūrongo / Purpose of the report
1. To receive an update on the city centre targeted rate portfolio (known as TR7) and the process for the TR7 portfolio review.

Whakarāpopototanga matua / Executive summary
2. 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 Auckland City Centre Advisory Board was formed to advise the council on expenditure and revenue raised by the targeted rate.
3. The city centre targeted rate budget has been fully allocated under the current portfolio of works (TR7) until 2025.
4. A number of TR7 projects have not yet started and most of the budget for these projects is forecast to be spent in the next long-term plan period (2021-2024).
5. Auckland Council’s Investment Delivery Framework and the Auckland City Centre Advisory Board’s assessment criteria will be used to assess projects in the existing city centre portfolio if they have not yet started. The first step in this process is to undertake strategic assessments. A list of projects prioritised for strategic assessment will be presented to the board for feedback in November 2018. The strategic assessments to begin thereafter.
6. The process will result in recommendations as to whether projects that have not yet started should remain in the portfolio or whether their budgets should be reallocated towards other city centre projects or initiatives. Funding reallocations will also be subject to the board’s endorsement and Finance and Performance Committee approval.

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

a) receive the update on the city centre targeted rate portfolio (TR7) and the process for the TR7 portfolio review.

Horopaki / Context
7. On 29 November 2017, the Auckland City Centre Advisory Board received a report on the city centre targeted rate-funded portfolio of works (TR7) 2015-2025, and resolved as follows:

Resolution number CEN/2017/81

MOVED by Deputy Chairperson A Gaukrodger, seconded by Mr S Chambers:

That the Auckland City Centre Advisory Board:

a) received the current City Centre Targeted Rate funded programme of works 2015-2025 and look forward to in principle discussions in concert with the LTP.

b) endorsed the updated City Centre Targeted Rate funded programme of works for 2017/2018.
8. The TR7 portfolio fully allocates the city centre targeted rate funding until 2025. The Long-term Plan 2018-2028 was approved by the Governing Body in June 2018, which included the adoption of the city centre targeted rate (resolution GB/2018/1).

9. Since the April 2018, staff have worked alongside members of the Auckland City Advisory Board to update the city centre targeted rate assessment criteria to assist the board with their advice on city centre targeted rate investment. The updated assessment criteria were endorsed by the board at its 22 August 2018 meeting (resolution CEN/2018/48).

10. The updated assessment criteria will be submitted to the Finance and Performance Committee for approval. Subject to approval, the updated assessment criteria will be used by the council when proposing or assessing a portfolio of works for city centre targeted rate spend.

11. A summary of city centre targeted rate spend from 2010 to 2018 is included in Attachment A.

Tātaritanga me ngā tohutohu / Analysis and advice

Planning context

12. The city centre is currently experiencing a period of increased investment, public and private construction is moving at pace and scale, making the city centre a complex and changing environment to build, work, visit and live in.

13. Auckland Council’s 10-year budget (Long-term Plan) allocates over $1 billion of capital investment to the city centre between 2018-2028 in addition to private commercial and residential investment, university campus development, City Rail Link and Light Rail projects. The city centre targeted rate makes up 17 per cent of the total capital investment to the city centre between 2018-2028 as represented in the chart below:

Capital investment planned for the city centre 2018-2028

![Chart showing capital investment percentages]

CCTR – city centre targeted rate
LTP – Long-term Plan
RLTP - Regional Land Transport Plan

14. The council group is developing a construction schedule for city centre projects, which includes identifying the impacts and opportunities of construction and the response to construction in the city centre over the next ten years.

15. The construction schedule will be presented to the board in October 2018, following Planning Committee and Waitematā Local Board workshops in late 2018.

16. The review of the targeted rate portfolio of works will consider the delivery schedule of the city centre work programmes to ensure that the city centre continues to operate effectively during heavy construction times.
Review process

17. The following process is proposed for the review and update of the targeted rate portfolio of works.

18. Within the city centre targeted rate portfolio (TR7), there are projects that have started and projects that have not yet started. The project status for the current portfolio (TR7) is summarised in Attachment B.

19. For projects that have commenced or are in delivery - staff will update the project forecast or cost estimates. It is noted that some of the project budgets were established a number of years ago and there have been significant cost escalations. These projects will remain in the portfolio as part of the review process.

20. The Auckland City Centre Advisory Board’s endorsed project assessment criteria, once approved by the Finance and Performance Committee, will be applied by staff as part of the strategic assessment.

21. For projects that have not started - staff will undertake a prioritisation based on their contribution to the Auckland Plan outcomes, the Auckland City Centre Advisory Board’s project assessment criteria and achievability within the construction context of the city centre over the next ten years. The prioritised list of projects will be presented to the board for feedback in November 2018.

22. Following the board’s feedback and in order of priority, staff will progress with a strategic assessment of these projects in accordance with the council’s mandatory Investment Delivery Framework which was introduced in 2017.

23. Following the strategic assessment for each project, a recommendation for the reallocation of funds will be put to the board and feedback sought. Council internal processes will be followed by staff in making the recommendations.

After feedback has been sought from the board, recommendations for reallocation of funding will be presented to the Finance and Performance Committee for final approval.

24. Summary of the process has been included below:

- Project forecast / cost estimates updated for projects that have started
- For projects not started, a list of prioritised strategic assessments will be given to the board for feedback to progress specific project assessments
- Strategic assessments will be completed for projects not started, in accordance with priority list
- Recommendation to the board for project to proceed or to reallocate funding
- Process undertaken to reallocate funding to a new initiative
- Finance and Performance Committee approval for reallocation of funding.

Council Investment Delivery Framework

25. The diagram in Attachment C demonstrates the council process that staff are required to follow for all programmes and projects.

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

26. Auckland’s city centre falls within the Waitematā Local Board boundaries. The local board was consulted on the projects funded through the city centre targeted rate, as part of the normal consultative process.

27. A Waitematā Local Board representative sits on the Auckland City Centre Advisory Board.

28. Feedback will be sought from the local board prior to reporting to Finance and Performance Committee for approval.
Tauākī whakaaweawe Māori / Māori impact statement

29. 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.

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

Ngā ritenga ā-pūtea / Financial implications

31. The portfolio review process will have implications on the investment portfolio that is funded by the city centre targeted rate, which has a value of $22.26 million per annum from 2018/2019.

Ngā raru tūpono / Risks

32. Some of the project budgets in the current targeted rate funded portfolio were established a number of years ago and there have been significant cost escalations. There is a risk that there are insufficient funds to deliver the current portfolio of work.

Ngā koringa ā-muri / Next steps

33. Staff will provide a revised TR7 portfolio in November 2018 based on updated forecasts for the projects.

34. Staff will recommend a prioritised list of projects to progress through strategic assessment in accordance with council’s mandatory Investment Delivery Framework process and the board’s assessment criteria.

35. Following the strategic assessment for each project, recommendation will be presented to the board to further progress with the project or to reallocate funding.

36. Following the board’s endorsement, reallocation of funding will be presented to the Finance and Performance Committee for final approval.

Ngā tāpirihanga / Attachments

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Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Authors</th>
<th>Liz Nicholls – Senior Programme Lead, Investment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
<tr>
<td></td>
<td>Jenny Larking – Head of City Centre Programmes</td>
</tr>
</tbody>
</table>
Update on the process for reviewing the city centre targeted rate TR7 portfolio

Attachment A

Item 5
City Centre Targeted Rate Funded Capital Projects
2010—2018

Completed Capital Projects
1. Beach Road Upgrade
2. Britomart Precinct Streetscapes (Stage 1)
3. Britomart Precinct Streetscapes (Stage 2)
4. Elliot / Darby Street upgrade
5. Federal Street (Stage 1)
6. Fort Lane
7. Fort Street Upgrade
8. Freyberg Square Upgrade
9. Jean Batten place
10. Khartoum Place upgrade
11. Kitchener - Upper Khartoum to Victoria
12. Lorne Street Upgrade
13. Myers Park Stage 1 - Playground
14. Light Path - Nelson Street Off Ramp
15. O’Connell Street upgrade & Artwork
16. St Patricks Square lighting

Current Capital Projects
17. Albert Street Public Realm
18. Britomart Precinct Streetscapes (Stage 3)
19. Federal Street (Stage 2)
20. Hobson & Nelson Street Upgrade
21. Karangahape Road Enhancement
22. Learning Quarter
23. Myers Park Stage 2 - Underpass
24. Poynton Terrace
25. Quay Streetscape Upgrade
26. Lower Queen Street
Attachment B

Item 5
Regional Facilities Auckland overview and update

File No.: CP2018/17761

Te take mō te pūrongo / Purpose of the report
1. To receive an overview presentation from Regional Facilities Auckland staff, and updates on:
   - the Aotea Centre refurbishment and Aotea Studios
   - Auckland Live - Aotea Square and wider city centre programming
   - future thinking for the Aotea Quarter.

Whakarāpopototanga matua / Executive summary
2. Regional Facilities Auckland staff will attend the meeting to present an overview of and update on Regional Facilities activities, including activities in the Aotea Quarter.

Ngā tūtohunga / Recommendation
That the Auckland City Centre Advisory Board:
a) receive the overview and update from Regional Facilities Auckland.

Ngā tāpirihanga / Attachments

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Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Maree Laurent – Director Partnerships, Regional Facilities Auckland</th>
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<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
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Auckland City Centre Advisory Board
26 September 2018

Attachment A

Item 6

Overview

- Who we are and what we do
- Our business model
- Financial snapshot
- Our strategic focus
- Venue development strategy
- Capital projects
RFA Snapshot

- 581 FTEs
- $1.2 BILLION TOTAL ASSETS
- $58.5 MILLION EXTERNAL REVENUE
- $33.7 MILLION COUNCIL OPERATIONAL FUNDING

Four million visitors annually
2800+ events a year
13 landmark venues
Seven divisions
61% of revenue externally generated

From 2011 to 2018:
External revenue increased by 48%
Council funding reduced by $45.0m
RFA Snapshot

OUR PORTFOLIO
- Auckland Art Gallery
  Toi o Tāmaki
- Auckland Conventions
- Auckland Live
- Auckland Stadiums
- Auckland Zoo
- NZ Maritime Museum
- RFA Corporate

OUR VENUES
- ANZ Viaduct Events Centre
- Aotea Centre & Square
- Auckland Art Gallery
- Auckland Town Hall
- Auckland Zoo
- Bruce Mason Centre
- Mt Smart Stadium
- NZ Maritime Museum
- QBE Stadium
- Queens Wharf
- The Civic
- Western Springs Stadium
How It Fits Together

Auckland Plan
A 30-year plan for the whole of Auckland that is delivered by Auckland Council, central government and external stakeholders

Long Term Plan
A 10-year plan for Auckland Council that is delivered by Council and its CCOs stakeholders

FA Statement of Intent
RFA’s agreement with Auckland Council about the activities that it will deliver in support of the Long Term Plan and how its performance in delivering those activities will be measured

RFA Strategic Plan
A three-year plan of organisation-wide priorities to deliver RFA’s strategic vision

Business Plans
One-year division plans outlining key priorities aligned to RFA’s strategy

Team Plans
Set out team goals to help the team know what its overall purpose is, the direction it is heading and ensure alignment with the division plans and RFA strategy

How we measure success
- Effective prioritisation and implementation
- Performance goals, measures and targets
- Quarterly performance reviews
Our Business Model

- Delivers public good outcomes from a predominantly commercial basis
- Complex
  - Six unique businesses, all customer facing
  - Thirteen venues geographically spread across the region
  - Balance between commercial and public good outcomes
- Track record of turning struggling organisations into successful operations
  - Economies of scale
  - Leverage RFA-wide expertise, systems and resources
- Proven record of securing top international acts, commercial entertainment, conventions and exhibitions that deliver significant social and economic benefits for Auckland
- Negotiates concerts, events and shows that generate commercial revenue
Enriching Life in Auckland

In 2017/18

- RFA's stadium concerts attracted 105,000 visitors to Auckland, contributing $29.5 million in visitor spend and $19.4 million to regional GDP.

- More than 4 million people participated in a diverse programme of arts, cultural, entertainment, sporting, and environmental experiences across 13 iconic venues.

- More than 1 million children experienced the arts, maritime heritage, sport and the natural environment.

- Over 700,000 people enjoyed subsidised entry to Auckland Zoo.

- More than 640,000 people participated in stadium events and concerts.

- More than 350,000 children participated in RFA's education and learning programmes.
Auckland Art Gallery
Toi Tamaki

- Award-winning and internationally recognised visual art gallery
- Holds New Zealand's largest collection of national and international art
- 50,000 visitors a year, 90% satisfaction
- Innovative public access, education and outreach programmes
- 36 exhibitions staged in FY17/18 including:
  - Once Upon a Time in Art
  - The Body Laid Bare: Masterpieces from Tate
  - The Corshrn Collection: A Window on Renaissance Florence

"Excellent gallery, absolutely world class and one of the highlights of my trip to Auckland."

- TRIPADVISOR REVIEW
Auckland Conventions

- New Zealand’s largest conventions business
- Secures and delivers more than 750 events every year
- Multi-venue programming: ANZ Viaduct Events Centre, Aotea Centre, Auckland Art Gallery, Auckland Town Hall, Auckland Zoo, Bruce Mason Centre, Mt Smart Stadium, QBE Stadium, Queen’s Wharf, The Civic
- More than 360,000 attendees per annum
- Grows Auckland’s reputation as a viable market and secures international conventions for the city

“Thank you so much for pulling out all the stops to help make our Diversity Forum a success! The feedback we’re receiving is very positive. My sincere thanks to the team at Auckland Conventions.”

— KARINIA LEE, NEW ZEALAND
Auckland Live

- New Zealand’s largest performing arts and entertainment organisation
- Secures, produces and delivers more than 1,260 shows/concerts a year
- Multi-venue programming: Aotea Centre, Aotea Square, Auckland Town Hall, Bruce Mason Centre, The Civic
- 900,000 visitors a year
- Annual ticket sales of $58 million
- 280 free events and performances a year
- Negotiates and secures the big shows/concerts for the city

“We can’t thank Auckland Live enough for the incredible Royal New Zealand Ballet performance and workshop at today’s Pick & Mix event. My three little girls were mesmerised from start to finish. To be able to give a child that kind of experience is priceless, and for that we can’t thank you enough.”
Auckland Stadiums

- Secures and stages more than 1,200 sports events, concerts and music festivals across Mt Smart, QBE and Western Springs stadiums every year, attracting more than 640,000 people.
- Supports high-performance sports organisations through the provision of training and administration facilities across all three stadiums.
- Supports a significant community sports programme for schools, and local and regional clubs – more than 192,000 participants a year.

“Travelled all the way from Brisbane to see the Broncos play the Warriors. I really enjoyed myself, loved the atmosphere and the stadium itself. I was amazed at how close you could get to the field. Thanks again New Zealand for your hospitality. We will be back again next year.”
Auckland Zoo

- New Zealand’s leading centre for wildlife conservation, with internationally recognised breeding programmes for critically endangered species
- More than 700,000 visitors a year, 95% satisfaction
- For 81% of Aucklanders, Auckland Zoo enhances their appreciation of wildlife
- Contributes more than 10,000 hours a year working with conservation partners in the field
- In partnership with The Warehouse, innovative Zoofari programme for low decile schools extended to Northland

“An awesome zoo guys! I’ve been to zoos around the globe and would have to say this has been the best..... A big tick from this Aussie tourist. Keep up the great job!”

- TRIPADVISOR REVIEW
NZ Maritime Museum

- Celebrates Aotearoa New Zealand’s bond with the seas and our unique stories of discovery, exploration, immigration and sailing
- Largest maritime collection in New Zealand
- More than 160,000 visitors a year engage in NZMM’s galleries, programmes, shop and function centre
- Passionate volunteers contribute more than 40,000 hours every year
- More than 19,800 children and students participate in education and learning programmes annually
- Over 16,500 people experience a heritage sailing on the Waitematā Harbour every year

“Fantastic Museum! Excellent exhibits and beautifully displayed. A delight for all ages.”
- TRIPADVISOR REVIEW
Our Regional Role

- Advises Auckland Council on levy setting and governance for MOTAT and Auckland War Memorial Museum
- Provides operational and/or capital funding for:
  - Trusts Arena
  - Vodafone Events Centre
  - North Shore Events Centre
  - Stardome Observatory and Planetarium
Financial Snapshot – FY17/18

TOTAL REVENUE

- 43% $131.8 million
- 21% 34%
- 3%

OPERATING COSTS MET THROUGH EXTERNAL REVENUE

- 61%
- 39%

EXTERNAL REVENUE
- COUNCIL OPERATIONAL FUNDING $56.5M
- COUNCIL CAPITAL FUNDING
- PHILANTHROPIC FUNDING $3.3M
- COMMERCIALLY GENERATED $44.5M
- $27.5M

Attachment A
Item 6
Our Strategic Focus

- Customer experience
- Venue Development Strategy
- Capital programme
  - Auckland Zoo
  - Aotea Centre
  - Stadiums
- Programming and event attraction
- Iwi engagement
Venue Development Strategy

Fit-for-purpose stadiums
High utilisation
Optimal use of capital
Lower operating costs
Reduced burden on ratepayers
High performance facilities
Enhanced fan experience
Capital Programme

- **Auckland Zoo renewals**
  - 10-year renewals programme to address aging infrastructure, increasing international standards of animal care, health and safety, and improved visitor experience/services
  - South-east Asia precinct underway; two-year build

- **Aotea Centre**
  - Refurbishment Project
    - 12-month programme of work to be completed March 2019
  - Aotea Studios Expansion Project
    - Auckland’s first fully resourced dedicated home for performing arts development

- **Stadiums renewals**
  - Continuation of key renewals across RFA’s stadiums to ensure fit-for-purpose venues, financial sustainability and increased utilisation
Summary

- Delivers public good outcomes from a predominantly commercial basis
- 71% of revenue externally generated
- Delivers significant social, cultural and economic benefits to Auckland

Example

- RFA’s success in negotiating and securing concerts over the summer brought $29.5 million of visitor spend into Auckland
## Coming Up

### UNTIL 30 SEPT
- **World Builder – The Bob Gerrard Story**
  - NEW ZEALAND MARITIME MUSEUM

### UNTIL 4 NOV
- **Gordon Walters: New Vision**
  - AUCKLAND ART GALLERY

### UNTIL 20 JAN 2019
- **The Walters Prize 2018**
  - AUCKLAND ART GALLERY

### UNTIL 6 OCT
- **North Harbour plays teams from across NZ**
  - QBE STADIUM

### 29 & 30 SEPT
- **Bill Bailey**
  - AOTEA CENTRE

### 13 OCT
- **Kiwis v Kangaroos**
  - MT SMART STADIUM

### 20 OCT
- **Kangaroos v Tonga**
  - MT SMART STADIUM

### 25 OCT
- **APO: Power and Brilliance**
  - AUCKLAND TOWN HALL

### 27 & 28 OCT
- **New Zealand Taiwan Day**
  - AOTEA SQUARE

### 1-4 NOV
- **Taste of Auckland**
  - QUEENS WHARF

### 9 NOV
- **Taylor Swift**
  - MT SMART STADIUM

### 18 NOV
- **Friday Jams**
  - WESTERN SPRINGS STADIUM

### 24 NOV
- **Monster Energy S-X Open**
  - MT SMART STADIUM

### 28 & 29 NOV
- **The Catherine Tate Show**
  - BRUCE MASON CENTRE

### 6-15 DEC
- **Royal NZ Ballet: The Nutcracker**
  - THE CIVIC & BRUCE MASON CENTRE

### 19 JAN 2019
- **Fat Freddy’s Drop**
  - WESTERN SPRINGS STADIUM

### 23 FEB 2019
- **SIX60**
  - WESTERN SPRINGS STADIUM

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**Attachment A**

**Item 6**
Questions
Road safety in the city centre

File No.: CP2018/17763

Te take mō te pūrongo / Purpose of the report
1. To receive an update on Auckland’s road safety crisis.
2. To endorse Auckland Transport’s programme to reduce the high rates of death and serious injury in the city centre.

Whakarāpopototanga matua / Executive summary
3. In 2017, 64 people died and 749 others were seriously injured on Auckland's roads.
4. Road safety performance in Auckland’s city centre has worsened over the last five years due to various factors. The road environment and safety system have not kept up with population growth, new demands on the road network, and growth in people walking, cycling and motorcycling.
5. The Tāmaki Makaurau Road Safety Governance Group has been established to provide leadership for improving safety and reducing the high number of death and serious injuries on the Auckland road network. This group has a strong national and regional mandate to drive safety outcomes and the partners include Auckland Transport, New Zealand Police, the New Zealand Transport Agency (NZTA), Accident Compensation Corporation (ACC), Auckland Council, the Auckland Regional Public Health Service, and Ministry of Transport.
6. Auckland Transport’s long-term goal of Vision Zero emphasises that no loss of life on our road network is acceptable. It is a proven approach from jurisdictions where road designers and operators take greater responsibility in creating forgiving infrastructure that prevents road trauma.
7. The Vision Zero approach also accepts that road users are people who make mistakes and therefore all parts of the transport system need to be strengthened through a safe road environment, safe speeds, safe vehicles and safe road use, so that when mistakes occur, it does not lead to deaths or serious injuries.
8. As Auckland Transport moves to the Vision Zero approach, it is fast-tracking implementation of a speed management plan, developing a strategic road safety plan and delivering an ambitious 10-year $700 million safety infrastructure programme. The combined impact of these programmes is estimated to reduce death and serious injury (DSi) by 60 per cent over ten years from the 2017 baseline, as well as contribute towards additional congestion reduction benefits and increased health and environment benefits (the initial three-year target is to reduce deaths and serious injuries by up to 18 per cent). The Regional Fuel Tax will enable this investment and improve a larger number of high-risk intersections and routes.
9. Auckland Transport is working with the Ministry of Transport who are developing a new national road safety strategy due for release in 2019. They are exploring Vision Zero principles for the strategy. The Auckland strategy and a programme business case for longer-term investment in road safety will be informed by the national strategy. Auckland Transport has received endorsement from Auckland Council’s Planning Committee on its Safety and Speed Management programme, and will continue to engage with the Waitematā Local Board.
10. One of the fastest and most cost effective ways to reduce road trauma is to implement speed reduction measures. Auckland Transport is currently working to identify areas and roads around the Auckland region to set safe and appropriate speed limits. The city centre is a high priority for investigation, as it has one of the region’s highest levels of foot traffic and people cycling. As detailed later in this report, 84 per cent of all city centre DSi involve vulnerable road users (making up 2.2 per cent of all DSi in Auckland), and a large proportion of streets record a high level of risk for road users.
11. City centre and roads across the region will be added to the Schedule of Speed Limits and drafted into the bylaw. The bylaw will be consulted on Auckland-wide (planned to be held in November 2018). Consultation will cover the entire programme of works for the Auckland region at a strategic level. Post-consultation, the bylaw will need to be approved by the Auckland Transport Board, after which the new lower speed limits will become legally enforceable.

Ngā tūtohunga / Recommendation

That the Auckland City Centre Advisory Board:

a) receive the update on Auckland’s road safety crisis

b) endorse Auckland Transport’s programme to reduce the high rates of death and serious injury in the city centre.

Horopaki / Context

12. Auckland’s rapid growth has resulted in a number of challenges including housing, transport and public health. The recent increase in road trauma is both a transport and public health issue for the region with significant economic and social costs. More importantly, the after-effects of road trauma on the victims’ whānau, friends and community are devastating.

13. In the three years from 2014 to 2017 Aucklanders experienced a 78% increase in road deaths and a 68 per cent increase in serious injuries, with deaths rising from 36 to 64 and serious injuries from 447 to 749.

14. In light of these tragic results road safety has been identified by the government as a priority in the Policy Statement on Transport and in turn by Auckland Transport and Auckland Council as a strategic priority for planning and investment.

15. Setting safe and survivable speed limits, and moving towards a vision zero approach, aligns with the vision of the City Centre Masterplan and the Auckland Plan.

16. In November 2017, the Auckland Transport Board commissioned an independent road safety Business Improvement Review that made 45 recommendations, which the board adopted in full. One of the key recommendations was setting evidence based, safe and appropriate speeds for Auckland as a first priority.

17. In June 2018, the Auckland Transport Board endorsed an accelerated Speed Management Programme that proposes a $24 million investment over the next three years.

18. Speed management is a central part of the Vision Zero approach for reducing speeds to survivable levels for road users, particularly in Auckland’s city centre streets where there are large numbers of vulnerable road users (people not in cars – people walking, cycling and motorcycling).

19. Speed determines both the likelihood of a crash occurring and the severity of the outcome. Regardless of what causes a crash, whether someone walks away or is carried away will depend on the speed vehicles are travelling. For example if a person is hit by a vehicle travelling at 30km/h, they have a 90 per chance of surviving, compared with only a 20 per cent chance of surviving at 50km/hr. Cities around the world that have committed to Vision Zero have changed their city centre speed limits to 30km/h as a result.

20. There is good evidence that setting 30km/h speed limits in city centres has a positive impact on keeping people safe. Christchurch City reduced the city centre limit to 30km/h in 2016. Analysis has shown a 17 per cent reduction in crashes and a 22 per cent reduction in all injuries. New York City introduced a Vision Zero Plan in 2014 and has reduced crash-risk through a combination of lowered speed limits (20-25mph) across the city, street design, safety cameras and on-street enforcement which has resulted in a 28 per cent reduction in all road deaths and 48 per cent reduction pedestrian deaths.
21. Whilst some people fear that reducing the speed limit in urban areas will dramatically increase journey times, research indicates this is not the case. In Christchurch journey times have not reduced significantly and business concerns about drop-off in trade have also not occurred. In New York journey times for all road users have improved.

*Tātaritanga me ngā tohutohu / Analysis and advice*

22. Auckland’s death and serious injury rates have increased by 67 per cent from 486 in 2013 to 813 in 2017 as outlined in the table below.

<table>
<thead>
<tr>
<th>Auckland region</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
<th>2016</th>
<th>2017</th>
</tr>
</thead>
<tbody>
<tr>
<td>Deaths</td>
<td>48</td>
<td>36</td>
<td>52</td>
<td>46</td>
<td>64</td>
</tr>
<tr>
<td>Serious injuries</td>
<td>438</td>
<td>447</td>
<td>568</td>
<td>618</td>
<td>749</td>
</tr>
</tbody>
</table>

23. The city centre represents 2.2 per cent of all DSI in Auckland, and 84 per cent of city centre DSI involved vulnerable road users.

24. Road crashes are investigated by New Zealand Police and then mapped by NZTA. The map below highlights locations of the Auckland city centre’s DSI from 2013 to 2017. Red indicates deaths, while orange indicates serious injuries.
25. Road death and serious injury locations are also analysed to identify high-risk intersections and routes that have a high collective crash–risk (number of deaths and serious injuries per kilometre or intersection) and personal crash-risk (rate of deaths and serious injuries per vehicle kilometres travelled). This methodology identifies a small percentage of the network carrying a large percentage of the road trauma.

<table>
<thead>
<tr>
<th>Regional Ranking</th>
<th>Route Name</th>
<th>(^1)Collective Crash Risk</th>
<th>(^2)Active Road User Collective Crash Risk</th>
<th>(^2)Motorcycle Collective Crash Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>Karangahape Road / Mercury Lane</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>3</td>
<td>Upper Queen Street / Karangahape Road</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>13</td>
<td>Tangihua Street / Tinley Street</td>
<td>High</td>
<td>Medium High</td>
<td>Medium High</td>
</tr>
<tr>
<td>18</td>
<td>Symonds Street / Grafton Bridge</td>
<td>High</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>28</td>
<td>Gundry Street / Karangahape Road</td>
<td>Actual High</td>
<td>Low Medium</td>
<td>High</td>
</tr>
<tr>
<td>32</td>
<td>Fanshawe Street / Halsey Street</td>
<td>High</td>
<td>Low Medium</td>
<td>High</td>
</tr>
<tr>
<td>33</td>
<td>Short Street / Anzac Avenue</td>
<td>Actual High</td>
<td>High</td>
<td>Low</td>
</tr>
<tr>
<td>48</td>
<td>Symonds Street / Wellesley St East</td>
<td>High</td>
<td>High</td>
<td>Medium High</td>
</tr>
</tbody>
</table>

\(^1\) Collective Crash Risk = total number of fatal and serious crashes or estimated deaths and serious injuries within 50 metres of an intersection or within 1 kilometre of a corridor in a 5-year crash period

\(^2\) Active Road Users (ARU) = Pedestrians and Cyclists
### Road safety in the city centre

**Item 7**

#### High risk routes in the city centre

Ranked in the top 100 high risk routes in the Auckland Region (2012-2016 data)

<table>
<thead>
<tr>
<th>Regional Ranking</th>
<th>Location</th>
<th>Collective Crash Risk</th>
<th>Active Road User Collective Crash Risk</th>
<th>Motorcycle Collective Crash Risk</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Karangahape Road</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>3</td>
<td>Queen Street</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>4</td>
<td>Symonds Street</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>7</td>
<td>Hobson Street</td>
<td>High</td>
<td>High</td>
<td>Medium High</td>
</tr>
<tr>
<td>11</td>
<td>Victoria Street West</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>18</td>
<td>Beach Road</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>21</td>
<td>Albert Street</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>24</td>
<td>Wellesley Street West</td>
<td>High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>41</td>
<td>Nelson Street</td>
<td>High</td>
<td>Medium High</td>
<td>High</td>
</tr>
<tr>
<td>44</td>
<td>Anzac Avenue</td>
<td>Medium High</td>
<td>High</td>
<td>High</td>
</tr>
<tr>
<td>61</td>
<td>Symonds Street</td>
<td>Medium High</td>
<td>High</td>
<td>Medium</td>
</tr>
<tr>
<td>65</td>
<td>Kitchener Road</td>
<td>Medium High</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>81</td>
<td>Grafton Road</td>
<td>Medium High</td>
<td>Medium</td>
<td>High</td>
</tr>
<tr>
<td>84</td>
<td>Quay Street</td>
<td>Medium High</td>
<td>Medium</td>
<td>High</td>
</tr>
</tbody>
</table>

26. Auckland Transport has embarked on a programme to reduce the incidence of death and serious injury by 60 per cent in a 10-year period. The initial three-year target is to reduce the incidence of death and serious injury by up to 18 per cent from the 2018/2019 financial year.

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3 Collective Crash Risk = total number of fatal and serious crashes or estimated deaths and serious injuries within 50 metres of an intersection or within 1 kilometre of a corridor in a 5-year crash period

4 Active Road Users (ARU) = Pedestrians and Cyclists
27. The tables below highlight some of the engineering improvements, speed management changes, and behaviour change activities that will be delivered in the city centre as part of the 2018-2021 Auckland Transport programme.

### Minor safety improvement projects 2018/2019

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Princes Street - Eden Crescent intersection</td>
<td>New raised zebra crossings with kerb build-outs.</td>
</tr>
</tbody>
</table>

### Pedestrian safety and cycling network expansion 2018-2021

<table>
<thead>
<tr>
<th>Project Details</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wellesley Street East footpath</td>
<td>New footpath from Princes Street to Grafton Road.</td>
</tr>
<tr>
<td>Karangahape Road Upgrade</td>
<td>Construction programmed to begin in February 2019.</td>
</tr>
<tr>
<td>Victoria Street Cycleway</td>
<td>Construction programmed to begin in 2019.</td>
</tr>
<tr>
<td>Cook Street</td>
<td>Pedestrian crossing facilities (including Drake Street, Sale Street and Cook Street).</td>
</tr>
<tr>
<td>Hobson Street between Wellsley and Cook</td>
<td>Signalised mid-block crossing for pedestrians.</td>
</tr>
</tbody>
</table>

### Speed management investigations 2018/2019

<table>
<thead>
<tr>
<th>Area Description</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>City centre – 30km/hr within an area approximately bounded by the motorways</td>
<td></td>
</tr>
</tbody>
</table>

### Road safety and school travel behaviour activities 2018-19

- Travelwise school programme
- Driver distraction campaign and checkpoints with New Zealand Police.
- Motorcycle and scooter safety workshops.
- Safe speed awareness campaign.
- Red light running campaign and Educational events with New Zealand Police.
- Deliver a learner license community programme.
- Cycle training and bikes in schools.

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

28. Auckland Transport staff presented to the Waitematā Local Board on road safety, and the speed management programme for the city centre in July and September 2018.

29. The programme will provide significant benefit to local people, in setting survivable speed limits for the city centre.

### Tauākī whakaaweawe Māori / Māori impact statement

30. Auckland Transport is committed to meeting its responsibilities under Te Tiriti o Waitangi, and its broader legal obligations in being more responsible or effective to Māori.

31. Māori residents in Auckland experience a much higher risk of road traffic injury than other ethnicities, across all age groups.

32. Māori are also over-represented in road deaths and serious injuries related to speed, making up 22 per cent of all speed-related DSi.
33. The Te Ara Haepapa Road Safety programme is Auckland Transport’s response to reduce death and serious injuries involving Māori and Rangatahi Māori. The programme is intended to focus delivery through whānau, hapū, ēwi, and marae, kohanga reo, kura kaupapa Māori and Māori communities.

34. Currently, Te Ara Haepapa focus on high-risk areas in south and west Auckland.

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

35. Two projects in Auckland Transport’s programme or aligned to it receive investment by the Auckland City Centre Advisory Board, these are the Karangahape Road streetscape upgrade and the TUI programme.

**Ngā raru tūpono / Risks**

36. Reducing speed limits is a sensitive topic, with expectations from some stakeholders that Auckland Transport should deliver rapid changes to speed limits across Auckland, while others in the community may not like the speed limit reductions and speed calming measures. For individuals, the risks of a severe crash might seem small, but from a societal point of view there are substantial safety gains from reducing average speeds on streets.

37. Auckland Transport looks to the support of the advisory board to implement safety and speed management projects that could reduce community road trauma.

**Ngā koringa ā-muri / Next steps**

38. Auckland Transport welcomes input from the Auckland City Centre Advisory Board to help address the road safety challenge that is generating such a significant burden on road users and their families.

39. Auckland Transport will continue delivery of safety interventions in the city centre, including the speed management programme. Speed limits will be changed through a bylaw process. This will be consulted on Auckland-wide in November 2018 (consultation on the entire programme of works for the Auckland region at a strategic level). Once the bylaw has been approved by Auckland Transport’s Board, then the speed limits become legally enforceable.

40. Auckland Transport will launch a comprehensive communication and engagement plan to support the road safety programme. This will include running campaign aiming to change the road safety conversation by educating Aucklanders that lower speeds provide survivable crash outcomes, as well as enabling our kids to travel safely, creating a more liveable street environment, and many health and environmental benefits.

**Ngā tāpirihanga / Attachments**

There are no attachments for this report.

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Kathryn King - Walking, Cycling and Safety Manager</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Randhir Karma - Group Manager Network Management and Safety</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 10 September 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:
   - the parklets and on-street graphics have been completed on St Paul Street behind Auckland University of Technology
   - Light Weight O by artist Catherine Griffiths, commissioned as part of the O’Connell laneway upgrade, was officially unveiled at a civic event on 1 August 2018.

4. Please note this report is for information only. However, if any members have follow up questions and or queries on the city centre programme, staff welcome questions directly.

Ngā tūtohunga / Recommendation

That the Auckland City Centre Advisory Board:

a) receive the update on city centre projects and initiatives to 10 September 2018.

Horopaki / Context

5. This monthly report provides a high-level overview of progress on projects and initiatives in the city centre between 1 August 2018 and 10 September 2018.

6. Detail on individual projects is provided in Attachment A, including project status and which part of the council family group is delivering each project.

7. Some key achievements during the update period are outlined below in the analysis and advice section.

Tātaritanga me ngā tohutohu / Analysis and advice

8. The resource consent applications for the first section of seawall work in the Downtown Programme (from Queens Wharf to Marsden Wharf) and for the Queens Wharf dolphin have been publicly notified.

9. A temporary tactical urban intervention solution has been installed on Alfred Street. A university-led planting day was successfully completed in August.

10. Wynyard Central: Construction work on the last two stages of this Willis Bond residential development, comprising eight townhouses and 80 apartments, is now complete.

11. Pā Rongorongo hosted content until the end of August produced by the Auckland Central Library for Suffrage 125.

12. The Poynton Terrace project is currently under construction and, weather permitting, is anticipated to be completed at the end of September 2018.
13. The Karangahape Road enhancements project has had a design change to the section between Pitt Street and Queen Street. This block previously had an ‘interim’ design solution. It has been proposed to extend the permanent design to this block, which will benefit from a design solution that delivers a more robust, high-quality, greened streetscape, consistent with the design along the remainder of Karangahape Road. The new design is achievable within the current budget.

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

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

**Tauākī whakaaweawe Māori / Māori impact statement**

15. 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.

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

17. Project teams managing each individual project will engage with iwi to ensure mana whenua input and opportunities for Māori responsiveness are achieved.

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

18. All projects are being delivered within budgets approved through the Long-term Plan 2018-2028 or through the city centre targeted rate programme of works.

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

**Ngā raru ūpono / Risks**

20. 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**

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

22. A further update report will be provided to the Auckland City Centre Advisory Board in October 2018.

**Ngā tāpirihanga / Attachments**

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>City centre project update for September 2018</td>
<td>53</td>
</tr>
</tbody>
</table>

**Ngā kaihaina / Signatories**

| Author          | Elisabeth Laird – Development Programmes Analyst          |
| Authoriser      | John Dunshea - General Manager Development Programmes Office |
Summary update on City Centre projects and initiatives to 10 September 2018

Programming

Downtown programme overview

1. Work continues on the co-ordination and governance of an optimal programme of works in the Downtown area. This takes into account construction interdependencies between seawall, transport, streetscape and private sector works.

2. The resource consent applications for the first section of seawall work (from Queens Wharf to Marsden Wharf) and for the Queens Wharf dolphin have been publicly notified.

3. Further public engagement and downtown programme material will be made available to stakeholders on an ongoing basis.

4. Initial utility investigation work on the north side of Quay Street was completed in August 2018.

5. A second phase of utility investigation work on the south side of Quay Street will commence in late September or early October 2018 for a period of three months. Main construction activity is expected to begin after Christmas 2018.

Midtown programme

6. At the 22 August 2018 meeting, the board requested more information on servicing and loading for the city centre. Staff can advise that this issue is being considered as part of existing project work.

Wellesley Street

7. Auckland Transport has gone out to tender for the detailed business case for the Wellesley Street bus improvements project.

Victoria Street Linear Park

8. The Long-term Plan 2018-2028 has allocated $33,000,000 for the Victoria Linear Park, phased from financial years 2021/2022 to 2024/2025. Staff are now progressing with the conceptual design and business case.

Federal Street

9. The Federal Street Stage Two project scope and budget exclude the delivery of detailed design and physical works within the St Matthew in-the-City grounds, including the boundary wall.

10. The conceptual design for the project included St Matthew in-the-City grounds, in recognition of the opportunity to coordinate the church’s property upgrade programme with the Federal Streetscape upgrade project to create a seamless public space that adds value to the city. To this end, it was agreed that the Federal Street upgrade conceptual design would capture the requirements for both the council land and St Matthew’s land.
11. A letter from Auckland Council was provided to St Matthew in-the-City on 26 May 2017, prior to the initiation of conceptual design, noting that development of the design beyond concept design as well as any physical works on St Matthew’s land was excluded. A response from St Matthew in-the-City was sent to the chair of the Auckland City Centre Advisory Board on 30 August 2018.

12. The development of the Federal Street Stage Two streetscape project as it stands will not preclude St Matthew in-the-City from upgrading their grounds in the future.

13. Subject to gaining the appropriate approvals from St Matthew in-the-City, it is proposed to tidy up the currently overgrown planted area between the Federal Street carpark and the street.

14. A project update to the board is planned for late 2018, following the completion of the current preliminary design phase and receipt of associated quantity survey costing.

Uptown programme

Poynton Terrace

15. The Poynton Terrace project is currently under construction and, weather permitting, is anticipated to be completed at the end of September 2018.

Figure 1. Poynton Terrace project under construction.

Myers Park Stage Two

16. The Myers Park Stage Two project is progressing with re-design based on the endorsed reduced scope of the project (resolution number CEN/2018/14).
17. It is anticipated that the updated design and cost estimates will be presented to the board for feedback in November 2018.

18. Staff are continuing funding contribution discussions with Community Facilities, in parallel with the work supporting the re-design. Healthy Waters have no funding allocation to the project as it does not increase existing asset capacity.

**Karangahape Road**

19. There has been good progress on the Karangahape Road enhancements project with detailed design mostly complete and the project moving into the procurement phase. Engagement continues with the design reference group, the Karangahape Road Business Association and other stakeholders. Integration is underway with the City Rail Link team with regards to their Pitt Street utilities work.

20. There have been design changes in the section of Karangahape Road between Pitt Street and Queen Street. The project design for this section has to date been referred to as ‘interim’. The key feature of this interim design was moveable planters or buffers, similar to the place kit used around the city centre, allowing for the future trialling of different road layouts, in anticipation of increased pedestrian flows (when the City Rail Link is completed in 2023).

21. As a result of a review around safety and ongoing maintenance issues, it was proposed to extend the permanent design to the Pitt Street to Queen Street section. This block will benefit from a design solution that delivers a more robust, high-quality, greened streetscape, consistent with the design along the remainder of Karangahape Road.

22. The key change to the design is the use of a paved, planted buffer, rather than moveable planters or buffers. This more ‘fixed’ layout does not preclude the future trialling of different road layouts, for example layouts which provide more street space for pedestrians. The new design is achievable within the current budget.

23. Over the coming weeks the updated design will be shared with key stakeholders and the wider Karangahape Road community. Images illustrating the changes are included in Appendix A to this summary.

**Learning Quarter**

24. Work on the Albert Park Caretaker’s Cottage and bandstand started 14 May 2018 and is expected to take 16 to 18 weeks to complete.

25. Path improvements and signage in Albert Park are in the final design stage, with delivery anticipated by December 2018.

26. The ground graphics have been completed on St Paul Street. Broken yellow lines are still to be painted to prevent parking in some places.

27. Auckland Transport is progressing the process to permanently resolve Alfred Street as a pedestrian mall.

28. Auckland Transport, Auckland Council, and the University of Auckland are working on options to improve pavement width and pedestrian crossing amenity on Grafton Street.

29. A student city centre engagement plan is underway for the quarter led by Activate Auckland. This will seek to maximise economic and cultural opportunities presented by
events such as graduations. The first activity will be activation during the University of Auckland’s September 2018 graduation. This includes lightboxes showcasing student work and multiple content opportunities at Pā Rongorongo.

30. Activate Auckland will be engaging a strategist to create a Student City Centre Engagement Plan starting in early 2019. This will be created in partnership with University of Auckland and Auckland University of Technology with input from relevant city centre organisations, businesses and institutions.

Homelessness

31. A central city stakeholder workshop to progress the Kia Whai Whare Tātou Katoa: Regional cross-sectoral homelessness plan for Auckland was held on 3 September 2018.

Auckland City Mission

32. The Auckland City Mission opened Te Whare Manaaki Wāhine women’s shelter on 1 July 2018 to provide safe, welcoming, temporary accommodation for women. With construction of the HomeGround development due to being in October, the detox services based at their Federal Street facility have shifted, and the Mission saw an opportunity to provide for this urgent need. This site will remain open as a 10 bed per night shelter until 30 September 2018.

James Liston Hostel


Public amenities

34. The council is working with the City Centre Public Amenities report as an interim strategic framework. The Development Programme Office is facilitating discussions across council relating to interim measures and a regional strategy or policy.

35. A working brief has been written by the community and social policy team with a view to undertaking the policy work.

36. The Waitemata Local Board have funded a trial of showers for rough sleepers at the Ellen Melville Centre, along with wrap-around support from the Auckland City Mission. These are available 7.00am to 9.00am Monday and Thursday mornings. The trial ran through July and August 2018.

City Rail Link Limited

Britomart

37. On lower Queen Street, the City Rail Link team has started excavating the 14 metre deep trench that will contain the project’s twin rail tunnels between Britomart Station and the Commercial Bay development. This follows two years of careful preparation work to protect Britomart’s historic Central Post Office Building and support the ground, before the trenching and tunnel construction begins.

38. A single 25 metre wide trench will be excavated on lower Queen Street and two 10 metre wide trenches under the Central Post Office. Tunnel box construction is expected to start at this location at the end of 2018. The weight transfer of the Central
Post Office onto a series of underpinning frames is near completion and the old piles are being removed to make way for the tunnel construction.

Albert Street

39. Tunnel excavation is occurring under the Albert Street and Customs Street intersection. This work paves the way for construction of the tunnel box section that will eventually link the Albert Street trench to the tunnels being built under the Commercial Bay development. Due to the concrete bridge deck constructed over the intersection a year ago, traffic flow will be unaffected by the excavation occurring underneath. Construction of the tunnel structure is expected to start under the intersection later this year, with a full connection being made by autumn 2019. Ninety percent of the Albert Street trench excavation is now complete.

40. There is no further update on bus bay triggers for Albert Street from Auckland Transport at this time.

41. At its August 2018 meeting, the Auckland City Centre Advisory Board requested an update on the City Rail Link development response funds, however no further information on this is currently available.

Light rail

42. Representatives from teams across Auckland Council are working on an issues and opportunities study for the city centre to Māngere light rail corridor. This will feed into New Zealand Transport Agency’s business case for light rail.

43. Joint organisation workshops are underway with the New Zealand Transport Agency, Auckland Council, Auckland Transport and Panuku Development Auckland to finalise the base route from the city centre to Māngere.

Cycle network

Quay Street

44. The civil work to extend the cycle way along the northern side of Quay Street between Plummer Street and The Strand was completed in late July 2018. Some minor works involving road marking and line removal as well as streetlight power connections are in progress and will be completed in early September 2018.

Tamaki Drive cycleway

45. Detailed design commenced in July 2018, and the resource consent application submitted in August 2018. The construction is expected to start in early 2019.

Nelson Street Cycleway

46. Construction of stage two is now complete. The final section to Quay Street is being delivered as part of the Westhaven to the City cycleway stage two.

Westhaven to city (stage two)

47. An integrated streetscape and cycleway project is being investigated for Market Place and Customs Street. This is in response to consultation feedback received late 2017. Staff expect a preferred option to be decided in mid-2018. Further consultation may be required following the decision.
Victoria Street Cycleway

48. Detailed design for the Beaumont Street to Hobson Street section is currently being reviewed (including an urban design review). This cycleway links to several existing and proposed cycle facilities; including Franklin Road, Victoria Park (through to Wynyard Quarter) and Nelson Street. The review will likely identify some enhancements to the design to improve quality.

SkyPath

49. The government announced it will fund construction of the Skypath (walking and cycling path) along the Auckland Harbour Bridge on 23 August 2018. The completion date is yet to be determined.

Notable city centre maintenance underway

50. Emily Place: there is currently an increased frequency of people drinking late at night and leaving empty bottles and litter. The residents have been in touch with the police. Council contractors are managing the clean-up daily.

51. Albert Park: the replanting of annuals in the floral display gardens surrounding the water fountain has been completed.

52. Myers Park: bollards have been replaced, the anti-slip netting has been repaired on the landing of the steps at the Greys Avenue entrance and the splash pad has been turned off for the winter. There has been an increase in frequency of the daily cleaning of the toilets.

53. Symonds Street Cemetery: contractors have stepped up maintenance of the cemetery and the issue around litter and general maintenance has improved. They are also ensuring that there are no new camps being set up on a permanent basis around and under Grafton Bridge.

City centre public art

54. Heather Galbraith has been engaged as lead curator to work with Auckland Council, Panuku Development Auckland and mana whenua on the implementation of the Wynyard Quarter Public Art Plan. The curator has developed a master brief for the three transformational works identified in the plan. Based on the master brief, she will then develop a brief for the first project of the series located along or at the intersection of Madden and Daldy Streets.

55. The concept design for a contemporary piece of public art at the southern end of Federal Street is progressing. The purpose of the art work is to enhance the shared space environment being created through the upgrade of the area.

56. Opportunities for public art works within the designs of the Ferry Basin and Quay Street projects are being scoped. This area was first recognised as a priority for investment in the 2012 Quay Street Public Art Plan and was re-emphasised in the 2018 City Centre Public Art Plan.

57. Light Weight O by artist Catherine Griffiths, commissioned as part of the O’Connell laneway upgrade, was officially unveiled at a civic event on 1 August. The new Auckland Council public artwork highlights the striking character of O’Connell Street. The artwork consists of a brass-backed, mirror-faceted circular object hanging
between two buildings; this encourages those who walk through the street to look upwards and appreciate the heritage architecture of the street.

58. The city centre public art updates for the purposes of this memo will be updated on a quarterly basis.

Wynyard Quarter redevelopment

59. Wynyard Central: Construction work on the last two stages of this Willis Bond residential development, comprising eight townhouses and 80 apartments, is now complete.

60. 132 Halsey Street: Construction work is ongoing on this Willis Bond residential development of 51 apartments with ground floor retail. Completion is expected in spring 2018.

61. 30 Madden Street: A new residential development of 91 units, with ground floor retail and hospitality spaces, is due to commence in spring 2018.

62. 10 Madden Street: Construction work on Precinct’s third commercial building is due to commence in spring 2018.

63. Park Hyatt Hotel: Construction is ongoing on this Fu Wah development. The hotel is due to open in autumn 2019.

64. Watercare pump station: All works, including commissioning and final connections are now complete.

65. Daldy Street upgrade: Work includes extending the Daldy Street Linear Park from Pakenham Street to Fanshawe Street and creating a neighbourhood park at the corner of Pakenham and Daldy Streets. Work is expected to start in September 2018, with anticipated completion by mid-2020.

Development Response

66. Activate Auckland is working with Auckland Transport and the Karangahape Road Business Association to deliver a development response programme for the upcoming enhancement project.

67. Activate Auckland is working with Auckland Transport to facilitate a development response approach to the Downtown Programme.

Griffiths Gardens/For the Love of Bees

68. Eight successful community events were hosted at Griffiths Gardens and other city centre locations by the “for the love of bees” team in August, including community plantings, bee school and lunchtime classes.

Pā Rongorongo

69. Until the end of August 2018, Pā Rongorongo is hosting content produced by the Auckland Central Library for Suffrage 125. The Library’s residency in the hub features web resources, archival poster and animations as well as a digital display on the exterior LED wall.

70. Jen Fuemana, Pā Rongorongo’s kaimanaaki (host), provides up to date schedules of when rough sleepers and those in need can access free food onsite. There are now
many groups that support those in need and more continue to volunteer. Along with the fridge there will soon be a community pantry for dry and non-perishable goods.

71. There are several businesses and organisations that regularly donate food including the Salvation Army, Auckland Council’s Nourish Café and New World.

**Aotea Quarter**

72. Activate Auckland is progressing with Novembre Numerique (Digital November). This will be a month-long series of activations around digital technologies in the public realm. Activate Auckland will be hosting a French artist at Pā Rongorongo during November. This is a collaboration between Activate Auckland, the French Embassy and Aotea Quarter venues.

73. Activate Auckland is supporting Splice to create a series of sense walks that are free to the public, these take participants on a multi-sensory walk through the central city, finishing up at Pā Rongorongo. They will run until the end of September 2018.

**Tactical urban interventions**

74. Projects currently include:

- Federal Street contraflow cycleway – has been completed in collaboration with Auckland Transport. The project is a trial and changes will be made as necessary.
- Federal Street shared space – working with SkyCity and Auckland Transport. The second stage of the interim traffic calming and pedestrian amenity trial is due to be installed, contractor is awaiting approval of traffic management plan.
- St Paul Street – working with Auckland Transport and the Auckland University of Technology. The parklets and on-street graphics have been completed.
- Alfred Street – working with Auckland Transport and the University of Auckland. The temporary solution has been installed and will stay in place until the permanent solution of declaring the street a pedestrian mall has been completed. A university led planting day of this space was successfully completed in August 2018.
- Eastern Viaduct – PlaceKit installed to complement Panuku Development Auckland’s temporary picnic table installation. Investigations are underway for internal lighting in some of the units.
- Sale Street / Wellesley Street intersection – Auckland Transport is now fast tracking their permanent solution for this site and so the Tactical Urban Initiative (TUI) project is no longer required.
- Exchange Lane – A temporary installation is being considered on the lane to improve lighting and amenity. Neighbouring Mojo Cage is championing the project from the local business side. Resource and heritage consents are being considered. Once all issues have been resolved imagery will be shared with the advisory board. Completion is expected by end of 2018.
- Lorne Street pancake parklet – maintenance completed. Further graphics to be installed early summer.
### Table 1. Delivery of City Centre targeted rate funded projects

<table>
<thead>
<tr>
<th>Project</th>
<th>Delivery stage</th>
<th>Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Downtown Public Spaces</td>
<td>Design and consultation</td>
<td>Concept design is underway for the long-term outcome of the Downtown Public Space project, including integration with the redevelopment of the Downtown Ferry Terminal. There is strong integration with the Quay Street upgrade project, allowing the themes and narrative of the Downtown Public Space to flow through to Quay Street. 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.</td>
</tr>
<tr>
<td>Britomart Streetscapes</td>
<td>Design and consultation</td>
<td>The next phase of the Britomart Streetscapes project – stage 3 Galway Street (between Commerce and Gore Streets), will be delivered as part of the Downtown Programme. Concept design started in early August 2018, with delivery of the streetscape expected in early 2020.</td>
</tr>
<tr>
<td>Myers Park Upgrade stage 2</td>
<td>Design and consultation</td>
<td>The Myers Park Stage Two project is moving into re-design based on the approved reduced scope.</td>
</tr>
<tr>
<td>Karangahape Road Streetscape Enhancement and Cycleway</td>
<td>Design and consultation</td>
<td>There has been good progress with the detailed design, which is nearing completion. Engagement continues with the Design Reference Group and the Karangahape Road Business Association. Integration is underway with the City Rail Link team with regards to their Pitt Street utilities work.</td>
</tr>
<tr>
<td>Federal Street Upgrade – stage 2</td>
<td>Design and consultation</td>
<td>The detailed design phase has commenced and is expected to be completed by end of 2018. Trial pit investigation as part of the design development, including geotechnical testing and in-ground service identification, is scheduled for completion late August 2018.</td>
</tr>
<tr>
<td>Project</td>
<td>Delivery stage</td>
<td>Comments</td>
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<tr>
<td>Poynton Terrace</td>
<td>Construction</td>
<td>The project is now in construction. Construction is expected to be completed late September 2018, weather permitting.</td>
</tr>
<tr>
<td>Hobson and Nelson Street</td>
<td>Feasibility and</td>
<td>Phasing and planning options for both streets are being assessed.</td>
</tr>
<tr>
<td>upgrades</td>
<td>investigation</td>
<td>Auckland Transport has confirmed the location of pinch points where the driveways on the southern half of the Nelson Street service lane intersect with the footpath. Localised kerb buildouts have been identified as a potential solution. This project has been added to Auckland Transport’s minor improvement works programme and will be prioritised against other potential projects. There is no certainty on a timeline, but it is unlikely work will be undertaken before 2020/2021. Auckland Transport is working with Freemans Bay Primary School on a baseline survey and modal map (September 2018) to determine how children get to school – this will add to the data being used for planning in the area. This data will be useful for determining pedestrian and travel movements in the area.</td>
</tr>
<tr>
<td>Freyberg Place</td>
<td>Feasibility and</td>
<td>Auckland Transport is progressing the proposal for a change in status of the square to a pedestrian mall. The public consultation closed on 1 July 2018. Feedback has been assessed and there has been an opportunity for submitters to express their concerns regarding the proposal to the Traffic Control Committee. A summary report of the public feedback and the final recommendations will be available on the Auckland Transport website on 17 September 2018.</td>
</tr>
<tr>
<td></td>
<td>investigation</td>
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</tbody>
</table>
Appendix A: Karangahape Road Enhancements project – design changes for block between Pitt Street and Queen Street

Pitt Street to Queen Street – New design
Item 8

Attachment A

Cross section – Previously proposed design

SUMMARY

Four vehicle lanes, parking off-peak only
Existing sets and lighting retained
Existing sets and lighting retained
Existing sets and lighting retained
Existing sets and lighting retained

Traffic

Pedestrians

Cyclists

Pavements

Buildings

Existing light pole

Existing light pole
Cross section – New design

SUMMARY

- Full kerb built (additional 212m) – built as to not preclude the future two lane option
- Separated cycle lane (1800mm) at existing road grade – typical arrangement
- Kerbside 1200mm wide planting / paved zone between cycle lane and street
- Existing footpaths retained 4000 - 4800mm wide
- Furniture zone 1500mm +/- on footpath side of cycle lane
- Kerbside flexible lane with peak period bus lane and off-peak parking
- New light poles required with full kerb option – to be confirmed by AT
Cross section – Future potential layout (long-term)

SUMMARY

- Vehicle lanes reduced to two - fully paved carriageway
- Footpath extended to 6450mm
- Furniture located within footpath - maintaining 5250mm accessible route / or between planting areas
- Flush cycle lane (1800mm) with delineation markers
- Separator zone (1500mm) maintained between cycle lane and street
- Planting and light poles maintained in four lane configuration
- New overhead catenary lighting
Auckland City Centre Advisory Board forward work programme - September 2018

File No.: CP2018/17684

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>A0</td>
<td>Auckland City Centre Advisory Board forward work programme - September 2018</td>
<td>69</td>
</tr>
<tr>
<td>B0</td>
<td>City Centre Targeted Rate Programme of Works (TR7)</td>
<td>71</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Elisabeth Laird – Development Programmes Analyst</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

## In Progress / Upcoming Agenda Items

<table>
<thead>
<tr>
<th>Area of work</th>
<th>Description of work</th>
<th>Board's role</th>
<th>Expected Timeframes for Advice</th>
</tr>
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<tbody>
<tr>
<td><strong>City Centre Targeted Rate Portfolio</strong></td>
<td>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 TR6. TR6 will be workshopped with the board in mid-2018.</td>
<td>To provide feedback and endorse the city centre targeted rate portfolio of work (TR6), for recommendation to the Finance and Performance Committee.</td>
<td>July – December 2018</td>
</tr>
<tr>
<td><strong>America’s Cup 2021</strong></td>
<td>Planning and development of areas to host America’s Cup 36 (AC36).</td>
<td>To be informed around plans for the America’s Cup 2021, including their potential impact on the city centre programme of works.</td>
<td>Throughout 2018</td>
</tr>
<tr>
<td><strong>City Centre Public Art Plan</strong></td>
<td>The City Centre Public Art Plan aims to provide the vision and rationale for investment in public art in the centre city 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.</td>
<td>Further update on deliverables arising from the City Centre Art Plan.</td>
<td>Late 2018</td>
</tr>
<tr>
<td><strong>Midtown programme of works (including transport)</strong></td>
<td>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.</td>
<td>To provide input and feedback on the Midtown programme of works.</td>
<td>Throughout 2018</td>
</tr>
<tr>
<td><strong>Downtown programme of works (including transport)</strong></td>
<td>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.</td>
<td>To provide input and feedback on the Downtown programme of works.</td>
<td>Throughout 2018</td>
</tr>
<tr>
<td><strong>Karangahape Road precinct programme of works (including transport)</strong></td>
<td>The Karangahape Road precinct programme of works is a coordinated programme to deliver the interdependent projects taking place in the area.</td>
<td>To provide input and feedback on the Karangahape Road precinct programme of works.</td>
<td>Late 2018</td>
</tr>
<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>Late 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>Late 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>Late 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>
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### City Centre Targeted Rate Programme of Works

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<tr>
<th>Item</th>
<th>Projects</th>
<th>Project Total (all funding sources) 2015-25</th>
<th>General Rate and S3D Party</th>
<th>Targeted Rate Funding</th>
<th>15/16 SPEND</th>
<th>16/17 SPEND</th>
<th>17/18</th>
<th>18/19</th>
<th>19/20</th>
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<td>Re-imbursement of Downtown Public Spaces funds</td>
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<td>Queen St Precinct redevelopment</td>
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<td>Federal St Stage 2 (Maxwell Drive to Wellesley)</td>
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<td>Lower Hobson St flyover</td>
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<td>Nelson St Cycleway Enhancements (off-ramp)</td>
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<td>O’Connell Street (including artwork)</td>
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<td>Britomart Precinct Streetscapes</td>
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<td>High St Streetscapes</td>
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<td>Fairfield Place</td>
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