Auckland City Centre Advisory Board
OPEN MINUTE ITEM ATTACHMENTS

<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>5</td>
<td>Federal Street upgrade stage two project update</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. 21 November 2018, Auckland City Centre Advisory Board: Item 5 - Federal Street upgrade stage two project update, presentation</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>City Rail Link: Albert Street update</td>
<td></td>
</tr>
<tr>
<td></td>
<td>A. 21 November 2018, Auckland City Centre Advisory Board: Item 6 - City Rail Link: Albert Street update, presentation</td>
<td>19</td>
</tr>
</tbody>
</table>

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.
Federal Street Stage 2 Upgrade
PRELIMINARY DESIGN UPDATE
November 2018

Boffa Miskell

In collaboration with:

MATTHEWS & MATTHEWS ARCHITECTS LTD

eCubed Building Workshop Ltd

TPC TRAFFIC PLANNING CONSULTANTS LTD

evivo ENGINEERING SURVEYING PLANNING

Auckland Council

VTA
2.6 TE ARANGA DESIGN

TE AO HURIHURI - JOURNEY THROUGH THE EVER CHANGING WORLD

compassion, community, home... a journey of wellbeing, a journey across the whenua, through the ōtāne, through the street.

Te Ao Hurihuri. Through Te Korekore, potential is revealed between the light and dark of Te Kore. Into Te Ao Marama, we emerge into light and are encouraged to search for enlightenment, giving Te Ao Hurihuri the everchanging world, leading to Te Ao Hou, the new world.

Retrieved from: https://kaorocahowhare.wordpress.com/2015/05/01/te-ao-hurihuri-a- maori-model-for-syntex-semantic/

Key
- Red - Hearth - Storytelling
- Orange - Crushed shells - Safety / Alarm
- Blue - Pouwhenua - Pursuit of excellence
PRELIMINARY DESIGN - VIEW LOOKING SOUTH FROM WELLESLEY STREET
PRELIMINARY DESIGN - VIEW LOOKING NORTH FROM MAYORAL DRIVE
## Attachment A

| 1  | Existing raised kerb retained          |
| 2  | Basalt kerbs re-laid within gravel     |
| 3  | Low groundcovers - Carpobrotus edulis, Ice Plant |
| 4  | Coloured steel seating elements        |
| 5  | Coloured chain-link fence framing the space |
| 6  | Plants climbing up the fence (optional) |
| 7  | Artwork is able to be hung on the fence (optional) |
| 8  | Cut basalt kerbs laid across footpath + carriageway |
| 9  | 3 x existing trees retained + transplanted |

Boffa Miskell, Federal Street Carpark Frontage
12.10.2018
Attachment A

Boffa Miskell Федер Street Carpark Frontage
12.10.2016
Albert Street Reinstatement
City Centre Advisory Board
November 2018
Albert Street Design
Albert Street - The Balanced Approach

The AT, AC and CRLL shared view for Albert Street balances:

- A street of growing commercial and residential importance
- Major bus routes serving the City Centre
- High quality pedestrian experience
- The flexibility to respond to change
- Existing or consented car parking for over 3000 spaces

A two stage delivery programme is proposed:

- Stage 1 CRLL reinstatement
- Stage 2 removal of indented bus stops
Albert Street Staged Delivery

The planned two stage delivery, with stage 1 providing:

- Widened pedestrian footways everywhere
- Narrowed roadways everywhere
- As many native trees as can be accommodated along its length
- Stone paving, kerbs and high quality lighting, seating, fittings and fixtures everywhere
- No private vehicle on street parking - all deliveries via side streets
- Removal of vehicle access points to the street

Stage 2 providing for removal of indented bus stops, widening footways and planting additional trees
Albert Street Stage 1 CRLL works
Albert Street Stage 2 Works

Kerbs realigned to remove indented bus stops and trees planted in the tree pits provided in the CRL works.
Albert Street Flythrough Stage 2
Albert Street Stage 1
Albert Street Stage 1
Albert Street Stage 1
Albert Street Stage 1 & 2 Delivery Status

- Detailed Design completed in accordance with the previously endorsed scheme
- Stage 1 programme:
  - C2 Contractor on site- to complete urban realm in 2020 and
  - C3 works planned to be completed in 2024
- Stage 2 programme:
  - The monitoring triggers for indented bus stop removal have been agreed between AT and AC that will establish stage 2 timing
Buses in Albert Street
Albert Street City Centre Bus Route Context
Albert St urban realm context

- Albert St is a core bus corridor and will provide better pedestrian space and amenity
- Indented bus stops are proposed in just two locations
- These areas are futureproofed with tree pits for when indented bus stops are removed
- Footpath next to indented bus stops will be wider than previous footpath
Bus Stops

Indented bus stops are identified as required by the City Centre Bus Stop Capacity Study, which monitored city centre bus stops compared to Bus Reference Case and Staged Timing Model recommendations.

Busy bus stops need to not only be long enough but also be accompanied by adjacent bus lanes (or a traffic lane that was otherwise free of other traffic).

53 buses per hour is the trigger for requiring at least a triple bay bus stop adjacent to a bus lane (i.e. indented).
Albert St Bus Demand Forecasts

Routes:
18, Inner Link
95B, 95C, 95G, 97B, 97R, 97V
105, 106, 110, 129, 132, 133, 134, 195, 209, 125x, 132x, 133x, 151x, 171x, 172x

<table>
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<tr>
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<th>Northbound Buses</th>
<th>Southbound Buses</th>
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<tr>
<td></td>
<td>2018</td>
<td>2028</td>
</tr>
<tr>
<td>Morning peak</td>
<td>64</td>
<td>72</td>
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<tr>
<td>Evening peak</td>
<td>56</td>
<td>62</td>
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Modelling shows that once Northwest LRT is delivered (no delivery date set, possibly late 2020s?), there is still the need for at least the northbound indented bus stops for residual bus services.
City Centre Bus Congestion Examples

Commerce St

Examples from around the city centre show that, on busy bus routes, buses must be able to move around each other. Without this, there is a bunched and unreliable service, plus poor and unsafe customer experiences.

Wellesley St
Monitoring

- AT has agreed with Council to monitor bus operations once Albert St is fully re-opened post-CRL construction and normal bus service patterns are operating.
- Monitoring will be undertaken in March and September each year.
- A defined Level of Service C is a minimum baseline:
  - Reliability at First Stop
  - Punctuality at First Stop
  - Punctuality at Last Stop
- AT will also monitor customer satisfaction and other relevant performance measures.
Further Investigation
Greening the Street

• AT, AC and CRLL acknowledge that it is desirable to have natural vegetation along Albert St.

• When monitoring shows the two indented bus stops are no longer required, AT agrees to their removal to allow wider footpaths and additional trees in those locations.

• AT will investigate with CRLL and AC the ability to provide natural features around the indented bus stops and elsewhere, such as ‘green walls’ or other plantings.
Greening The Street Concept
Questions
Albert Street Flythrough Stage 1