

AUCKLAND CITY CENTRE ADVISORY BOARD FORWARD WORK PROGRAMME 2019

Edited February 2019

Area of work	Description of work	Board's role	Expected timeframes
IN PROGRESS / UPCOMING AGENDA ITEMS			
City Centre Targeted Rate Portfolio	The city centre targeted rate portfolio of works is the schedule of projects that are funded by the city centre targeted rate that formed part of the long-term plan. They are endorsed by the Auckland City Centre Advisory Board and approved by the Finance and Performance Committee. The current version of the work programme is known as TR7	<ul style="list-style-type: none"> To provide feedback and endorse the city centre targeted rate portfolio of work, for recommendation to the Finance and Performance Committee. <p>Progress to date:</p> <ul style="list-style-type: none"> A report was considered on 21/11/18 on the prioritisation of projects requiring strategic assessment. Res CEN/2018/66 report to Finance and Performance Committee final report to ACCAB for allocation. The board also noted that further discussion regarding the St Matthews request will be considered at the CCTR review round clause b) iv) res CEN/2018/64 	April 2019
Downtown programme of works (including transport)	The Downtown programme of works delivers a connected and accessible waterfront, prepare for the growth of cruise and ferry services and support further activation of Queens Wharf. The programme has been brought forward to align with the America's Cup event (AC36) in 2021.	<ul style="list-style-type: none"> To receive update and provide feedback on the Downtown programme of works. <p>Progress to date:</p> <ul style="list-style-type: none"> A report was considered on 18/7/18 on the Downtown Infrastructure Development programme. Resolution CEN/2018/40. A copy of the response to the board's requests is attached below. For information the current delivery programme report was agreed by the Planning Committee on 5/9/17. Resolution PLA/2017/111 An update on options on Quay Street East public amenity and accessibility will be provided to the ACCAB early 2019. 	March 2019
Karangahape Road precinct programme of works (including transport)	The Karangahape Road will deliver improved pedestrian spaces around key transport hubs while leveraging off development opportunities from the City Rail Link.	<ul style="list-style-type: none"> To receive update on the Karangahape Road project. To receive update on Myers Park Underpass (stage 2b) 	March 2019 April 2019
City Centre Masterplan 2040	The 2012 CCMP set out a compelling vision for the heart of Auckland. PLA/2-18/121(a) directs council to produce an online masterplan. This provides an opportunity to replace the existing six-year refresh period with a programme of rolling updates, while retaining the core vision for the city centre.	<ul style="list-style-type: none"> To provide input and provide feedback on the City Centre Master Plan. <p>Progress to date:</p> <ul style="list-style-type: none"> A report approved by the Planning Committee Resolution PLA/2018/121 Staff will present to the ACCAB Feb 2019 meeting on the City Centre Master Plan Refresh. 	February 2019
Learning quarter programme of works	Including works in Albert Park and streetscape upgrades in the areas around city centre university campuses.	<ul style="list-style-type: none"> To provide input and feedback on the learning quarter programme of works. 	April 2019
Midtown programme of works (including transport)	The Midtown programme of works is a coordinated programme to deliver improved pedestrian and public spaces around key transport hubs while leveraging off development opportunities from the City Rail Link, bus infrastructure and the New Zealand International	<ul style="list-style-type: none"> To receive update and provide feedback on the Midtown programme of works. <p>Federal Street upgrade stage two project:</p> <p>Progress to date:</p> <ul style="list-style-type: none"> The update report was considered on 21/11/18 seeking feedback on the preliminary 	

	Convention Centre.	<p>design. Resolution CEN/2018/64.</p> <ul style="list-style-type: none"> - The board requested staff to follow up on the Waitemata Local Board feedback to ensure cycle access isn't lost on Federal Street. Staff have advised that a cycle access ramp between Federal Street and Mayoral Drive has been detailed in the preliminary design, separated from the area of the existing footpath by a new concrete wall. <p>Wellesley Street bus improvements project:</p> <p>Progress to-date</p> <ul style="list-style-type: none"> - A report was presented on 24/10/18 meeting on progress and upcoming next steps for the Wellesley Street bus improvements project. Resolution: CEN/2018/60. The next phase: commence a business case and once detailed designs are developed, these will be brought back to the board for feedback. <p>City Rail Link: Albert Street reinstatement</p> <p>Progress to date:</p> <ul style="list-style-type: none"> - A presentation was provided on 21/11/18. Resolution CEN/2018/65 - Further update will be provided in February 2019 	<p>April 2019</p> <p>February 2019</p> <p>February 2019</p>
City Rail Link update	The City Rail Link Project is a significant infrastructure project to enhance the capacity and performance of Auckland rail services and improve transport outcomes in Auckland. There will be four new and reconfigured station as part of the project - Britomart Station, Aotea Station, Karangahape Station and Mt Eden Station.	<ul style="list-style-type: none"> • To be informed of the City Rail Link project <p>Progress to date:</p> <ul style="list-style-type: none"> - An update on the City Rail Link delivery presentation was provided on 24/10/18. 	To be advised 2019
Homelessness	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.	<ul style="list-style-type: none"> • To provide city centre community input on the council's homelessness programmes. <p>Progress to date:</p> <ul style="list-style-type: none"> - A report was presented on 22/08/18 on Auckland Council's operational response to homelessness. Resolution CEN/2018/46 . The board also noted that options for funding homelessness to be considered as part of the city centre targeted rate review process. 	April/May 2019
Public amenities	Including toilets, showers, lockers, and drinking fountains.	<ul style="list-style-type: none"> • To receive update and provide feedback for the city centre public amenities project. 	April 2019
Activate Auckland Programme (including Tactical Urbanisation)	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.	<ul style="list-style-type: none"> • To receive update and provide feedback on the Activate Auckland Programme, as part of the city centre targeted rate programme of works. 	<p>March 2019</p> <p>May 2019</p> <p>July 2019</p> <p>September 2019</p>

America's Cup 2021	Planning and development of areas to host America's Cup 36 (AC36).	<ul style="list-style-type: none"> To be informed around plans for the America's Cup 2021, including their potential impact on the city centre programme of works. 	March 2019
City Centre Public Art Plan	The City Centre Public Art Plan aims to provide the vision and rationale for investment in public art in the 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.	<ul style="list-style-type: none"> To receive update and provide feedback on deliverables arising from the City Centre Art Plan, towards which the city centre targeted rates makes a contribution. 	To be advised 2019
City Centre Cleaning Services	Town centre cleaning and maintenance services will be transferred to Community Facilities from Auckland Transport and Waste Solutions, as part of the rationalisation of these services across Auckland. This was originally scheduled to go live on 1 July 2018, but has been postponed until 1 July 2019.	<ul style="list-style-type: none"> To provide feedback for the city centre cleaning and maintenance services. <p>Progress to date:</p> <p>A report was considered on 27/6/18 Res CEN/201832</p> <ul style="list-style-type: none"> - A further update on streetscapes pertaining to the city centre cleaning services will be provided. 	April/May 2019

**Attachment – response to board queries regarding the Downtown Programme
– January 2019**

Memo

18 January 2019

To: Auckland City Centre Advisory Board

Subject: Written response to queries raised regarding the Downtown Programme

From: Simon Oddie, Principal Programme Manager, Development Programme Office

Purpose

1. To respond to questions raised at the Auckland City Centre Advisory Board (ACCAB) workshop in November 2018 regarding the downtown programme update.

Context/Background

2. At the ACCAB workshop in November, questions were raised in relation to the Downtown Programme update. The queries raised were related directly to the minutes of the 18 July 2018 Auckland City Centre Advisory Board meeting, Agenda Item 7:

Resolution number CEN/2018/40

MOVED by Mr JMooney, seconded by Mr A Parkinson:

That the Auckland City Centre Advisory Board:

- a) receive the update on the progress and next steps for the Downtown programme*
- b) provide the following feedback on the conceptual design of Quay Street and the Downtown public spaces project:*
 - i) to see projects in wider context including Queens Wharf at a workshop*
 - ii) to ensure the alignment and interface of individual projects*
 - iii) to ensure that the public amenity and accessibility of Customs Street is considered*
 - iv) specifically address the Quay Street East public amenity and accessibility*
 - v) reference to the Waterfront Plan to be included*

c) receive the update on planning for traffic movements around Quay Street and the Downtown area, in relation to planned transport upgrades.

3. It should be noted that post the 18 July 2018 ACCAB meeting, a further workshop was held with the Advisory Board to update them on the integrated downtown waterfront planning and vision, as well as the development plan for how this vision is to be implemented over the next 10 years. This workshop was in response to minute b) i) and ii) as noted above.

Responses to queries raised at the 18 July ACCAB meeting:

Query 1: To see projects in wider context including Queens Wharf at a workshop

4. As noted above, the wider context of how the various projects across the City Centre waterfront deliver on the agreed strategic direction for the waterfront was presented at the workshop on the 22 August 2018 and was further reiterated as part of the presentations at the 30 October Planning Committee meeting (which the ACCAB Chair was in attendance), and the 21 November ACCAB workshop.
5. These workshops set out how the waterfront will develop over the next 10+ years to deliver on the vision of a much more people-friendly and welcoming waterfront, in line with the aspirations set out in the City Centre Masterplan (2012) and the Waterfront Plan (2012). These workshops included an overview of how the Central Wharves Strategy and the recently released 30 Year Port Development plan were integrated into and informed the implementation strategy for the development of downtown, as agreed at the September 2017 Planning Committee meeting. This included an overview of the interfaces and interdependencies which dictate the order and timing of the various projects within the overarching development programme over the next 10 years.
6. With respect to Queens Wharf, the development of the wharf into a public oriented space that provides for quiet relaxation as well as a number of other public use functions is dependent on the removal of the Cloud and the eventual relocation of cruise from Queens Wharf to the proposed dedicated cruise facility on Captain Cook Wharf.
7. We understand that the future of Queens Wharf is a key issue for the ACCAB. While the role of the wharf as a premier public space is recognised as part of the current implementation strategy, in line with the vision set out in the Waterfront Plan and City Centre Master Plan, it is acknowledged that details regarding the future vision and design for Queens Wharf are high-level. This reflects the fact that the timing of this development is not currently proposed to start until approximately 2022/23. We will engage with the Board on the future development of Queens Wharf as part of the Downtown Development programme for the waterfront.

Query 2: to ensure the alignment and interface of individual projects

8. As per Q1) above, this was covered as part of the workshop on 22 August 2018, where we set out the key interfaces between the various projects and how this influenced and informed the development programme for the next 10 years.
9. The current delivery programme, delivering key outcomes ahead of the 36th Americas Cup, was part of the implementation strategy presented to and agreed by the Planning Committee in September 2017. The implementation strategy, as it was presented to the ACCAB in [June](#) 2017 in the build up to the September Planning Committee meeting, set out how the Council Group would deliver on the transformational outcomes for the City Centre Waterfront, as set out in the City Centre Masterplan and Waterfront Plan. The strategy considered the alignment and interfaces of individual projects to ensure that they would deliver on the agreed vision and would be delivered in a sequence which reduces redundant work and enables the delivery of future outcomes. This is the principle behind the current delivery programme.

Query 3: to ensure that the public amenity and accessibility of Customs Street is considered

10. While the public amenity and accessibility of Customs Street is not part of the current delivery scope for the Downtown Programme, and is not funded within the current LTP, it is part of the long-term vision set out in the CCMP, and as such is considered as part of the longer-term planning for Downtown. To this effect, the City Centre Design Collective scope for the Downtown Programme does include a Britomart Precinct Reference Design that establishes a foundation for this precinct and its relationship to Customs Street. The Downtown Programme Team are working closely with the Auckland Design Office to ensure that the downtown designs take into account the current CCMP refresh work and the Access for Everyone concept for Auckland City. The designs do not preclude the future vision for Customs Street.
11. The Auckland Design Office will present its update on the CCMP at the Board's February meeting.

Query 4: specifically address the Quay Street East public amenity and accessibility

12. Auckland Council and Auckland Transport have received significant feedback from stakeholders both internal and external to the Council organisation on the proposed Britomart East Bus Interchange, in particular around the proposed location on Quay Street adjacent to the Britomart Precinct.
13. Providing more and better opportunities for people to access the City Centre via public transport and active modes is a key outcome aligned with the Council

organisations vision for the City Centre, and is a key outcome for the Downtown Programme. We are also striving to deliver great public amenity and urban design outcomes which integrate with our need to improve access to the City Centre.

14. To ensure that we are in fact providing the right solution and delivering an outcome that is best for Auckland, the Downtown Programme Team, in discussion with key internal stakeholders, has put the Britomart East Bus Interchange project on hold to review and update the fundamentals associated with this project.
15. The purpose of this review is to ensure that we are solving the right problem, have clear objectives, and are working from the latest information relating to bus requirements in the City Centre, and therefore developing options that reflect these and take into account stakeholder feedback to date. As part of this process, alternative locations and options will be developed, and the Programme Team are committed to bringing these options back to the ACCAB when we're at shortlist phase (approximately mid-April this year).
16. In the event that the Britomart East Bus Interchange does not end up on the Quay Street East block between Commerce Street and Britomart Place, the design team is investigating a series of detuning and amenity enhancement options for the section of Quay Street which ties into the Quay Street Enhancement project planned between Lower Hobson and Commerce Street. The Programme Team is also committed to bringing these concepts back to the ACCAB for feedback and advice.

Query 5: receive the update on planning for traffic movements around Quay Street and the Downtown area, in relation to planned transport upgrades

17. As noted in this resolution, a traffic planning update was provided at the 18 July 2018 ACCAB meeting. We assume that the ACCAB have no further concerns or queries regarding how traffic along Quay Street will function, however to recap, we have outlined some of the key points below. As the designs for Quay Street move through developed and detailed design, we will keep the ACCAB updated on any changes to the traffic planning as part of our regular updates.

What changes are planned?

- The Quay Streetscape works will transform Quay Street from vehicle dominated to a people-focused harbour edge place.
- A significant increase in pedestrian movement through and across the corridor is predicted with increased public transport usage, bike, bus, ferry and rail, and an increase in tourists.

What are the public transport changes?

- With a new Lower Albert Street bus interchange, increased bus patronage will result. Bus stops on both the western and eastern sides of Lower Albert Street are complimented with the provision of bus lanes on Quay Street in both directions.
- Operating clockwise on Quay Street, the Northwestern services will utilise the eastern side of Lower Albert Street, with the Northern Express buses operating counter-clockwise, as they currently operate today.

What are the planned changes to traffic?

- A reduction in the number of general traffic lanes to one eastbound lane and one westbound lane will be provided.
- The reduction in traffic lanes is predicted to result in traffic flows on Quay Street reducing by between 40 to 50% along the corridor.
- Traffic flows into and out of Princes Wharf, and Te Wero Bridge (Viaduct) are assumed to remain relatively constant (as currently today).