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

**Date:** Wednesday, 27 March 2019  
**Time:** 3:00pm  
**Meeting Room:** Room 1, Level 26  
**Venue:** 135 Albert Street  
Auckland

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

### MEMBERSHIP

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<tr>
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<th>Name</th>
<th>Affiliation</th>
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<tbody>
<tr>
<td>Chairperson</td>
<td>Ms Viv Beck</td>
<td>Business Improvement District</td>
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<tr>
<td>Deputy Chair</td>
<td>Mr Andrew Gaukrodger</td>
<td>Corporate sector</td>
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<tr>
<td>Members</td>
<td>Ms Noeline Buckland</td>
<td>City Centre Residents Group</td>
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<td></td>
<td>Mr Shale Chambers</td>
<td>Waitemata 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>Mr George Crawford</td>
<td>Property Council of NZ</td>
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<td></td>
<td>Cr Chris Darby</td>
<td>Auckland Council (Mayor’s alternate)</td>
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<td>Mayor Hon Phil Goff, CNZM, JP</td>
<td>Auckland Council</td>
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<td></td>
<td>Mr Ngarimu Blair</td>
<td>Ngāti Whātua Orākei</td>
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<td>Mr Mark Kingsford</td>
<td>Corporate sector</td>
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<td></td>
<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></td>
<td>Mr Patrick Reynolds</td>
<td>Transport representative</td>
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<td></td>
<td>Mr Michael Richardson</td>
<td>Business Improvement District</td>
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(Quorum 10 members)

Sonya Inger, Governance Advisor  
20 March 2019  
Contact Telephone: (09) 9776050  
Email: sonya.inger@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

**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**

An apology from Mayor P Goff for absence on council business has been received.

2 **Declaration of Interest**

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

3 **Confirmation of Minutes**

That the Auckland City Centre Advisory Board:

a) confirm the ordinary minutes of its meeting, held on Wednesday, 27 February 2019, including the confidential section, 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."
Albert Street bus update

File No.: CP2019/03632

Te take mō te pūrongo
Purpose of the report
1. To provide an update since the 27 February meeting regarding plans for two indented bus bays as part of the post-City Rail Link reinstatement of Albert Street.

Whakarāpopototanga matua
Executive summary
2. The Auckland City Centre Advisory Board considered the report and presentations at its meeting held on 27 February 2019 and resolved as follows:

Resolution number CEN/2019/5

That the Auckland City Centre Advisory Board:

a) receive the Albert Street bus update report and associated presentation.

b) delegate to the Auckland City Centre Advisory Board chair and Councillor Chris Darby, the re-escalation of this issue to the chief executive of council, the chief executive of Auckland Transport and copied to Mayor Phil Goff.

3. An outcome of the Board’s February meeting resolution b) above was not available at the time the agenda went to print, and will be circulated prior to the meeting, with recommendations.

Ngā tūtohunga
Recommendation/s
The recommendations were not available when the agenda went to print.

Ngā tāpirihanga
Attachments
There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Tam White - Senior Governance and Relationship Advisor</th>
</tr>
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<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
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</table>
Downtown Infrastructure Delivery Programme - March 2019 update

File No.: CP2019/03708

Te take mō te pūrongo
Purpose of the report
1. To receive an update on the Downtown Programme, and to respond queries previously raised by the Auckland City Centre Advisory Board.

Whakarāpopototanga matua
Executive summary
2. Downtown Programme works are underway, with the relocation of utilities along Quay Street beginning in December 2018. These works will enable the main physical works associated with piling for the seismic improvements of Quay Street and the Quay Street public realm enhancements to commence May 2019 (subject to consents). Works relating to the ferry basin redevelopment commence June 2019 (subject to consents).

3. The programme of works is scheduled to be complete by December 2020, in advance of the America’s Cup event in 2021. These timeframes are tight and subject to approval of resource consents within the predicted timeframes. Challenges to the consenting process represent a risk to begin able to deliver one, or a number of the projects, by December 2020.

4. The temporary traffic management arrangement along Quay Street will be in place for the duration of the works through to December 2020. The transport network implications of the works and the temporary traffic management arrangements are being managed in conjunction with Auckland Transport on a whole of network basis. Auckland Transport will provide an update on management of the city centre transport network to the board on 22 May 2019.

5. During the works period, traffic flows along Quay Street are being maintained at pre-construction levels, accounting for disruptions on other parts of the network. At the completion of work, traffic volumes along Quay Street are predicted to drop by between 40 to 50 per cent along the corridor. This will be facilitated by changes at the Tangihua intersection and improvements to the Customs Street light phasing, as well as changes to the wider city centre network.

6. Auckland Transport have undertaken a strategic review of the proposed Britomart East bus interchange, and in conjunction with Auckland Council, it has been agreed that the proposal for a bus interchange on Quay Street between Commerce Street and Britomart Place is not in line with the aspirations and vision for the downtown waterfront area. Future option identification and assessment work for bus facilities in the Britomart East area will therefore discount options that include bus stops in Quay Street between Commerce Street and Britomart Place and also the installation of a roundabout at the Quay Street and Commerce Street intersection.

7. Auckland Council and Auckland Transport will refresh the Downtown Framework to account for this change in strategic direction. This will include assessing how this area could function from a public realm perspective, the interaction with Britomart Precinct and the future development of the Admiralty and Marsden breastworks in line with the Port 30 Year Masterplan.

8. A workshop on the future development of Queens Wharf has been scheduled for 22 May 2019. The workshop is proposed to cover Queens Wharf role within the context of the other public spaces, how its future vision and use integrates with the wider waterfront outcomes, the process for reaching an agreed concept design, and the interdependencies constraining its timeframes for delivery.
Ngā tūtohunga
Recommendations
That the Auckland City Centre Advisory Board:

a) receive the updates on the Downtown Programme, Britomart East bus interchange, and the Quay Street East amenity

b) note that Panuku will provide an update on the Queens Wharf Masterplan at a 22 May 2019 Auckland City Centre Advisory Board workshop

c) note that Auckland Transport will provide an update at the board’s 22 May 2019 meeting on the holistic management of the city centre network in response to the works being undertaken within the city centre.

Horopaki
Context

9. Over the next ten years, the Downtown Programme will create a welcoming destination along the water’s edge that is recognisably Tāmaki Makaurau. The aim of the programme is to create a space that strengthens people’s connection with the Waitematā Harbour. Residents, workers and visitors will enjoy a safer, more attractive, people-focused environment in which to move, rest and meet.


11. It is recognised that there is significant benefit to accelerating key elements of the 10+ year development programme in line with upcoming events such as the America’s Cup and the APEC Leaders’ Week scheduled to be hosted by Auckland in 2021. These represent key milestones in the agreed development programme. It has been determined that the proposed downtown programme of works should be prioritised for delivery prior to 2021.

12. Accelerating key projects within the programme means that by 2021, Aucklanders will see Quay Street become a revitalised waterfront boulevard. The result will be a vibrant and attractive downtown area for residents and visitors to enjoy.

13. In response, a single programme of works was agreed at all levels across the council family to deliver on the outcomes. The delivery of the Downtown Infrastructure Development Programme is led by Auckland Transport and involves several entities belonging to the Council family, including Auckland Council and Panuku Development Agency. The Downtown Infrastructure Development Programme consists of seven projects identified for delivery by December 2020. These projects are:

- Quay Street seismic enhancements
- Quay Street public realm enhancements
- Ferry basin redevelopment
- Downtown bus interchanges (Lower Albert Street and Britomart East)
- Downtown public spaces
- Galway Street streetscape enhancement – stage three.
14. Construction on Quay Street began on 27 December 2018, to relocate utility services. The delivery of this phase is the first part of major works associated with the Downtown Programme.

15. The temporary traffic management arrangement associated with the utilities works will be maintained for the duration of the works through to the end of December 2020.

16. In May 2019, major construction work is planned to start on the seismic strengthening of Quay Street, the streetscape enhancements and the ferry basin redevelopment, subject to applicable consents being granted. The Downtown Programme is seeking consents to enable this delivery. Consents relating to projects within the programme are at various stages of delivery, as detailed below:

- Contracts awarded:
  - utilities relocation (currently underway)
  - Quay Street strengthening – Queens Wharf to Marsden Wharf (scheduled to start construction in May 2019)

- Awaiting hearings (March 2019):
  - Quay Street strengthening – Ferry Basin
  - Quay Street strengthening – Princes Wharf
  - ferry basin redevelopment

- Awaiting decision by commissioners:
  - mooring dolphin (expected end of March 2019)

- Awaiting lodgement
  - early March 2019 – Quay Street enhancement
  - April 2019 – Downtown public space
  - April 2019 – Quay Street strengthening – ferry building
  - under review – Britomart East bus interchange.

17. Delivery of the full programme of works is scheduled for December 2020. However, this is dependent on resource consents being granted in line with programme, and confirmation of the construction programme by the council’s construction partner. The construction programme is expected to be finalised in April 2019, however risks surrounding consent timeframes will remain until approximately September 2019.

18. Should resource consents not be granted or are appealed, this will put a number of projects within the programme at risk of delivery ahead of December 2020.

Transport Implications

Holistic management of the transport network

19. Auckland Transport actively manages the network from the Auckland Transport Operations Centre (ATOC), monitoring and optimising signal timings in real time. Management of the network takes into account and responds to the various changes caused by projects across the whole city centre, including the changes to Quay Street and those as a result of City Rail Link construction work.
20. Since 2012, vehicle volumes in and out of the city centre have remained constant. The significant growth in people accessing the city centre that has been recorded has been enabled through public transport and active modes. Projects like City Rail Link and light rail will continue that mode-shift, providing more convenient travel options.

21. At a network level, these modes are prioritised as the most effective way to keep Auckland moving, and these priorities inform the management of the network in response to the construction activities currently underway across the city.

22. At the 22 May 2019 board meeting, Auckland Transport will provide a comprehensive update to the Board on the management of the strategic network and how it takes into account construction activities across the city, as well as the future operating state of the network once planned works are completed.

Response to the Downtown programme of works

23. The Quay Streetscape works will transform Quay Street from vehicle dominated to a people-focused harbour edge place. As part of this, 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.

24. A reduction in the number of general traffic lanes to one east-bound lane and one west-bound lane will be provided in response. The reduction in traffic lanes is predicted to result in traffic flows on Quay Street reducing by between 40 to 50 per cent along the corridor.

25. Traffic flows into and out of Princes Wharf, Queens Wharf, the Britomart Precinct and Te Wero Bridge (Viaduct) are assumed to remain relatively constant (as currently today). This is in line with long-term strategic transport plans for the city centre.

26. 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 complemented with the provision of bus lanes on Quay Street in both directions.

27. 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.

28. Customs Street is constrained around Lower Albert Street intersection by City Rail Link work, so through traffic is not expected to fully shift from Quay Street onto Customs Street, until late 2020 when this section of City Rail Link work is completed.

29. We are maintaining through traffic capacity on Quay Street using the following tools:
   - a consistent traffic management layout is now in place
   - some restrictions on turning movements into and out of side streets.
   - the closure of some pedestrian crossings
   - active monitoring of intersections and adjustments to traffic light phasing
   - city centre wide traffic modelling to understand the impact of a construction-state Quay Street, as well as an end-state Quay Street with reduced traffic volumes.

30. From late 2020, with the delivery of Quay Street enhancement, Customs Street will be prioritised as the route for through traffic. This involves:
   - changes to the Tangihua Street and Quay Street intersection, that will divert traffic away from Quay Street
   - traffic light phasing changes on Customs Street and possible changes to side street access and egress
   - reduction in bus movements on Customs Street.
31. In the long-term, Auckland Council’s Access for Everyone concept and the later delivery of light rail will simplify the operation of the Customs Street and Queen Street intersection with the removal of private vehicle through-traffic from Queen Street onto Customs Street.

**Britomart East bus interchange**

32. Providing more opportunities and better opportunities for people to access the city centre via public transport and active modes is a key outcome aligned with the council organisation’s vision for the city centre and is a key outcome for the Downtown Programme. The programme is also striving to deliver great public amenity and urban design outcomes which integrate with the need to improve access to the city centre.

33. To ensure that Auckland Council and Auckland Transport are delivering on an outcome that is best for Auckland, the Britomart East bus interchange project was put on hold in November 2018 to review and update the fundamental outcomes associated with this project.

34. As a result of this review, and through discussion between Auckland Transport and Auckland Council, it has been agreed that the proposal for a bus interchange on Quay Street between Commerce Street and Britomart Place is not in line with the aspirations and vision for the downtown waterfront area as set out in the City Centre Masterplan and would not deliver an outcome that is best for Auckland.

35. As such, future option identification and assessment work for bus facilities in the Britomart East area will discount options that include bus stops in Quay Street between Commerce Street and Britomart Place and also the installation of a roundabout at the Quay Street and Commerce Street intersection. Options including bus stops or bus layover on Quay Street between Britomart Place and Tangihua Street will however still be considered. It should be noted that bus movements may still be required on Quay Street between Commerce Street and Britomart Place.

36. This is seen as a positive outcome and acknowledges the importance of connecting the city with the waterfront through good quality public realm outcomes.

37. The Britomart East bus interchange project team are now working through the development of long list options which will be assessed through the business case process. This will take into account the importance of connections to other modes and the quality of the public realm connecting them.

**Quay Street East amenity**

38. In light of the change in strategic direction with respect to the section of Quay Street between Commerce Street to Tangihua Street (Quay Street East), Auckland Council and Auckland Transport will refresh the Downtown Framework to account for this. This will include assessing how this area could function from a public realm perspective, the interaction with Britomart Precinct and the future development of the Admiralty and Marsden breastworks in line with the Port 30 Year Masterplan.

39. Through the process of refreshing the Downtown Framework, an agreed reference design for Quay Street East will be developed for delivery as part of the next phase of development in the Downtown Precinct. It should be noted that the delivery of this section to Quay Street is subject to requisite funding being made available through the Long-term Plan process.

40. To ensure that the proposed enhancement of Quay Street between Lower Hobson Street and Commerce Street can function as intended, the project scope includes interim work between Commerce Street and Tangihua Street to establish the desired traffic conditions, by reducing the number of lanes and the volume of traffic on Quay Street. This interim work includes changes to line markings and alterations to the Tangihua intersection to re-direct through-traffic to Customs Street East. Consideration will be given to enhancing the quality of interim work given the likely period required to realise the long-term vision for Quay Street East.
41. Opportunities to activate the southern Quay Street footpath between Commerce Street and Britomart Place are also being investigated for the construction period.

**Queens Wharf Masterplan**

42. The development of Queens Wharf into a public oriented space that provides for quiet relaxation as well as a number of other public use functions is a key component of the overall development strategy for the downtown waterfront precinct, in line with the vision set out in the Waterfront Plan and City Centre Master Plan.

43. The current programme of works for the downtown precinct is based on the Downtown Framework 2014 plan, which considers the role of Queens Wharf in the future and how it would interact with and complement development in the rest of the precinct. While design development for Queens Wharf has not progressed past the general organising of ideas set out in the Framework, there is sufficient detail to plan and programme the various developments currently underway.

44. Given the high-level of interest in the development of Queens Wharf, a dedicated workshop with the Auckland City Centre Advisory Board on the future development of Queens Wharf has been scheduled for 22 May 2019. The workshop will be led by Panuku, as the agency leading on the wharf’s development. Subject to feedback from the board, the workshop is proposed to cover Queens Wharf role within the context of the other public spaces, how its future vision and use integrates with the wider waterfront outcomes, the process for reaching an agreed concept design, and the interdependencies constraining its timeframes for delivery.

**Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera**

45. The downtown programme of works was approved through the Planning Committee in September 2017, and is supported by the Auckland Council group. The works are seen as a key programme to be delivered by December 2020, in time for the America’s Cup. The programme is made up of a number of projects funded by both Auckland Council and Auckland Transport, and represents an integrated approach to delivering outcomes for Auckland.

**Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe**

46. Auckland’s city centre falls within the Waitematā Local Board boundaries. Local board engagement in the development of the downtown programme has included cluster meetings, individual board workshops and presentations, responding to questions for additional information, and responses to concerns that individuals have raised with their local board. Engagement has been ongoing since March 2018.

47. A number of workshops have been held with Waitematā, Waiheke and Ōrākei Local Boards on a project by project basis, with the most recent workshop sessions for these boards occurring in early 2019.

48. Local board concerns have focussed on connectivity of public transport services, particularly for users transferring between ferry and bus services and those using the Lower Albert Street bus interchange.

49. Feedback has been provided regarding levels of service/amenity for ferry and bus users, with a request that design enhance access and mobility for people of all abilities. In particular, Waiheke Local board provided testimony from health workers about the importance of convenient and accessible connections to the hospital using the bus. Waitematā Local Board have expressed interest in the gradient of ferry gangways. Franklin Local Board highlighted the need for shelter for those waiting for ferries, given the likely walking distance for constituents using Pine Harbour Ferry.
50. The co-existence of cruise ship-related traffic and ferry passengers has been raised as a concern by Waitematā Local Board, with further information sought on how this will be managed. Waitematā Local board have also expressed interest in environmental outcomes, e.g. through the future-proofing of ferry berths to enable electric ferries.

**Tauākī whakaaweawe Māori**

**Māori impact statement**

51. The Downtown Programme has taken a partnership approach to working with mana whenua and ensuring their involvement in the development of the programme and project outcomes. Mana whenua have been involved in the design development of the programme since early June 2018, and a mana whenua working group meets weekly to progress design development.

52. Engagement with mana whenua has been at both the programme level, developing strategic outcomes, and the project level, developing detail in response to the strategic outcomes. This has enabled a much more authentic partnership with mana whenua, resulting in more engrained Māori outcomes included in the wider programme. This partnership has been facilitated via Auckland Transport’s Central Tipu.

**Ngā ritenga ā-pūtea**

**Financial implications**

53. The budget for the Downtown programme has been agreed through the Long-term Plan 2018-2028 process. Funding sources in addition to Long-term Plan funding include Regional Land Transport Plan funding (including New Zealand Transport Authority funding), city centre targeted rate funding, and third-party funding from the sale of Queen Elizabeth Square in the case of the Downtown public spaces project.

54. Projects are being managed within their allocated budgets, and the programme is not seeking additional funding.

**Ngā raru tūpono me ngā whakamaurutanga**

**Risks and mitigations**

55. Key risks are associated with delays to the delivery programme, and interdependencies with other projects within the programme of works. Interdependencies are being managed at a portfolio level through the City Centre Portfolio Steering Group, and at a programme level through strong relationships with interfacing programme’s of work.

56. There is very little float within the consenting programme, and there is a risk that challenges to successful resource consents will mean that certain elements of the programme of works cannot be delivered ahead of December 2020. The programme team are working with key stakeholders to identify and manage issues associated with the programme of works.

**Ngā koringa ā-muri**

**Next steps**

57. The Downtown Infrastructure Development Programme will provide a further update to the board in May 2019.
Ngā tāpirihanga

Attachments

There are no attachments for this report.

Ngā kaihaina

Signatories

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<tbody>
<tr>
<td>Author</td>
<td>Simon Oddie – Principal Programme Manager.</td>
</tr>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Te take mō te pūrongo

Purpose of the report
1. To note progress on the forward work programme (Attachment A) and provide a public record of memos, workshop or briefing papers that have been distributed for the Board’s information since 27 February 2019.

Whakarāpopototanga matua

Executive summary
2. This is the first of the regular information only report for the Auckland City Centre Advisory Board which aims to provide public visibility of information circulated to members via memo and other means, where no decisions are required.
3. The Board noted the new reporting of activities and initiatives in the city centre at its meeting held on 27 February 2019. Report ref CP2019/01489
4. The following paper/memo was circulated to members:
   - 20190314_On street parking changes in the city centre
   - 20190311_Memo to Finance & Performance Committee re ACCAB City Centre Targeted Rate Investment Criteria.
5. Note that staff will not be present to answer questions about the circulated memo. Board members should direct any questions to Tam White, tam.white@aucklandcouncil.govt.nz Development Programme Office.

Ngā tūtohunga

Recommendation/
That the Auckland City Centre Advisory Board:

a) receive the information report 27 March 2019.

Ngā tāpirihanga

Attachments

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<td>33</td>
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Ngā kaihaina

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<td>Tam White - Senior Governance and Relationship Advisor</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
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## AUCKLAND CITY CENTRE ADVISORY BOARD FORWARD WORK PROGRAMME 2019

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<th>Description of work</th>
<th>Board’s role</th>
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</thead>
</table>
| **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 City centre targeted rate portfolio 2018-2019 (attached to this agenda). | • To provide feedback and endorse the city centre targeted rate portfolio of work, for recommendation to the Finance and Performance Committee.  
  **Progress to date:**  
  - 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 by memo attached to this agenda.  
  - 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. | • To receive update and provide feedback on the Downtown programme of works.  
  **Progress to date:**  
  - 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 included in Attachment A.  
  - 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. | • To receive update on the Karangahape Road project. (deferred from March to April).  
 • To receive update on Myers Park Underpass (stage 2b) | April 2019 May 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. | • To provide input and provide feedback on the City Centre Master Plan.  
  **Progress to date:**  
  - A report approved by the Planning Committee Resolution PLA/2018/121  
  - A report was considered by ACCAB at its Feb meeting and resolved to hold a workshop to provide feedback on the work programmes. Resolution | April 2019 (workshop) |
## Item 7

### Learning quarter programme of works

<table>
<thead>
<tr>
<th>Learning quarter programme of works</th>
<th>CEN/2019/4</th>
</tr>
</thead>
<tbody>
<tr>
<td>Including works in Albert Park and streetscape upgrades in the areas around city centre university campuses.</td>
<td>- A workshop is scheduled on 4 April.</td>
</tr>
<tr>
<td></td>
<td>- To provide input and feedback on the learning quarter programme of works.</td>
</tr>
</tbody>
</table>

### Midtown programme of works (including transport)

<table>
<thead>
<tr>
<th>Midtown programme of works (including transport)</th>
<th>April 2019</th>
</tr>
</thead>
<tbody>
<tr>
<td>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 Convention Centre.</td>
<td>- To receive update and provide feedback on the Midtown programme of works.</td>
</tr>
<tr>
<td></td>
<td>Federal Street upgrade stage two project:</td>
</tr>
<tr>
<td></td>
<td>Progress to date:</td>
</tr>
<tr>
<td></td>
<td>- The update report was considered on 21/11/18 seeking feedback on the preliminary design. Resolution CEN/2018/64.</td>
</tr>
<tr>
<td></td>
<td>- The board requested staff to follow up on the Waitematā 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.</td>
</tr>
<tr>
<td></td>
<td>Wellesley Street bus improvements project:</td>
</tr>
<tr>
<td></td>
<td>Progress to date</td>
</tr>
<tr>
<td></td>
<td>- 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.</td>
</tr>
<tr>
<td></td>
<td>City Rail Link: Albert Street reinstatement</td>
</tr>
<tr>
<td></td>
<td>Progress to date:</td>
</tr>
<tr>
<td></td>
<td>- A presentation was provided on 21/11/18. Resolution CEN/2018/65</td>
</tr>
<tr>
<td></td>
<td>- Further update will be provided in Feb 2019.</td>
</tr>
<tr>
<td></td>
<td>- An update report was considered at the board’s Feb meeting. Further discussions to be held on this matter.</td>
</tr>
<tr>
<td></td>
<td>Homelessness</td>
</tr>
<tr>
<td></td>
<td>To be informed of the CRL project</td>
</tr>
<tr>
<td></td>
<td>Progress to date:</td>
</tr>
<tr>
<td></td>
<td>- An update on the CRLL delivery presentation was provided on 24/10/18.</td>
</tr>
<tr>
<td></td>
<td>City Rail Link update</td>
</tr>
<tr>
<td></td>
<td>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 stations as part of the project - Britomart Station, Aotea Station, Karangahape Station and Mt Eden Station.</td>
</tr>
<tr>
<td></td>
<td>To provide city centre community input on the council’s homelessness programmes.</td>
</tr>
<tr>
<td></td>
<td>Homelessness</td>
</tr>
<tr>
<td></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</td>
</tr>
<tr>
<td>Item</td>
<td>Description</td>
</tr>
<tr>
<td>------</td>
<td>-------------</td>
</tr>
</tbody>
</table>
| 7    | Implementation plan. | - 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 CCTR review process.  
- The report on ‘Response to homelessness in Auckland city centre’ is scheduled for the April meeting. | April 2019 |
| Public amenities | Including toilets, showers, lockers, and drinking fountains. | - 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. | - To receive update and provide feedback on the Activate Auckland Programme, as part of the city centre targeted rate programme of works.  
Progress to date:  
A copy of the March update is attached. | March 2019  
May 2019  
July 2019  
September 2019 |
| America’s Cup 2021 | Planning and development of areas to host America’s Cup 36 (AC36 programme). | - To be informed around plans for the America’s Cup 2021, including their potential impact on the city centre programme of works. | April 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. | - 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. | - To provide feedback for the city centre cleaning and maintenance services.  
Progress to date:  
A report was considered on 27/6/18 Res [CEN/201832](#)  
- A further update on streetscapes pertaining to the city centre cleaning services will be provided. | April/May 2019 |
Memorandum
13 March 2019

To: Auckland City Centre Advisory Board
Subject: City Centre on-street parking changes
From: Auckland Transport, Scott Ebbett – Parking Design Manager

Purpose
1. To inform the Auckland City Centre Advisory Board of on-street parking changes in Auckland City Centre.

Summary
- Changes to the prices of on-street parking in Auckland City Centre
- Current on-street parking Zone 2 will be split into two (Zone 2 and Zone 3) due to differing demand
- The city centre parking zones and costs are outlined in the attached map.

Context/Background
2. A parking occupancy survey carried out by Auckland Transport in June 2018 showed that at busy times, on-street parking spaces in the inner City Centre were 92% full, and in the outer City Centre they were 87% full.
3. At these levels of occupancy, it can be very difficult to find a park. Adjusting the prices to encourage short term parking will result in a higher turnover of parking spaces, which will make it easier to find a park.
4. On-street parking remains free in the outer City Centre after 6pm and all day on Sundays.
5. These changes are in line with Auckland Transport’s Parking Strategy https://at.govt.nz/about-us/transport-plans-strategies/parking-strategy/
6. The proposed changes are as follows:

<table>
<thead>
<tr>
<th>Days and times of operation</th>
<th>0-2 hours (price per hour)</th>
<th>2+ hours (price per hour)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Current 18 Mar</td>
<td>Current 18 Mar</td>
</tr>
<tr>
<td>Zone 1</td>
<td>Current 18 Mar</td>
<td>Current 18 Mar</td>
</tr>
<tr>
<td>Monday – Friday, 8am – 6pm</td>
<td>$4.50</td>
<td>$5</td>
</tr>
<tr>
<td>Monday – Friday, 6pm – 10pm</td>
<td>$2</td>
<td>$2.50</td>
</tr>
<tr>
<td>Saturday, Sunday and public holidays, 8am – 10pm</td>
<td>$2</td>
<td>$2.50</td>
</tr>
<tr>
<td>Zone 2</td>
<td>Current 18 Mar</td>
<td>Current 18 Mar</td>
</tr>
<tr>
<td>Monday – Friday, 8am – 6pm</td>
<td>$3</td>
<td>$3.50</td>
</tr>
<tr>
<td>Saturday, 8am – 6pm</td>
<td>$1</td>
<td>$1.50</td>
</tr>
<tr>
<td>Zone 3</td>
<td>Current 18 Mar</td>
<td>Current 18 Mar</td>
</tr>
<tr>
<td>Monday – Friday, 8am – 6pm</td>
<td>$3</td>
<td>$3</td>
</tr>
<tr>
<td>Saturday, 8am – 6pm</td>
<td>$1</td>
<td>$1.50</td>
</tr>
</tbody>
</table>
Next steps
These changes will take effect on Monday 18 March.

Attachments
City centre parking zones map and costs.
<table>
<thead>
<tr>
<th>NE</th>
<th>DAYS &amp; TIME OF OPERATION</th>
<th>0-2 hours</th>
<th>2+ hours</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE 1</td>
<td>Monday - Friday, 8am - 6pm</td>
<td>$5 per hour</td>
<td>$10 per hour</td>
</tr>
<tr>
<td></td>
<td>Monday - Friday, 6pm - 10pm</td>
<td>$2.50 per hour</td>
<td>$5 per hour</td>
</tr>
<tr>
<td></td>
<td>Saturday, Sunday and public holidays, 8am - 10pm</td>
<td>$2.50 per hour</td>
<td>$5 per hour</td>
</tr>
<tr>
<td>NE 2</td>
<td>Monday - Friday, 8am - 6pm</td>
<td>$3.50 per hour</td>
<td>$7 per hour</td>
</tr>
<tr>
<td></td>
<td>Saturday, 8am - 6pm</td>
<td>$1.50 per hour</td>
<td>$3 per hour</td>
</tr>
<tr>
<td>NE 3</td>
<td>Monday - Friday, 8am - 6pm</td>
<td>$3 per hour</td>
<td>$6 per hour</td>
</tr>
</tbody>
</table>
Memorandum

11 March 2019

To: Finance and Performance Committee

Subject: Auckland City Centre Advisory Board’s city centre targeted rate investment criteria

From: Jenny Larking - Head of City Centre Programmes, Development Programme Office

Purpose

1. To provide an update on the Auckland City Centre Advisory Board’s city centre targeted rate investment criteria, as endorsed by the board in August 2018.

Summary

- 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 provide advice to Auckland Council on the use of the city centre targeted rate.

- From early 2018, staff supported the Auckland City Centre Advisory Board to develop city centre targeted rate investment criteria. The criteria were developed by a working group comprised of Auckland City Centre Advisory Board members in June 2018.

- In August 2018, the board endorsed the investment criteria, to be used by the board to provide advice to the council on city centre targeted rate investment priorities (resolution CEN/2018/48, see Attachment A).

- This memorandum seeks to inform the Finance and Performance Committee of the investment criteria, as the committee has the delegation to approve city centre targeted rate investment decisions.

- Staff will continue to provide recommendations to the Finance and Performance Committee on city centre targeted rate investment, in accordance with the council’s internal investment delivery framework. Auckland City Centre Advisory Board advice on initiatives proposed for the city centre targeted rate investment, as guided by the investment criteria, will be also be reported to the committee to inform its decision-making.

Context

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 rate applies to both business and residential land in the city centre area. The city centre targeted rate has a value of $22.26 million per annum from 2018/2019.

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

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

5. From early 2018, staff supported the Auckland City Centre Advisory Board to develop the city centre targeted rate investment criteria, to ensure it aligns with the council’s most recent plans and policies. The criteria were further updated by a working group comprised of Auckland City Centre Advisory Board members in June 2018.
6. In August 2018, the board endorsed the revised investment criteria, to be used by the board to provide advice to the council on city centre targeted rate investment priorities (resolution CEN/2018/48, see Attachment A).

Discussion

7. The Finance and Performance Committee has the delegation to approve city centre targeted rate investment decisions following recommendation from staff.

8. Recommendations on investment decisions are made in accordance with council policies and the Investment Delivery Framework, which requires the development of the appropriate strategic assessment and business case for each project.

9. As part of the business case process, staff will seek advice from the Auckland City Centre Advisory Board for projects and initiatives that are proposed to be funded from the city centre targeted rate.

10. The investment criteria developed by the board with support from staff, provide prompting questions for the board to consider and guide the advice on investment of the city centre targeted rate.

11. The investment criteria included as Attachment A recommends that city centre initiatives are assessed against the following areas:
   - fit with city centre targeted rate purpose
   - outcomes for city centre
   - funding
   - balance of portfolio.

12. Auckland’s city centre falls within the Waitmatā Local Board boundaries and a local board representative is part of the Auckland City Centre Advisory Board. The investment criteria have been sent to the local board for its information.

Next steps

13. The revised investment criteria will be used by the board to provide advice to the council on city centre targeted rate investment priorities.

14. Staff will continue to provide recommendations to the Finance and Performance Committee on city centre targeted rate investment, in accordance with the council’s internal investment delivery framework. Auckland City Centre Advisory Board advice on initiatives proposed for the city centre targeted rate investment, as guided by the investment criteria, will also be reported to the committee to inform its decision-making.

15. If you have any queries relating to this memorandum, please contact Jenny Larking – Head of City Centre Programmes on jenny.larking@aucklandcouncil.govt.nz.

Attachments

Attachment A – Auckland City Centre Advisory Board’s city centre targeted rate investment criteria
Item 7_Tabled at the ACCAB meeting 22/8/18

City Centre Targeted Rate – Assessment Criteria (DRAFT)

**CCTR Purpose**
To help fund the development & revitalization of the city centre, enhancing it as a place to work, live, visit and do business.

**ASSESSMENT CRITERIA FOR PROPOSALS**

<table>
<thead>
<tr>
<th>Fit with CCTR Purpose</th>
<th>Outcomes for City Centre</th>
<th>Grading 1-5 (1=weak 5=strong)</th>
</tr>
</thead>
<tbody>
<tr>
<td>How does the proposal fit with the purpose of the CCTR?</td>
<td>To what degree and how does the proposal support a step-change towards achieving the city centre vision &amp; outcomes?</td>
<td></td>
</tr>
<tr>
<td>How does it align with AKL Plan, CCMP, Waterfront Plan &amp; other relevant plans? (relevant detail to be provided with proposal – summary overlaid)</td>
<td>To what degree and how does it provide for a quantifiable higher standard than provided by other funding sources?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o What does the CCTR funding cover?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o What is provided from other funding sources (including renewals) and $ value?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o What happens if this proposal is not approved for CCTR funding?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Does it leverage existing/attract new investment and if so, to what degree and how?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o What are the benefits from this additional investment?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>How does it fit with other plans for this area? What is the legal status and designated usage of the land/assets. Are there any risks with this?</td>
<td></td>
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<tr>
<td></td>
<td>How important is it that the project is completed now?</td>
<td></td>
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<tr>
<td></td>
<td>o Can the project be completed in stages &amp;/or at a later time?</td>
<td></td>
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<tr>
<td></td>
<td>o For existing projects, is the project at feasibility, design or implementation phase?</td>
<td></td>
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<tr>
<td></td>
<td>o Why is it not prioritized for general rate funding or any other funding sources?</td>
<td></td>
</tr>
<tr>
<td></td>
<td>o Does it bring forward investment that might be general rate funded in the future and if so, what are the benefits of earlier completion? Will the CCTR funds be reimbursed at that future time?</td>
<td></td>
</tr>
</tbody>
</table>

**Funding**
- Does the business case provide adequate evidence that CCTR funds will be allocated appropriately?
  - What is the contingency budget and who pays for any project/budget creep?
  - What is the monitoring mechanism for ACCAB to track progress vs budget & objectives?
  - What are the maintenance requirements (incl. cost) & who is responsible?

**Balance of Portfolio: type of project (streetscape, public realm, arts & culture, social, other); location in city centre; level of spend - to be updated on a rolling basis**
- To what degree is the portfolio of projects balanced to CCMP outcomes over the next 10 year planning horizon?
- Does the project deliver outcomes that are balanced with those that have been achieved over last 10 years?
- Are there other projects planned over the next 10 years that may achieve similar outcomes
**Auckland Plan Outcomes**
- Belonging & Participation
- Maori Identity & Wellbeing
- Homes & Places
- Transport & Access
- Environment & Cultural Heritage
- Opportunity & Prosperity

**City Centre Masterplan**

**Vision**
By 2032, Auckland’s City Centre will be highly regarded internationally and locally as a centre for business and learning, innovation, entertainment, culture and urban living – all with a distinctly ‘Auckland’ flavor.

**Outcomes**
- A vibrant & engaging international destination
- A globally significant centre for business
- A city centre that meets the needs of a changing & growing residential population
- A culturally rich and creative centre
- An exemplar of urban living
- Hub of an integrated regional transport system
- A walkable & pedestrian-friendly city centre
- An exceptional natural environment & leading environmental performer
- World-leading centre for higher education, research & innovation

**Waterfront Plan**

**Vision**
A world-class destination that excites the senses and celebrates our sea-loving Pacific culture and maritime history. It supports commercially successful and innovative businesses and is a place for all people, an area rich in character and activities that link people to the city and the sea.

**Goals**
- A Blue-Green Waterfront
- A Public Waterfront
- A Smart Working Waterfront
- A Connected Waterfront
- A Liveable Waterfront
City Centre Targeted Rate Portolio Budget 2018-2019

13.02.19

FINAL

Attachment D

Item 7

Targeted Rate Proposed New/Uncommitted Sub-Total

Targeted Rate Approved Capital Sub-Total

Targeted Rate/Approved Capital Sub-Total

Itemised Projects

Information Hub - Adancements

Events to be held

Information Hub - Administration

Fitzgibbons Estate

Fitzgibbons Place

Drummond Street

Double Bay

Dunedin Public Spaces

Dunedin Public Spaces

City Centre Targeted Rate Portfolio Budget 2018-2019

City Centre Advisory Board

27 March 2019

Auckland City Centre Advisory Board

27 March 2019

Auckland City Centre Advisory Board

Auckland City Centre Advisory Board

Auckland City Centre Advisory Board

Auckland City Centre Advisory Board

Auckland City Centre Advisory Board

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<table>
<thead>
<tr>
<th>Item</th>
<th>Operational / Non-Operational</th>
<th>2019/20</th>
<th>2020/21</th>
<th>2021/22</th>
<th>2022/23</th>
<th>2023/24</th>
</tr>
</thead>
<tbody>
<tr>
<td>VRF Programme (T2)</td>
<td>$256,658</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>VRF Programme (A/Review)</td>
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<td>$0</td>
<td>$0</td>
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<td>$0</td>
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<tr>
<td>Maintenance (Utilities)</td>
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<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Maintenance (Lighting)</td>
<td>433,550</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Smart City (B2B Bulk Purchase)</td>
<td>30,000</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>NBG Plant &amp; Equipment</td>
<td>400</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>City Centre Master Plan Targets</td>
<td>19,277</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Horticultural &amp; Related</td>
<td>11,989</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
<tr>
<td>Wayfinding Signage &amp; Public Art</td>
<td>1,002,471</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
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<tr>
<td>Communications</td>
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<tr>
<td>Maintenance/Repairs</td>
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<td>CSW Tendering (Phase 2)</td>
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<tr>
<td>Cycle Plan</td>
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<tr>
<td>Targeted Fees Proposed Open &amp; Internal Sub Total</td>
<td>26,189,130</td>
<td>9,880,918</td>
<td>15,762,300</td>
<td>22,122,784</td>
<td>22,716,980</td>
<td>27,221,800</td>
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<tr>
<td>Targeted Fees Approved Open &amp; Internal Sub Total</td>
<td>54,738,169</td>
<td>7,413,658</td>
<td>10,086,800</td>
<td>12,606,389</td>
<td>12,494,528</td>
<td>15,917,800</td>
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<tr>
<td>Closing CCH balance (surplus positive, deficit negative)</td>
<td>231,669,745</td>
<td>27,991,960</td>
<td>55,676,673</td>
<td>81,340,109</td>
<td>45,010,581</td>
<td>38,132,031</td>
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