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

**Date:** Wednesday, 22 May 2019  
**Time:** 3.00pm  
**Meeting Room:** Reception Lounge  
**Venue:** Level 2  
Auckland Town Hall  
301-305 Queen Street

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Ngā Hui a 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**

- **Chairperson**  
  Ms Viv Beck  
- **Deputy Chairperson**  
  Mr Andrew Gaukrodger  
- **Members**  
  Mr Ngarimu Blair  
  Ms Noeline Buckland  
  Mr Greg Cohen  
  Ms Pippa Coom  
  Mr Ben Corban  
  Mr Terry Cornelius, JP  
  Mr George Crawford  
  Cr Chris Darby  
  Mayor Hon Phil Goff, CNZM, JP  
  Mr Mark Kingsford  
  Cr Mike Lee  
  Ms Amy Malcolm

(Quorum 10 members)

---

**Kalinda Gopal**  
Senior Governance Advisor  
17 May 2019

Contact Telephone: 021 723 228  
Email: kalinda.gopal@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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</table>
1 **Apologies**

Apologies from Ms A Malcolm, Mr G Cohen and Mayor P Goff have 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, 17 April 2019 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.”
Auckland City Centre Advisory Board City Centre Master Plan (CCMP) Feedback

File No.: CP2019/07507

Te take mō te pūrongo
Purpose of the report
1. To formally endorse the Auckland City Centre Advisory Board’s feedback on the City Centre Masterplan (CCMP) refresh and the Waterfront Plan.

Whakarāpopototanga matua
Executive summary
2. The Auckland City Centre Advisory Board (ACCAB) received an update on the CCMP refresh at its 27 February meeting CP2019/01801. Feedback was sought from the Board on the following programmes:
   i) Māori Outcomes – integrating mana whenua values, aspirations and expectations
   ii) Grafton Gully Boulevard (working title) – new precinct for the east of the city centre
   iii) Access for Everyone – transformation of city centre access, informed by trials.

3. Following this meeting, the Board requested a workshop to discuss the CCMP refresh in greater detail. This took place on 4 April 2019, with contributions from the Auckland Design Office (ADO), Development Programme office (DPO), Auckland Transport, Arts and Culture, Healthy Waters and Heritage.

4. A copy of the Auckland City Centre Advisory Board feedback is attached as Attachment A.

5. ADO staff will run a Planning Committee workshop on 16 May to discuss CCMP outcomes.

6. A copy of the presentations at the 4 April 2019 workshop is attached as Attachment B and it will be only available electronically due to its volume.

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

a) endorse its feedback on the City Centre Masterplan (CCMP) refresh and the Waterfront Plan.

Ngā tāpirihanga
Attachments
Due to the size of Attachment B it has been published under separate cover and can be viewed on the Auckland Council website at the following link:
http://infocouncil.aucklandcouncil.govt.nz/ > Auckland City Centre Advisory Board > 22 May 2019 > Attachments

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<td>ACCAB feedback on CCMP refresh</td>
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<td>B</td>
<td>4 April workshop presentations (57 pages) (Under Separate Cover)</td>
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</table>
Ngā kaihaina
Signatories

<table>
<thead>
<tr>
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<th>Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>Author</td>
<td>Tam White - Senior Governance and Relationship Advisor</td>
</tr>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
ACCAB held a planning workshop during April and identified the following key priorities that relate to the CCMP refresh:

- **City Centre MasterPlan and Waterfront Plan integrated into one document** that includes the area occupied by Ports of Auckland. This will ensure we achieve a holistic, integrated plan that will guide investment and progress towards achieving the CCMP vision.

- **Access for Everyone**
  - A transformative concept that would increase capacity of city centre’s economic engine, while also improving public amenity & air quality
  - Access provided for all stakeholders, including essential services such as loading, servicing & waste management
  - Lighter, quicker, cheaper concept is based on trialling initiatives with purposeful collaboration that will help address concerns with the impact of lengthy construction
  - The concept opens up opportunities to celebrate heritage, identity & other unique qualities of the city centre

- **We support the inclusion of Grafton Gully and Maori outcomes**

- **We have an interest in projects that make our growing urban community more resilient & connected and our city centre more welcoming & vibrant**, including:
  - Clean, green environment
  - Safety, lighting
  - Arts and culture
  - Initiatives that mitigate the impact of construction
  - Housing & support for rough sleepers
  - Public spaces
Other Comments

- We support developing a city centre that is great for people - who live, work, visit and study here
- Victoria Quarter is an important part of the city centre that requires further investment
- The Albert Park Tunnels potentially provide a unique opportunity to improve accessibility and walkability through to the Grafton Gully area
- The integrated masterplan will support improved delivery by the Auckland Council group (incl POAL) and facilitate the concept of ‘do it once, do it right’ - coordinated, responsive, faster delivery and cost effective.
Update on the city centre public amenity project

File No.: CP2019/07793

Te take mō te pūrongo
Purpose of the report
1. To receive an update on the progress of the city centre public amenity project.

Whakarāpopototanga matua
Executive summary
2. This report provides the Auckland City Centre Advisory Board with an update on the city centre public amenity project.
3. The City Centre Public Amenities report, commissioned by the Community Empowerment Unit and published in March 2018, reviewed the current council decision making processes regarding public amenity provision in the city centre. The report concluded that there was an absence of clear strategic direction within the council family regarding the provision of public amenities in the city centre.
4. The Development Programme Office is responsible for providing cross-council leadership in actioning the public amenities report, and the development of a strategy and related policy frameworks to guide future public amenity investments and decisions.
5. A cross-council working group has been established with representation from various departments within council, and a project plan has been prepared.
6. A register of council family assets has been compiled through information gathered from the various amenity providers in the city centre. At this stage, the register only contains information around public toilet facilities. Information around storage lockers and showers within the city centre will also be included on this register in future revisions. This register has been used to develop a map of public amenities within the city centre (Attachment A).
7. A gap-analysis will be undertaken throughout May and June 2019 on the current state of amenity provision within the city centre, with the results compared to relevant New Zealand standards and provision guidelines from notable international cities.

Ngā tūtohunga
Recommendation/s
That the Auckland City Centre Advisory Board:
   a) receive an update on the city centre public amenity project.

Horopaki
Context
8. The City Centre Public Amenities report was initiated by staff to review and understand the impact of current council decision-making processes around public amenity provision in the city centre.
9. The report recognised public amenities as a critical part of Auckland’s social and cultural infrastructure and fundamental to delivering a vibrant and inclusive city centre.
10. The report considered a broad definition of public amenities, ranging from toilets, showers and lockers, to community notice boards, charging benches and wayfinding.
11. The report noted that audits of city centre amenities have previously been undertaken by council, most recently in March 2016. The report also detailed a number of mapping aides to inform the public on amenity locations that are made publicly available online. However, the report concluded that these tools were maintained on infrequent cycles and were either out of date or did not display the full scope of amenities available.

12. The report concluded that there was an absence of clear strategic direction, supported by related policy frameworks, within the council family regarding the provision of public amenities in the city centre.

Tātaritanga me ngā tohutohu
Analysis and advice

13. A cross-council working group has been established, with representation from the Development Programme Office, Community Policy, Arts, Community and Events, the Auckland Design Office, Community and Social Policy and Community Facilities. Representatives from Panuku, Auckland Transport and Regional Facilities Auckland are also active contributors.

14. Engagement has been initiated with the event operations team within Auckland Tourism, Events, and Economic Development to discuss both tourist experience and provision expectations for events, in advance of the America’s Cup and the Asia-Pacific Economic Cooperation conference, both occurring in 2021.

15. A project plan to support the implementation of the city centre amenity report findings has been developed by Community and Social Policy, with a staged methodology as follows:

- the working group will perform a gap analysis of the current amenity provision and seek to identify and support existing initiatives regarding amenity provision
- the working group will contribute to the development of a strategy and related policy frameworks as part of the project’s second phase (dependent on the outcome of the initial investigation work).

16. The working group’s focus is limited to Auckland’s city centre, being the area bounded by the urban motorway system and the harbour edge.

17. The working group is considering toilets, showers and lockers as priority infrastructure for the city centre. Additional amenities, such as those noted in the City Centre Public Amenities report, will be considered through the project’s second stage.

18. Public amenities in the city centre are provided and maintained by various members of the council family, including Auckland Council (through Community Facilities), Panuku, Auckland Transport and Regional Facilities Auckland. Facilities also exist within libraries and community centres, although these are largely maintained by Community Facilities.

19. To understand the current state of amenity provision in the city centre, an asset register of public amenities has been compiled. This register contains information gathered from the facilities operations divisions of the amenity providers. This register contains, where possible, aspects such as the location, accessibility, and operating hours of each facility. Private amenity provisions such as gymnasium showers and restaurant toilets are excluded. Opening hours and other operational decisions will be reviewed by the project team, as modifications to these may present the opportunity to make short-term improvements to public amenities. A map has been generated using the individual asset locations (Attachment A).

20. A gap-analysis of the current amenity provision will be conducted using this geospatial data. Standards around public toilets and various amenity provision guides for leading international cities will be applied to the map to demonstrate current compliance or non-compliance with these standards. The gap-analysis will also consider time-based scenarios to evaluate the impact of operational decisions (such as opening hours) on compliance with provision standards. The gap-analysis will be undertaken throughout May and June 2019.
21. The gap-analysis will consider the impacts of facilities that are planned for removal, for instance the removal of the public toilets by the Griffiths Garden to facilitate the construction of the City Rail Link. Likewise, new public amenities with confirmed construction timelines will also be considered as part of the analysis. Impact to compliance with amenity distance standards as a result of these alterations will be evaluated.

22. The project team is also contributing to the development of ProjectAKL, an interactive website designed to assist Auckland’s residents and visitors through the city centre and waterfront development transformation over the next decade and beyond. A key feature of the website will be an interactive map to inform visitors of development timeframes. The ProjectAKL map will contain public amenity locations and details which will be sourced, in part, from the asset register collated as part of the city centre public amenity project.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views
23. A cross-council working group has been established to guide the city centre public amenity project. Panuku, Auckland Transport and Regional Facilities Auckland are also contributing towards the project.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe
Local impacts and local board views
24. Auckland’s city centre falls within the Waitematā Local Board boundaries. A project update was provided to the Waitematā Local Board at a workshop on 7 May 2019, where the board indicated its support for the public amenity investigations being undertaken.

Tauākī whakaaweawe Māori
Māori impact statement
25. A Māori engagement plan will be developed with mana whenua at the start of the policy development phase of the project.

Ngā ritenga ā-pūtea
Financial implications
26. There is currently no dedicated budget for the project. The initial investigation work is currently being funded from existing operational budgets. The project may ultimately be used to support an application for funding through the Long-term Plan 2021-2031 process.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
27. The working group has identified timeframe pressures, particularly regarding the events such as the America’s Cup scheduled for 2021, and the potentially broad definition of public amenities as project risks. The development of a prescriptive project plan, and scope, will mitigate these risks.

Ngā koringa ā-muri
Next steps
28. A gap-analysis of the current amenity provision will be undertaken in May and June. This analysis will compare the current state of amenity against New Zealand and international standards.

29. Dependent on the outcome of the gap-analysis and subject to the working group’s recommendations, the second phase of the project plan will be implemented and a strategy and related policy-based frameworks will be developed by council’s Community and Social Policy team. The working group will provide progress updates to the board throughout the project’s development.
30. The working group will continue to monitor, contribute to and provide a cross-council view on opportunities to influence public amenity provision in the city centre.

**Ngā tāpirihanga**

**Attachments**

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<tr>
<td>A</td>
<td>City Centre Public Amenity Map</td>
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</tbody>
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**Ngā kaihaina**

**Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Michael Brown - Programme Analyst</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
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Update on the transfer of town centre cleaning and maintenance from Auckland Transport and Waste Solutions to Community Facilities

File No.: CP2019/07895

Te take mō te pūrongo
Purpose of the report
1. To update the Auckland City Centre Advisory Board on the transfer of city centre cleaning and maintenance from Auckland Transport and Waste Solutions to Community Facilities.

Whakarāpopototanga matua
Executive summary
2. Town centre cleaning and maintenance services will be transferred to Community Facilities from Auckland Transport and Waste Solutions on 1 July 2019, as part of the rationalisation of these services across Auckland.
3. The Streetscapes Project was introduced to rationalise the current Auckland Transport service standards and cleaning areas. Scope changes include wider service areas centered in five locations in the Waitematā Local Board area, and improved service standards enabled by a change to outcomes-based approach (over the current set schedule approach).
4. Feedback on the service standards and areas to be provided in the city centre are being sought before commencement on the new service on 1 July 2019.

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

a) receive the update on the transfer of city centre cleaning and maintenance from Auckland Transport and Waste Solutions to Community Facilities.
b) provide feedback on the service standards and priority areas and services before the new service transition begins on 1 July 2019.

Horopaki
Context
5. Community Facilities introduced the Full Facilities contracts almost two years ago through Project 17 (P17) to ensure standardised services (while retaining sufficient flexibility to meet the needs of our customers) and to reduce duplications and create efficiencies by bundling similar services.
6. Under variation to the Full Facilities contracts in April 2019, transitioning of ‘green’ services such as mowing, edging, and weed and vegetation management commenced. The next step is the transition of the ‘clean’ services from 1 July 2019 to 30 September 2019, which consist of the town centre cleaning, loose litter collection, and street bin emptying discussed in this report.
7. The Streetscapes Project was introduced to rationalise the current AT service standards and cleaning areas. In this context, the central city area was rescoped to include higher standards and a greatly extended service area. Table 2 in this report details the changes in service areas and lists the services to be performed on the new outcomes basis, rather than the current set schedule approach.

8. The Unitary Plan was used as the basis to include all major city centre roads for cleaning, loose litter and bin emptying services at the new enhanced service level.

**Tātaritanga me ngā tohutohu**

**Analysis and advice**

9. There are known issues with town centre cleaning, loose litter and litter bin emptying within the central city area. In consideration of this, the central city is aligned to an “A” service level (see Table 2 for the included services), with the majority of services being performed on an outcome basis.

10. Table 1 provides an overview of the increase in cleaning area through ‘Streetscapes’ within the Waitematā local board area:

<table>
<thead>
<tr>
<th>Town Centre Name</th>
<th>AT Town Centre cleaning area (sqm)</th>
<th>Streetscapes Project cleaning area (sqm)</th>
<th>Volume of change (sqm)</th>
<th>Increase in service area (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland CBD</td>
<td>63,631</td>
<td>373,953</td>
<td>310,322</td>
<td>488%</td>
</tr>
<tr>
<td>Karangahape Road</td>
<td>13,271</td>
<td>41,361</td>
<td>28,090</td>
<td>212%</td>
</tr>
<tr>
<td>Newmarket</td>
<td>16,311</td>
<td>51,547</td>
<td>35,235</td>
<td>216%</td>
</tr>
<tr>
<td>Parnell</td>
<td>13,571</td>
<td>15,784</td>
<td>2,213</td>
<td>16%</td>
</tr>
<tr>
<td>Ponsonby</td>
<td>24,919</td>
<td>41,810</td>
<td>16,891</td>
<td>68%</td>
</tr>
</tbody>
</table>

11. Table 2 shows the current state of services performed by AT, compared to those to be done via the Streetscapes variation from 1 July 2019:

<table>
<thead>
<tr>
<th>A</th>
<th>AT – current state</th>
<th>Streetscapes – 1 July 2019 onwards</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean catch-pit grates, kerb and channel, detritus and litter free</td>
<td>Daily</td>
<td>Outcome</td>
</tr>
<tr>
<td>Clean (including wash) hard surfaces and street furniture</td>
<td>3x a week</td>
<td>Outcome</td>
</tr>
<tr>
<td>Steam clean</td>
<td></td>
<td>Monthly</td>
</tr>
<tr>
<td>Free of fresh gum</td>
<td>Monthly</td>
<td>Outcome</td>
</tr>
<tr>
<td>Free of bodily fluids</td>
<td></td>
<td>Outcome</td>
</tr>
</tbody>
</table>
### Item 7

<table>
<thead>
<tr>
<th>A</th>
<th>AT – current state</th>
<th>Streetscapes – 1 July 2019 onwards</th>
</tr>
</thead>
<tbody>
<tr>
<td>High leaf fall</td>
<td>Daily</td>
<td>Outcome</td>
</tr>
<tr>
<td>Remove dead animals</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Remove environmentally damaging / offensive litter</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Clean the inside of doorways</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Weed free</td>
<td>Monthly</td>
<td>Outcome</td>
</tr>
<tr>
<td>Inspect furniture</td>
<td>3x a week</td>
<td>Outcome</td>
</tr>
<tr>
<td>Minor maintenance</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Bins not full to capacity / overflowing</td>
<td>Daily</td>
<td>Outcome</td>
</tr>
<tr>
<td>Rubbish bags replaced</td>
<td>Daily</td>
<td>Outcome</td>
</tr>
<tr>
<td>Bus shelters, cleaning and inspecting</td>
<td>Fortnightly</td>
<td>Outcome</td>
</tr>
</tbody>
</table>

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

**Council group impacts and views**

12. Community Facilities uses one supplier, Ventia, to provide cleaning and bin emptying services in the central city area. Ventia will also carry out the new services via the Streetscapes Project. This avoids the inconsistency and duplication that can follow with the use of multiple suppliers working independently and allows Council to offer an integrated service that will improve the city centre experience for residents and visitors.

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

**Local impacts and local board views**

13. There are known cleaning service issues across the city. Prior to ‘go live’ and during the first three months of the ‘clean’ services commencing (1 July – 30 September 2019), Ventia will have the opportunity to bring the current AT street assets up to the new specifications. The Waitematā Local Board and Auckland City Centre Advisory Board are invited to provide a list to Community Facilities with priority areas to be cleaned and / or services to be improved.

14. Auckland’s city centre falls within the Waitematā Local Board boundaries. An update was provided to the Waitematā Local Board at a workshop in March 2019, where the board indicated its support for the streetscapes project.

### Tauākī whakaaweawe Māori

**Māori impact statement**

15. While this report has not involved specific engagement with mana whenua, the Streetscapes Project will ensure that all in-scope streetscape assets are well-maintained to the benefit of the local community, including Māori. It is recognised that the maintenance of streetscapes and environments have integral links to concepts of manaakitanga and kaitiakitanga. Where any aspects of the proposed work programme are anticipated to have a significant impact on sites of importance to mana whenua, then appropriate engagement will be undertaken.
Financial implications

16. Financial implications were presented to the Strategic Procurement Committee, and the Finance and Performance Committee in October 2018, and were accepted.

17. Funding for street furniture maintenance for the first three months of the 'clean' transition will be funded by Auckland Transport.

Risks and mitigations

18. Risks associated with this work are asset data and managing the cleaning of areas where homeless persons are known to sleep. The asset data will be managed during the mobilisation and transition phase. Collaboration is taking place between multiple parties in dealing with homelessness and to ensure that not only are our suppliers are safe, but that homeless persons are provided opportunities to be connected with support.

19. 2021 is set to be an important year for Auckland in terms of its place as a tourist destination and hub for international events. It is important that high standards of cleanliness are met in the city centre to maximise the reputational gains that Auckland stands to make as an international destination.

Next steps

20. The following will be undertaken as scheduled:

- Feedback on the priority areas and services to be provided by the Auckland City Centre Advisory Board (May – June 2019)
- New Streetscapes Project services to commence 1 July 2019.

Attachments

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<tr>
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<td>Streetscapes Project presentation</td>
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Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Tery Everett – Senior Project Manager Community Facilities</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>John Dunshea - General Manager Development Programmes Office</td>
</tr>
</tbody>
</table>
Update on the transfer of town centre cleaning and maintenance from Auckland Transport and Waste Solutions to Community Facilities
About Streetscapes

Project Streetscapes involves the transfer of services from Auckland Transport (AT) and Waste Solutions to Community Facilities (CF).

The project was established to recognise the collective responsibility and collaboration across the road corridor.
‘Streetscapes’ – the problem, the solution

1. Bus shelter cleaning: Auckland Transport to Community Facilities
2. Street bin: Waste Solutions to Community Facilities
3. Cleaning of catch-pit grates: Auckland Transport to Community Facilities
4. Park bins: Community Facilities
5. Street cleaning (kerb and channel) in designated areas: Auckland Transport to Community Facilities
7. Cleaning hard surfaces e.g. footpath: Auckland Transport to Community Facilities

A. Bus shelter maintenance (Auckland Transport)
B. Street furniture maintenance: minor maintenance to be done by Community Facilities, major repairs and renewals by Auckland Transport
C. Private vegetation maintenance: Auckland Transport to manage where there is a H&S matter
D. All major transport hubs done wholly by Auckland Transport
Streetscapes: services being transferred

The services are a variation to the current Full Facilities contract and have been separated into 'green' and 'clean' with the following services being transferred to Community Facilities:

- Urban mowing
- Rural mowing
- Weed management (including the No Spray Register)
- Vegetation management
- Town centre cleaning
- Street furniture maintenance
- Car park loose litter collection, weed removal and sweeping (except for designated Auckland Transport transport hubs)
- Bus shelter cleaning
- Loose litter collection
- Street bin emptying
Please note

- Major repairs/renewals to Street Furniture remains with Auckland Transport i.e. where it has to be replaced or removed
- Street sweeping and carriage way sweeping remains with Auckland Transport
- Illegal dumping will be managed by Auckland Council’s Waste Solutions business unit
- Leaf fall will be done by Auckland Transport in the carriageways and in arterial, connector and local roads outside town centres
- Leaf fall will be done by Community Facilities in areas demarcated A, B, C
- Graffiti will be managed by Arts, Community and Events (ACE)
- Walkways and cycleways are included in Streetscapes
Go-live dates

1 April 2019 - Green:
Berm mowing, edging and weed management, and vegetation management goes live (transitions from Auckland Transport to Community Facilities’ Full Facilities Suppliers)

1 July 2019 - Clean:
Town centre cleaning and loose litter collection goes live Transitions from Waste Solutions to Community Facilities.
High level glance at town centres

Town Centres – cleaning and loose litter collection and street bin emptying

- The Unitary Plan mapping has been applied to demarcate areas comprising the CBD, City / Town centres, neighbourhood centres
- Most sites have been accordingly remapped, and service levels reviewed and applied

The entire region has been remapped according to new service levels for town centres:
   A, B, C

Note that in A town centres alone, 203% more area is to be cleaned
## Town centre cleaning: increase in area to be cleaned

<table>
<thead>
<tr>
<th>Town Centre Name</th>
<th>AT Town Centre Cleaning based from area in sqm</th>
<th>Project Streetscape Cleaning based from area in sqm</th>
<th>Volume of change</th>
<th>% of change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Auckland CBD</td>
<td>63,631</td>
<td>373,953</td>
<td>310,322</td>
<td>488%</td>
</tr>
<tr>
<td>Devonport</td>
<td>19,765</td>
<td>21,208</td>
<td>1,444</td>
<td>7%</td>
</tr>
<tr>
<td>Henderson</td>
<td>23,525</td>
<td>57,602</td>
<td>34,076</td>
<td>145%</td>
</tr>
<tr>
<td>Karangahape Road</td>
<td>13,271</td>
<td>41,361</td>
<td>28,090</td>
<td>212%</td>
</tr>
<tr>
<td>Manukau</td>
<td>11,288</td>
<td>67,269</td>
<td>55,980</td>
<td>496%</td>
</tr>
<tr>
<td>Mission Bay</td>
<td>5,633</td>
<td>7,493</td>
<td>1,860</td>
<td>33%</td>
</tr>
<tr>
<td>New Lynn</td>
<td>25,482</td>
<td>50,669</td>
<td>25,186</td>
<td>99%</td>
</tr>
<tr>
<td>Newmarket</td>
<td>16,311</td>
<td>51,547</td>
<td>35,235</td>
<td>216%</td>
</tr>
<tr>
<td>Otara</td>
<td>21,276</td>
<td>46,810</td>
<td>25,534</td>
<td>120%</td>
</tr>
<tr>
<td>Parnell</td>
<td>13,571</td>
<td>15,784</td>
<td>2,213</td>
<td>16%</td>
</tr>
<tr>
<td>Ponsonby</td>
<td>24,919</td>
<td>41,810</td>
<td>16,891</td>
<td>68%</td>
</tr>
<tr>
<td>Takapuna</td>
<td>38,166</td>
<td>64,503</td>
<td>26,338</td>
<td>69%</td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>276,840</td>
<td>840,009</td>
<td>563,169</td>
<td>203%</td>
</tr>
</tbody>
</table>

Note: Figures are indicative, based from GIS calculation.
<table>
<thead>
<tr>
<th>Service Activity</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
<th>F</th>
<th>G</th>
</tr>
</thead>
<tbody>
<tr>
<td>Emptying street bins and keeping clean</td>
<td>Outcome</td>
<td>Daily</td>
<td>Monthly</td>
<td>6 monthly</td>
<td>Monthly</td>
<td>Monthly</td>
<td>Monthly</td>
</tr>
<tr>
<td>Sweeping and cleaning hard surfaces</td>
<td>Outcome</td>
<td>Weekly</td>
<td>Monthly</td>
<td>3 monthly</td>
<td>Monthly</td>
<td>Weekly</td>
<td>Weekly</td>
</tr>
<tr>
<td>Steam cleaning of seating, footpaths, paved</td>
<td>Outcome</td>
<td>Monthly</td>
<td>Monthly</td>
<td>3 monthly</td>
<td>Monthly</td>
<td>Weekly</td>
<td>Weekly</td>
</tr>
<tr>
<td>walkways, including shared spaces and civic</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>spaces such as Aotea Square. This includes</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>removal of fresh chewing gum</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Weed removal</td>
<td>Outcome</td>
<td>Monthly</td>
<td>Monthly</td>
<td>3 monthly</td>
<td>Weekly</td>
<td>Vertical</td>
<td>Vertical</td>
</tr>
<tr>
<td>Street furniture minor maintenance (under $100)</td>
<td>Outcome</td>
<td>Outcome</td>
<td>Outcome</td>
<td>3 monthly</td>
<td>Weekly</td>
<td>Weekly</td>
<td>Weekly</td>
</tr>
<tr>
<td>Street furniture cleaning (including removal of</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>stickers and posters)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bus shelters, cleaning and inspecting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## A levels of service comparison

<table>
<thead>
<tr>
<th>Streetscapes</th>
<th>Outcome</th>
<th>Monthly</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
<th>Outcome</th>
</tr>
</thead>
<tbody>
<tr>
<td>AT</td>
<td>Daily</td>
<td>Monthly</td>
<td>Daily</td>
<td>Monthly</td>
<td>3x a week</td>
<td>Daily</td>
<td>Monthly</td>
<td>3x a week</td>
<td>Daily</td>
<td>Daily</td>
<td></td>
</tr>
</tbody>
</table>
Update on the transfer of town centre cleaning and maintenance from Auckland Transport and Waste Solutions to Community Facilities
# B levels of service comparison

<table>
<thead>
<tr>
<th>B</th>
<th>AT</th>
<th>Streetscapes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean catch-pit grates, kerb and channel, detritus and litter free</td>
<td>Weekly</td>
<td>Daily</td>
</tr>
<tr>
<td>Clean (including wash) hard surfaces and street furniture</td>
<td>Weekly</td>
<td>Weekly</td>
</tr>
<tr>
<td>Steam and remove gum</td>
<td></td>
<td>Every three months</td>
</tr>
<tr>
<td>Free of bodily fluids</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>High leaf fall</td>
<td>Weekly</td>
<td>Daily</td>
</tr>
<tr>
<td>Remove dead animals</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Remove environmentally damaging / offensive litter</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Weed removal</td>
<td></td>
<td>Monthly</td>
</tr>
<tr>
<td>Inspect furniture</td>
<td>Inspect</td>
<td>Outcome</td>
</tr>
<tr>
<td>Minor maintenance</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Bins not full to capacity / overflowing</td>
<td>Daily</td>
<td>Outcome</td>
</tr>
<tr>
<td>Rubbish bags replaced</td>
<td>Daily</td>
<td>Outcome</td>
</tr>
<tr>
<td>Bus shelters, cleaning and inspecting</td>
<td>Weekly</td>
<td>Weekly</td>
</tr>
</tbody>
</table>
## C level of service comparison

<table>
<thead>
<tr>
<th>C level of service</th>
<th>AT level of service</th>
<th>Streetscapes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Clean catch-pit grates, kerb and channel, detritus and litter free</td>
<td></td>
<td>Daily</td>
</tr>
<tr>
<td>Clean (including wash) hard surfaces and street furniture (bus shelters and litter bins)</td>
<td>Monthly</td>
<td>Monthly</td>
</tr>
<tr>
<td>Steam and remove gum</td>
<td></td>
<td>Every 6 months</td>
</tr>
<tr>
<td>Free of bodily fluids</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>High leaf fall</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Remove dead animals</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Remove environmentally damaging / offensive litter</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Weed free</td>
<td></td>
<td>Monthly</td>
</tr>
<tr>
<td>Inspect furniture</td>
<td>Monthly</td>
<td>Fortnightly</td>
</tr>
<tr>
<td>Minor maintenace</td>
<td></td>
<td>Outcome</td>
</tr>
<tr>
<td>Bins not full to capacity / overflowing</td>
<td>Weekly</td>
<td>Outcome</td>
</tr>
<tr>
<td>Rubbish bags replaced</td>
<td>Weekly</td>
<td>Outcome</td>
</tr>
<tr>
<td>Bus shelters, cleaning and inspecing</td>
<td></td>
<td>Fortnightly</td>
</tr>
</tbody>
</table>
Streetscapes Escalation
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 17 April 2019.

2. To note the correspondence from the chair to Auckland Transport and Auckland Council’s chief executives in relation to air quality in the city centre and Albert Street reinstatement (Attachment B).

Executive summary

3. This is the regular information 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.

4. The following information memos were circulated to members:
   - 16 April 2019 Wellesley Street bus improvement update (Attachment C)
   - 2 May 2019 Victoria Linear Park update (Attachment D)
   - 16 May 2019 Myers Park Stage Two project – Mayoral Drive underpass update (Attachment E)
   - 16 May 2019 Waterfront Planning and Queens Wharf Masterplan (Attachment F)
   - 16 May 2019 Update on City Centre and Waterfront Programmes – Getting Ready 2021 (Attachment G)

5. Please note that staff will not be present to answer questions about the circulated memos. Board members should direct any questions to Tam White – Senior Governance and Relationship Advisor, Development Programme Office: tam.white@aucklandcouncil.govt.nz

Ngā tūtohunga

Recommendation/s

That the Auckland City Centre Advisory Board:

a) receive the summary of the Auckland City Centre Advisory Board information report – 22 May 2019.
Ngā tāpirihanga

Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Forward work programme</td>
<td>39</td>
</tr>
<tr>
<td>B</td>
<td>Correspondence from the Chair</td>
<td>43</td>
</tr>
<tr>
<td>C</td>
<td>Wellesley Street bus improvement update</td>
<td>51</td>
</tr>
<tr>
<td>D</td>
<td>Victoria Linear Park Update</td>
<td>53</td>
</tr>
<tr>
<td>E</td>
<td>Myers Park Stage Two project – Mayoral Drive underpass update</td>
<td>55</td>
</tr>
<tr>
<td>F</td>
<td>Waterfront Planning and Queens Wharf Masterplan</td>
<td>57</td>
</tr>
<tr>
<td>G</td>
<td>Update on City Centre and Waterfront Programmes – Getting Ready 2021</td>
<td>59</td>
</tr>
</tbody>
</table>

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Tam White - Senior Governance and Relationship Advisor</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 2019

**Edited May 2019**

<table>
<thead>
<tr>
<th>Area of work</th>
<th>Description of work</th>
<th>Board’s role</th>
<th>Expected timeframes</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City Centre Targeted Rate Portfolio</strong></td>
<td>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).</td>
<td>• To provide feedback and endorse the city centre targeted rate portfolio of work, for recommendation to the Finance and Performance Committee. <strong>Progress to date:</strong> - A report was considered on 21/11/18 on the prioritisation of projects requiring strategic assessment. <a href="#">Res CEN/2018/66</a>. - 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 <a href="#">CEN/2018/64</a>. - workshop was held on 4 April on CCTR strategic assessment - ACCAB are yet to finalise their feedback</td>
<td>April 2019; June 2019</td>
</tr>
<tr>
<td><strong>Downtown programme of works (including transport)</strong></td>
<td>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.</td>
<td>• To receive update and provide feedback on the Downtown programme of works. <strong>Progress to date:</strong> - A report was considered on 18/7/18 on the Downtown Infrastructure Development programme. Resolution <a href="#">CEN/2018/40</a>. 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 <a href="#">PLA/2017/111</a>. - An update on options on Quay Street East public amenity and accessibility will be provided to the ACCAB early 2019. - Resolution <a href="#">CEN/2019/19</a>. - 22 May workshop: Queens Wharf workshop - 22 May meeting: City Centre Traffic Management Plan has been deferred (tba) - resource consents timings and the impact on the delivery programme will be reported back after internal sign off.</td>
<td>(tbc) 2019</td>
</tr>
<tr>
<td><strong>Karangahape Road precinct programme of works (including transport)</strong></td>
<td>The Karangahape Road will deliver improved pedestrian spaces around key transport hubs while leveraging off development opportunities from the City Rail Link.</td>
<td>• To receive update on the Karangahape Road project. A powerpoint presentation was tabled at the 17/4/19 meeting. • To receive an update on Myers Park Underpass (stage 2b). - 22 May workshop</td>
<td>Workshop May 2019</td>
</tr>
</tbody>
</table>
## 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 CEN/2019/4
- CCMP and Waterfront Plan workshop: 4 April
- 22 May - ACCAB feedback to receive on the following programmes:
  - Maori outcomes, Grafton Gully boulevard and Access for Everyone

**April 2019 (workshop)**

## Learning quarter programme of works

Including works in Albert Park and streetscape upgrades in the areas around city centre university campuses.

- To provide input and feedback on the learning quarter programme of works. Deferred due to alignment with Learning Quarter working group work programme.

**May 2019 (tbc) 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 Convention Centre.

- To receive update and provide feedback on the Midtown programme of works.

**Federal Street upgrade stage two project:**

**Progress to date:**
- The update report was considered on 21/11/18 seeking feedback on the preliminary design. Resolution CEN/2018/64.
- 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.
- Detailed design phase is complete, and documentation has been submitted for review.
- Ongoing liaison with Auckland City Mission regarding the HomeGround development. It is expected that construction for Federal Street upgrade will start later in Quarter 3 this year.

**Progress to date:**
- 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.
- An update was circulated in April. A copy is attached (Attachment B)

**City Rail Link: Albert Street reinstatement**

- A presentation was provided on 21/11/18. Resolution CEN/2018/65
- Further update will be provided in Feb 2019.

**May 2019**

**tbc 2019**
<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>City Rail Link update</strong></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 be informed of the CRL project</td>
</tr>
<tr>
<td>-</td>
<td><strong>Progress to date:</strong></td>
</tr>
<tr>
<td>-</td>
<td>An update on the CRL delivery presentation was provided on 24/10/18.</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>
</tr>
<tr>
<td>-</td>
<td>To provide city centre community input on the council’s homelessness programmes.</td>
</tr>
<tr>
<td>-</td>
<td><strong>Progress to date:</strong></td>
</tr>
<tr>
<td>-</td>
<td>A report was presented on 22/08/18 on Auckland Council’s operational response to homelessness. Resolution <a href="https://www.aucklandcouncil.govt.nz/council/meetings/minutes-resolutions">CEN/2018/46</a>. The board also noted that options for funding homelessness to be considered as part of the CCTR review process.</td>
</tr>
<tr>
<td>-</td>
<td>The report on ‘Response to homelessness in the Auckland city centre’ has been deferred to the June meeting.</td>
</tr>
<tr>
<td><strong>Public amenities</strong></td>
<td>Including toilets, showers, lockers, and drinking fountains.</td>
</tr>
<tr>
<td>-</td>
<td>To receive update and provide feedback for the city centre public amenities project.</td>
</tr>
<tr>
<td>-</td>
<td>See agenda item.</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>
</tr>
<tr>
<td>-</td>
<td>To receive update and provide feedback on the Activate Auckland Programme, as part of the city centre targeted rate programme of works. An update will be provided in June as more work on financial is yet to be completed.</td>
</tr>
<tr>
<td><strong>America’s Cup 2021</strong></td>
<td>Planning and development of areas to host America’s Cup 36 (AC36 programme).</td>
</tr>
<tr>
<td>-</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>
</tr>
<tr>
<td>-</td>
<td><strong>Progress to date:</strong></td>
</tr>
<tr>
<td>-</td>
<td>The update report and the presentation was provided at the 17/04/2019 meeting.</td>
</tr>
<tr>
<td>-</td>
<td>A response to the board’s request for information will be provided in due course.</td>
</tr>
</tbody>
</table>
### 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.

  May 2019
16 April 2019

Viv Beck
Heart of the City
Email: viv@hotcity.co.nz

Kia ora Viv

Firstly, I’m sorry I was unable to attend your presentation at today’s Speed Limit Bylaw Hearing. However, I’ve received excellent feedback that it was a well-prepared, authoritative submission.

Secondly, apologies for the delay in replying to your letter re air quality on Queen Street and the prospect for acceleration of the Low Emission Bus Roadmap.

Rest assured, Auckland Transport (AT) is just as concerned at the high levels of black carbon on Queen Street.

A key initiative is the Low Emission Bus Roadmap, which was endorsed by the AT Board in December 2018. The Roadmap outlines the pathway to transition Auckland’s bus fleet to zero emissions by 2040, including a commitment to specifying that, from 2025, new buses for end-of-life replacements and fleet growth must be zero-emission vehicles only. We appreciate your general support of our key milestones and acknowledge the desire to advance the timelines in the Roadmap.

In addition, we are undertaking a range of actions to address these challenges, including the following:

- Undertaking modelling work to assess the costs and benefits of accelerating the existing Low Emissions Bus Roadmap by transitioning to a full zero-emission fleet by 2030 instead of 2040.
- Working with operators to transition the City LINK service to an electric bus service from November 2020, when the current bus contract for that route is renewed. This service has been identified as a priority route for electrification given that it coincides with areas of high pedestrian traffic and air quality hotspots.
- Undertaking additional trials of low emission bus technology that will provide robust data and evidence on operational performance, particularly costs, which can be used to help address the concerns and challenges identified. As you are aware, electric buses are currently on trial on routes 380, 309, 97 and the Inner LINK. AT is also developing further trials in collaboration with Ports of Auckland which will include three hydrogen buses on routes 70, NX1 and NX2.
- Facilitating the introduction of electric bus suppliers to the New Zealand market. This is intended to allow operators access to a market that is willing and capable of responding more rapidly to market demands for electric buses than the current well-established diesel bus suppliers.
- Engaging with operators to encourage the accelerated replacement of end of life Euro III buses with electric buses before 2025.

AT is also participating in a forum led by New Zealand Transport Agency to review the Requirements for Urban Buses and Vehicle Quality Standards and make appropriate changes that may support and enable contract changes relative to fleet. Vehicle Dimensions and Mass (VDAM) regulations are currently restricting our ability to adopt both single and double-decker e-buses. We are also assessing compatibility of the current fleet with the technology to enable automatic stop/start function.
We can assure you that AT is committed to making tangible progress in addressing air quality in Queen Street, as well as providing benefits to the wider region through the transition from diesel to zero-emission buses.

Yours sincerely,

[Signature]

Shane Ellison
CHIEF EXECUTIVE OFFICER
7 March 2019

Shane Ellison  
Chief Executive  
Auckland Transport  
20 Viaduct Harbour Avenue  
Auckland

Dear Shane

At the Auckland City Centre Advisory Board meeting on 27 February 2019, we had a sobering presentation from Dr Nick Talbot on air quality in the city centre. On behalf of the advisory board, I am writing to express our concern about the information presented by Dr Talbot.

We understand this is the same presentation given to the Auckland Council Planning Committee recently, after which Councillor Darby and other elected representatives wrote to you expressing their concern and urging for immediate action to alleviate the risks presented by air pollutants.

The impact on air quality in Queen Street, one of our most prominent and busy streets, is particularly concerning. We note that diesel fuelled buses and trucks are likely to be a factor in the recent deterioration and in his presentation, Dr Talbot reinforced the beneficial impact of electrifying the bus fleet.

Auckland Council has committed to the C40 healthy cities initiative and the goal is to achieve a zero-emission bus fleet by 2040. A step in this pathway is that from 2025 all new and end-of-life diesel fleet replacement buses procured will be zero emission. However, there is now a compelling need for urgent action and this situation highlights the need to make the largest impact as quickly as possible.

Since our board meeting, I have heard that Auckland Transport has work underway to determine the viability of bringing the 2025 date forward. Please can you update us on how this work is progressing and what other initiatives are planned that will deliver tangible improvements to air quality in the city centre in the short term.

I look forward to hearing from you.

Yours sincerely

Viv Beck  
Chair, Auckland City Centre Advisory Board
Item 8

Attachment B
6 March 2019

Stephen Town
Chief Executive
Auckland Council
135 Albert Street
Auckland

Dear Stephen

I write on behalf of the Auckland City Centre Advisory Board, as a follow up to my letter of 13th November 2018. Whilst you and I have discussed these matters in person, I note our board has not yet received a written reply to that letter.

Transforming the city centre as a great place for people is a focus for Auckland Council and the Auckland Plan highlights the importance of balancing place and movement functions. With this in mind, we had expected to see a holistic Council group response to the matters I raised relating to Albert Street. The City Rail Link is a major initiative for Auckland and the reinstatement of Albert Street will be the first part of the project to be finished and unveiled. It is an important opportunity to show case delivery of the city centre vision and for the public to welcome what it offers.

Since my last letter, Auckland Transport has revised the assumptions regarding projected bus volumes and the projections have been peer reviewed. At our advisory board meeting on 27 February 2019, AT presented the outcome of this review work and reaffirmed its position that busbays will be required when Albert Street is reinstated at the conclusion of the CRL C2 contract.

Following the presentation, ACCAB members questioned whether AT’s position has had appropriate input and consideration from other parts of the Council group to balance factors such as pedestrian amenity and public realm with AT’s focus on movement. As the city grows, place is increasingly important and we would like to understand how Council is assessing the balance of place and movement in Albert Street from a holistic perspective.

Our board was very clear in 2016 when we set out our intent for a $20m contribution of city centre targeted rates to this project – pedestrian amenity and public realm (including trees) were stated as a high priority. The tree-lined street design has already been compromised through the process and we remain concerned about the impact of the proposed busbays. AT’s position would mean there is no longer a great avenue of trees, and footpath and furniture space for our growing population is reduced with the inclusion of busbays.
Cr Chris Darby and I would like to meet with you and Shane Ellison to discuss this matter so that we can report to ACCAB for further discussion at our next meeting on 27 March.

I look forward to hearing from you.

Yours sincerely

[Signature]

Viv Beck

Cc: Mayor of Auckland
Cr Chris Darby
Chief Executive, Auckland Transport
13 November 2018

Stephen Town
Chief Executive
Auckland Council
135 Albert Street
Auckland

Dear Stephen,

I am writing to you in my capacity as Chair of the Auckland City Centre Advisory Board to raise one area of positive progress and one area of major concern.

Our board has been concerned for some time about a lack of holistic planning and alignment between projects brought to us for consideration, both within and across the Council group and with projects managed externally such as City Rail Link.

Firstly, on a positive note, at our meeting on 24th October 2018 we were presented with plans to communicate the story of the transforming city centre and a comprehensive programme to manage the impact of construction. Whilst we had hoped to see this sooner, it was good to hear the presentation and we would like to reiterate the importance of a planned approach to communication and development response, with an appropriate budget assigned, to ensure the impact of change is well-managed.

Secondly, I am raising the board’s concerns about plans for the reinstatement of Albert Street that were presented at the meeting on 24th October. Over time, the board has had serious misgivings about the allocation of City Centre Targeted Rate to this project and wanted to be clear that any CCTR funding applied would add tangible benefits over and above the project’s reinstatement of the street. This led to the formation of a sub-group to attend meetings with CRL and Council’s ADO. While this work was at a level of detail we wouldn’t expect a board to get involved with, it was necessary to ensure a positive outcome. This was achieved over an extended period, with the Board endorsing the allocation of $20m of CCTR funding once ADO and CRL were aligned in their support for the vision and reinstatement of Albert Street (with the exception of ADO’s reservations about bus-bays).

However, there were clear precedents to ACCAB’s support, which were set out in one of a number of communications with former director of CRL Chris Meale, including the following outstanding items:

- “The proposed thresholds and timing to ascertain if the bus-bays are required and, if they are installed initially, the decision-making criteria that would be used to determine when they might be removed (and estimated timeframes for their removal). In other words, we’d like to see more certainty about how any transition to wider footpaths and more trees would work.”
- “Mechanisms to ensure the ‘future proofing’ elements can be tracked for review and implementation.”
Item 8

CRL’s response to these matters at the time they were raised was that “Auckland Council and Auckland Transport have agreed to work together to resolve thresholds and timing and mechanisms. This work is still ongoing”.

However, despite repeated requests we have received no update on this matter and we were very concerned to see the designs, with bus-bays, that were presented to ACCAB by CRL Ltd on 24 October.

• “Data about forecast vehicle traffic along Albert Street post CRL construction.”
  o CRL’s response at the time was that the latest forecast would need to come from the AT Strategy team.
  o Once again, the board has been given no update on this and we are concerned that the impact of plans for Light Rail has not been taken into account.

As a consequence of the meeting on 24th October, I have discussed the matter with Auckland Transport, Auckland Council and CRL. All agree there are issues in the way this has been handled and discussions have taken place about how to address these matters. A presentation is being arranged to ACCAB at our meeting on 21 November.

The vision is for Albert Street to be a great street with a design that befits its role in the city centre. ACCAB’s focus is to ensure that CCTIs is allocated to enhance the design in a tangible way that meets the objectives of the CCTI. We await the outcome of the response from Council group to determine if we believe the objectives are achieved.

The issues outlined in this letter have been unproductive for all parties and I trust that once addressed, we can look forward to a new way of working. We have a major programme of works over the coming years and we all have a role to play to add value to the ongoing development of the city centre.

On behalf of ACCAB, I would like to ensure that we have a mutual understanding of the way Council group and ACCAB will work together in future, with early involvement in projects and a more integrated and timely exchange of information. I look forward to your response.

Yours sincerely,

Viv Beck
Memorandum

To: Auckland City Centre Advisory Board
Subject: Wellesley Street bus improvements project update
From: Daniel Newcombe – Manager Strategic Projects Central Access

Purpose
1. To receive an update on recent progress with the Wellesley Street bus improvements project and next steps.

Summary
- The Wellesley Street bus improvements project team has been gathering latest data to develop design options to create an optimal concept for the corridor, which aligns with surrounding city centre plans and meets the needs of bus customers.
- This work has included option development and assessment, which is expected to continue into May 2019, along with the urban realm framework development. Upon the completion of these workstreams, a new concept design will be available and will be presented to the Auckland City Centre Advisory Board and the Waitakere Local Board in May or June 2019, ahead of public consultation from June 2019.

Context/Background
2. The Wellesley Street bus improvements project delivers one of the key public transport network components for the city centre and region. An efficient and effective bus corridor, carrying tens of thousands of people each day, is critical to enable the operation of the new network bus system. The project also recognises the unique inner-city location and the need for high quality public realm to support pedestrian activity and the continued operation of surrounding land uses.
3. The first part of the project - an indicative business case – is now complete and confirmed Wellesley Street (as opposed to Mayoral Drive or Victoria Street) as the preferred route for the main East-West bus corridor. This work also highlighted the need for high quality streetscape (such as wide footpaths) and provision of dedicated cycling facilities on the eastern section of the route.
4. Auckland Transport has been progressing a detailed business case to develop further design detail and create a final concept for the corridor, which aligns with surrounding city centre plans and meets the needs of bus customers.

Progress to date
5. The project team has been gathering latest HOP data and volumes, as well as updated estimates of future traffic and bus networks. The team is also investigating the early delivery of the signalisation of the Sale Street intersection for pedestrian safety purposes and is gathering information on existing infrastructure (including utilities) and proposed developments in the area.
6. The team continues to work with equivalent teams from the Victoria Street Linear Park project (as a parallel and related scheme), City Rail Link Limited, the New Zealand Transport Agency light rail team (both of which cross the Wellesley Street corridor), and stakeholders, including the two universities.
7. The core of the work has been option development and assessment, which is expected to continue into May 2019, along with the urban realm framework development. Upon the completion of these workstreams, a new concept design will be available and will be presented to Auckland City Centre Advisory Board and the Waitematā Local Board in May or June 2019, ahead of public consultation from June 2019.

8. As part of the detailed business case development, it was discovered that the public consultation outcomes report from indicative business case phase had not been published. This is now online and submitters to the indicative business case have been notified so they can see how their feedback was recorded (https://at.govt.nz/media/1979680/midtown-bus-route-public-feedback-report.pdf).

Discussion

9. The Wellesley Street bus improvements project is a core component of a mid-town programme of works, which also includes the Victoria Street Linear Park project, City Rail Link and light rail team. The project is supported by the council group and will help deliver upon high quality urban realm and greater public transport provision for the city centre.

10. The Waitematā Local Board has been kept updated with the same project updates as the Auckland City Centre Advisory Board, and feedback will also be sought from the local board ahead of public consultation.

11. The budget for the Wellesley Street bus improvements project has been agreed through the Regional Land Transport Plan 2018-2028, and is a Regional Fuel Tax project. The project is being managed within the allocated budget and is not seeking additional funding.

Risks

12. There are several risks and issues being managed within the project. The recent deferment of the Britomart East Bus Interchange, and the on-going uncertainty as to the timing and integration of light rail, are two factors that may affect the ability for the project to make a firm assessment of full benefits and costs (i.e. some bus movements and networks within the city centre may change, and this obviously affects the economic calculations required in the detailed business case).

Next steps

13. As noted above, the next steps are for the emerging designs and material for consultation to be presented to the Auckland City Centre Advisory Board and Waitematā Local Board prior to public engagement.

Attachments

There are no attachments.
Memorandum

2 May 2019

To: Auckland City Centre Advisory Board

Subject: Update on the Victoria Linear Park project

From: Liz Nicholls - Senior Programme Lead – Investment

Purpose

1. To receive an update on recent progress with the Victoria Linear Park business case and next steps.

Summary

- The City Centre Masterplan (2012) envisages Victoria Street as a green link between Victoria Park and Albert Park, taking on a linear park character. A linear park would also provide greater amenity for pedestrians. Further investigation work is needed to identify how this vision could be achieved.
- Jacobs have been awarded a contract to deliver a business case which will investigate the concept of Victoria Linear Park.
- The outputs of the contract are to identify a preferred way forward for the full length of Victoria Street be identified by March 2020 for the first stage of the project (around Aotea Station) will be ready for resource consent lodgement by November 2020.

Context

2. Victoria Street is a significant central city corridor connecting the Victoria Quarter with the central city and Albert Park. The street is currently home to a range of residential, commercial and retail developments and has a diverse range of uses and demands.

3. The Victoria Linear Park project supports the Access for Everyone objectives of increased pedestrian amenity and will include an assessment of parking, servicing and loading requirements.

4. A budget of $33 million has been allocated towards the investigation and construction of Victoria Linear Park through the Long-term Plan 2018-2028. The funding was originally allocated starting 2022, however $3 million of this budget has been brought forward to 2019-2021 to allow initial investigation work to begin.

5. The City Rail Link will form an important component of the corridor with the proposed Aotea Station having several pedestrian portals that will contribute significantly to pedestrian activity on Victoria Street and Wellesley Street.

6. Further work is needed to understand how a linear park could be achieved within the corridor constraints, allocated funding, desired functionality of the street, traffic movements and other construction planned or underway in the city centre.

Discussion

7. A contract has been awarded to Jacobs to undertake a business case for Victoria Street on behalf of Auckland Council. There are two key outputs of the business case:

   - identifying a preferred way forward for improvements to the full length of Victoria Street. This would include: a preferred layout for the street, investigation of the best value for money options, consideration of the timing, management and procurement options for the project and close examination of the costs and funding options available. The report recommendations to be approved by Council by March 2020.
• identifying a preferred design and delivery option for the first stage of the project (around Aotea Station). The preferred design option expected to be approved by Council by November 2020.

8. Jacobs is also the consultant for the Wellesley Street bus improvements detailed business case, which is currently being progressed. Members of the Jacobs’ project team will also be working across the Wellesley Street bus improvements project to support the vision of ‘two great streets’ and to ensure that planning and design is aligned.

9. Jasmax is working as the design consultant for Jacobs with Boffa Miskell as an internal design peer reviewer. Jasmax undertook the reference design produced for the first stage of Victoria Linear Park in 2017. The reference design will be used as one of the inputs into the business case. Boffa Miskell are the design consultants for Wellesley Street bus improvements project and will help to ensure continuity of design between the two projects.

10. The project scope uses the Better Business Case framework, which is the New Zealand Treasury standard for investment over $15 million.

11. The Better Business Case framework will allow the project team to identify the best value for money option and to ensure that the management and procurement processes and decisions are well thought through and evidence-based. This framework lowers the risk of resource consent challenges, project delays, redesign, poor option consideration and selection and stakeholder opposition by following a clear framework.

Next steps

12. The project team is organising a series of workshops with a newly established ‘Community of Practice’ to support the Victoria Linear Park project. The community of practice reflects a wide technical expertise from across the council family including heritage, design, transport strategy, cycling, sustainability, parks and arts. The aim of involving such a wide group is to ensure that objectives are clear from the outset and to capture risks and opportunities from a range of disciplines and perspectives.

13. The project team will keep the local board updated on key milestones throughout the project, through the regular Development Programme Office reports.

14. The project team will present the shortlist of Victoria Street options (layout for the full length of Victoria Street) to the local board for feedback at a workshop in August 2019.
Memorandum
15 May 2019

To: Auckland City Centre Advisory Board

Subject: Myers Park Stage Two project – Mayoral Drive underpass update

From: Emma Bullivant – Project Manager; Oliver Smith – Project Manager

Purpose
1. To provide an update to the Auckland City Centre Advisory Board on the status of Myers Park Stage Two project, and to seek informal feedback on the preferred Mayoral Drive underpass concept design option.

Summary
- The Myers Park project to upgrade the park in line with the Myers Park Development plan (2012) commenced in 2012. Stage one of the project was completed in 2015 ahead of the park centenary.
- Stage two of the project has experienced changes in scope and estimated costs. A project review was carried out in November 2017 and changes in scope and budget were endorsed by the Auckland City Centre Advisory Board in March 2018 (resolution CEN/2018/14).
- The Development Programme Office has carried out an options analysis to assess three stormwater detention options in terms of cost, risk and project objectives. These options retain the latest public art concept as well as the earlier design for the Queen Street/Mayoral Drive stairs.
- A workshop has been scheduled to seek feedback from the board on the preferred option on 22 May 2019.

Context
2. The Myers Park project was initiated in late 2012 when the Waitamata Local Board approved the Myers Park Development Plan (resolution WTM/2012/240).
3. The Myers Park Development Plan is being implemented in stages. Stage one was completed in early 2015 in time for the Myers Park Centennial celebration. The draft concept designs for stage two were approved by the Waitamata Local Board in 2015 (resolution WTM/2015/113).
4. The project has since experienced significant changes in scope with the Development Programme Office completing a project review of Myers Park stage two in November 2017 in response to cost escalation, historic scope changes and technical complexities associated with the project.
5. The outcome of the project review and recommendations were workshoped with the Auckland City Centre Advisory Board on 29 November 2017. The review findings indicated that the design posed significant construction and health and safety risks. Therefore, scope and design changes were proposed.
6. A revised scope of works was endorsed by the Waitamata Local Board (resolution WTM/2018/27) and the Auckland City Centre Advisory Board (resolution CEN/2018/14) for stage two and currently comprises:
   - the upgrade of the Mayoral Drive/Queen Street entrance
   - the upgrade of the Mayoral Drive underpass including changes to the current stormwater detention
7. The November 2017 review concluded that the preferred option for the stormwater detention dam was an underground storage tank within Myers Park. At this time a high level cost estimate was prepared for this option which totalled $7.9 million for the project. In March 2018, a report was put forward to the Waitamata Local Board and the Auckland City Centre Advisory Board recommending that additional funding of $2.3 million from the city centre targeted rate be allocated to the Myers Park stage two project. Waitamata Local Board endorsed this recommendation (resolution WTM/2018/27), however ACCAB requested that staff provide further information regarding alternative sources of funding (resolution CEN/2018/14).

8. In mid-late 2018, the Development Programme Office engaged consultants to investigate the underground storage tank option further. The findings showed a significant risk and cost due to the extensive excavation required. The required excavation also presented new resource consenting issues, in particular, the impact on the park heritage values and trees.

9. In late 2018 a further stormwater detention option, to retain the existing bund wall and construct new stairs and ramps over the wall, was considered by the project team.

Discussion

10. The Development Programme Office has assessed the pros and cons of the underground storage tank option against the retained bund wall option. For completeness, a mechanical flood gate option which had been tabled previously was also included in this analysis. Options were assessed in terms of cost, risk and project objectives.

11. The public art concept developed by Graham Tipene and Barrington Goths - Whakarongo Environment as an integrated mana whenua design in the Myers Park underpass, is the same for the three options noted above. Graham Tipene was previously endorsed by the council’s Infrastructure and Environmental Services mana whenua forum to develop a creative response for this site that celebrated and evoked Horotiu – the protective guardian of the Waikorotiu stream headwaters and valley.

12. This integrated art concept for Myers Park fits with the Centre City Public Art Plan, which was endorsed by the Auckland City Centre Advisory Board on 23 May 2018 to be recognised as "one of the delivery documents of the Centre City Master Plan and Waterfront Plan."

13. Staff presented the preferred option to Waitamata Local Board at its workshop on 7 May 2019. The board expressed support for the project and the recommended option, acknowledging that it has the lowest variance from the approved budget. A concern was noted around the line of sight into the park and would be considered during the design development.

Next steps

14. A workshop will be held with the Auckland City Centre Advisory Board on 22 May 2019 to present the preferred option to be further developed during the preliminary design phase. Informal feedback and support for the preferred option will be sought at this workshop.

15. Formal endorsement of the preferred option will then be sought from both the Waitamata Local Board and the Auckland City Centre Advisory Board before proceeding to the preliminary design phase. Formal approval will be sought from the Finance and Performance Committee for the additional city centre targeted rate funding required to complete the project, following formal endorsement from both boards.

16. Development Programme Office staff will continue to investigate funding opportunities with Community Facilities for the renewal element of the Mayoral Drive/Queen Street stairs.

17. Further updates will be provided to both boards during the design phase, which will take place in late 2019.
Memorandum

To: Auckland City Centre Advisory Board
Subject: Waterfront Planning and Queens Wharf Masterplan
From: Gyles Bendall – Head of Design, Panuku, Joanna Smith – Senior Project Planning Leader, Panuku, John Smith – Project Manager

Purpose

1. To provide the Auckland City Centre Advisory Board with an update on the Waterfront Plan refresh and the Queens Wharf masterplan.

Context

2. The Auckland City Centre Advisory Board has sought information on both the Waterfront Plan and the future of Queens Wharf. A presentation will be provided to the board at a workshop on 22 May 2019 to give an update on these plans and to allow time for discussion.

3. The City Centre Masterplan and Waterfront Plan were both adopted in 2012. In 2017, the Planning Committee adopted updated directions for both city centre and waterfront plans. These plans are both being refreshed this year to reflect the strategic planning needs across the city centre and also to inform the next Long-term Plan process.

4. A key area of focus for the Waterfront Plan refresh is the consideration of the future of the ‘tank farm’ (the area north of Silo Park). In preparation for the America’s Cup event many tanks will be removed to allow for the team bases to be established. Some tanks have already been removed. In 2021, the remaining tanks on the northern extent will be removed as commercial leases come to their end.

5. The end of the commercial leases and removal of tanks will see a major new chapter in the development of the waterfront. To enable this next stage of the development, a plan change needs to be undertaken and funding allocated for major works (for instance, for the establishment of Wynyard Point Park). This planning will be discussed with Auckland City Centre Advisory Board later this year.

6. Queens Wharf was originally purchased by Auckland Council and the government for three key purposes:
   - cruise facilities
   - major public events
   - public open space.

7. The Central Wharves Strategy (adopted in 2017) has provided a road map and strategic direction for the central wharves, including Queens Wharf. The most significant change related to Queens Wharf is for the proposed relocation of the cruise activities to Captain Cook Wharf. In the future this will remove the conflict on Queens Wharf with the operational needs of the growing cruise industry with events and public space. Once the cruise activities are relocated this will enable development of new public spaces and public facilities on the eastern side of Queens Wharf.

8. The Cloud is owned by the government. At this time the government has made no decision on the timing of the removal of the Cloud. Once the Cloud is removed this will enable the development new public spaces on the western side of Queens Wharf.

9. By 2021 the Downtown programme will deliver a series of projects that impact Queens Wharf. This include the ferry basin upgrade, new downtown public spaces, and the cruise mooring dolphin.
10. Funding for the future phases of development of Queens Wharf will need to be considered as part of the next Long-term Plan.

Next steps
11. Panuku is working with the Auckland Design Office on the updated city centre and waterfront plans. These will be discussed with the Auckland City Centre Advisory Board and workshopped with the Planning Committee prior to decisions about public engagement on any new directions.

12. A workshop is scheduled to discuss the Waterfront Plan refresh and the Queens Wharf Masterplan in more detail with the board on 22 May 2019.

13. If you have any questions relating to this memo, please contact Gyles Bendall on: Gyles.Bendall@panuku.co.nz
Memorandum
16 May 2019

To: Auckland City Centre Advisory Board

Subject: Update on City Centre and Waterfront Programmes – Getting Ready 2021

From: Jenny Larking, Head of Development Programme Office

Purpose
1. To receive an update on city centre and waterfront programmes including council group’s response to ensure the city centre is a fitting stage for the 2021 events.

Context
2. Auckland Council has adopted the current Long-term Plan in 2018, which will see the council group delivering over $1 billion worth of capital projects in the city centre over the next ten years, in addition to the City Rail Link.

3. The first few years of the Long-term Plan focused will be focused on the revitalisation of downtown and waterfront. A number of projects in this area are well underway in planning and construction.

4. There are a number of significant national and international events in Auckland in 2021, including the America’s Cup and APEC21, Te Matatini, and the women’s rugby and cricket world cups. These events will bring enduring benefit to the Auckland region and New Zealand.

5. While we continue to deliver on our vision for the city centre, we also need to ensure that the 2021 events are a success.

6. From 2022 onwards, the focus will be on the development of the midtown area with significant projects such as Victoria Linear Park, Wellesley Street and High Street projects getting underway.

7. An update presentation will be provided to the Auckland City Centre Advisory Board on 22 May 2019 to cover the council group’s response to ensure the city centre is a fitting stage for the 2021 events.

Next steps
8. Following the 22 May 2019 workshop, the Auckland City Centre Advisory Board will continue to receive regular updates on city centre projects at its monthly meetings.