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

**Date:** Wednesday, 27 May 2020  
**Time:** 3.30pm  
**Venue:** This meeting will be held remotely

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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**

### MEMBERSHIP

**Chairperson**  
Ms Viv Beck  
Mr Andrew Gaukrodger  
Ms Noeline Buckland  
Mr Greg Cohen  
Cr Pippa Coom  
Mr George Crawford  
Cr Chris Darby  
Mayor Hon Phil Goff, CNZM, JP  
Mr Matt Harray  
Mr Mark Kingsford  
Ms Amy Malcolm  
Mr James Mooney  
Mr Nigel Murphy  
Mr Richard Northey  
Mr Adam Parkinson  
Ms Anahera Rawiri  
Mr Patrick Reynolds  
Mr Michael Richardson

**Deputy Chairperson**  
Mr Andrew Gaukrodger  
Ms Noeline Buckland  
Mr Greg Cohen  
Cr Pippa Coom  
Mr George Crawford  
Cr Chris Darby  
Mayor Hon Phil Goff, CNZM, JP  
Mr Matt Harray  
Mr Mark Kingsford  
Ms Amy Malcolm  
Mr James Mooney  
Mr Nigel Murphy  
Mr Richard Northey  
Mr Adam Parkinson  
Ms Anahera Rawiri  
Mr Patrick Reynolds  
Mr Michael Richardson

**Members**  
Business Improvement District  
Corporate sector  
City Centre Residents Group  
Tourism/Travel  
Waitematā and Gulf Ward Councillor, Auckland Council  
Property Council of NZ  
Auckland Council (Mayor’s alternate)  
Auckland Council  
Retail sector  
Corporate sector  
Tertiary sector (University of Auckland)  
Urban design/institute of architects  
Tertiary sector (Auckland University of Technology)  
Waitematā Local Board, Auckland Council  
City Centre Residents Group  
Ngāti Whātua Ōrākei  
Transport representative  
Business Improvement District

(Quorum 10 members)

---

**Mike Giddey**  
Kaitohutohu Mana Whakahaere / Governance Advisor  
22 May 2020  
Contact Telephone: +64 9 890 8143  
Email.mike.giddey@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.

Purpose of City Centre Targeted Rate
(Excerpt – full information available in a separate document)

Background

The City Centre targeted rate is to help fund the development and revitalisation of the city centre. The rate applies to business and residential land in the City Centre area.

Activities to be funded

The City Centre redevelopment programme aims to enhance the city centre as a place to work, live, visit and do business. It achieves this by providing a high-quality urban environment, promoting the competitive advantages of the city centre as a business location, and promoting the city centre as a place for high-quality education, research and development. The programme intends to reinforce and promote the city centre as a centre for arts and culture, with a unique identity as the heart and soul of Auckland. The rate will fund expenditure within the following activities: Regional planning; Roads and footpaths; Local parks, sports and recreation.

The targeted rate will continue until 2024/2025 to cover capital and operating expenditure generated by the projects in the City Centre redevelopment programme. From 2016/2017, unspent funds from the targeted rate have been used to transition the depreciation and consequential operating costs of capital works to the general rate so that from 2019/2020 these costs will be entirely funded from general rates.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Apologies</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>Declaration of Interest</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>Confirmation of Minutes</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>Extraordinary Business</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>City centre targeted rate budget portfolio budget 2020/2021</td>
<td>7</td>
</tr>
<tr>
<td>6</td>
<td>Queen Street Access for Everyone Pilot update</td>
<td>11</td>
</tr>
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<td>7</td>
<td>Update on Activities to Support Rough Sleepers</td>
<td>15</td>
</tr>
<tr>
<td>8</td>
<td>Information report: Access for Everyone, Wellesley Street bus improvements and Progress on items updates</td>
<td>23</td>
</tr>
<tr>
<td>9</td>
<td>Consideration of Extraordinary Items</td>
<td></td>
</tr>
</tbody>
</table>
1 **Apologies**

At the close of the apologies had been received from Mayor P Goff and Member G Cohen.

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, 29 April 2020, 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.”
Purpose of the report
1. To confirm the city centre targeted rate portfolio budget 2020/2021 for the annual plan process.

Executive summary
2. The Auckland City Centre Advisory Board received an update on the deferral of endorsement for the city centre targeted rate portfolio budget 2020/2021, pending a decision on the annual plan process in response to the COVID-19 pandemic at its April 2020 meeting.
3. Staff provided presentations in support of the proposed annual plan process including the city centre targeted rate portfolio budget draft 2020/2021 project status.
4. The Auckland City Centre Advisory Board wanted to review the priorities for the city centre targeted rate portfolio budget draft 2020/2021 at its workshop on 27 May 2020.
5. The board will table its priorities at the meeting.
6. The city centre targeted rate portfolio budget draft 2020/2021 project status is attached for the board’s consideration (Attachment A).

Recommendation/s
The Auckland City Centre Advisory Board will provide its recommendations at the meeting.

Attachments
<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
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<tbody>
<tr>
<td>A0</td>
<td>City centre targeted rate portfolio budget draft 2020/2021 project status</td>
<td>9</td>
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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 – Lead Officer Support</td>
</tr>
</tbody>
</table>
## City Centre Targeted Rate Portfolio Budget 2020/2021 - Project Status

### 20 April 2020

<table>
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<tr>
<th>Type</th>
<th>Project Name</th>
<th>Project Status</th>
<th>Budget (2020)</th>
<th>2021</th>
<th>2022</th>
<th>2023</th>
<th>2024</th>
<th>2025</th>
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<td>Queen Street Public Realm CETR</td>
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<td>21,645,121</td>
<td>20,776,512</td>
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<td>10,616,649</td>
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<td>2.0A</td>
<td>Albert St Upgrade (Pub/ Rail Improve)</td>
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<td>32,800,000</td>
<td>4,522,000</td>
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<td>4,422,000</td>
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<td>3.0A</td>
<td>Belmont Precinct Streetscapes</td>
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<td>4,318,000</td>
<td>3,252,000</td>
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<td>6.0A</td>
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<td>Heart of the City - Pedestrian Count</td>
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<td>57,500</td>
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<td>Linear Queen St</td>
<td>Underway</td>
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<td>Smart Cycles</td>
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<td>11.0A</td>
<td>Rail (Esp)</td>
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<td>Queen St Sig 2 - Mayor &amp; Co</td>
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<td>Howick/Hobson St Ugrades</td>
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<td>275,000</td>
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<td>16.0A</td>
<td>Queen St Pedestrianisation &amp; Hobson St</td>
<td>Underway</td>
<td>39,812,930</td>
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<td>City Centre Basket Case Dev. Proc.</td>
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<td>200,000</td>
<td>840,000</td>
<td>750,000</td>
<td>500,000</td>
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<td>18.0A</td>
<td>Public Art</td>
<td>Underway</td>
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<td>13,715,940</td>
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<td>Federal Street 3 (Vrt. St to Founders Pl)</td>
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<td>21.0A</td>
<td>Myers Park Underpass</td>
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<td>423,534</td>
<td>2,954,828</td>
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<td>22.0A</td>
<td>Nelson St Slip Lane</td>
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<td>677,250</td>
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<td>23.0A</td>
<td>Learning Quarter</td>
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<td>Learning Quarter</td>
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<td>27.0A</td>
<td>City Centre master plan targets</td>
<td>Underway</td>
<td>120,000</td>
<td>20,000</td>
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<td>28.0A</td>
<td>Communications city centre</td>
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<td>29.0A</td>
<td>Emily Place</td>
<td>Underway</td>
<td>50,000</td>
<td>40,000</td>
<td>10,000</td>
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<tr>
<td>30.0A</td>
<td>Harbour water monitoring</td>
<td>Underway</td>
<td>21,000</td>
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<td>Kensington Road Quarter programme</td>
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<td>32.0A</td>
<td>Kensington Road Quarter programme</td>
<td>Underway</td>
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<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>33.0A</td>
<td>Public space upgrade (Emily Place)</td>
<td>Underway</td>
<td>2,400,000</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>34.0A</td>
<td>Queen's Wharf Redevelopment</td>
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<td>35.0A</td>
<td>Queen's Wharf Redevelopment</td>
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<td>36.0A</td>
<td>Service Lane Programme</td>
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<td>37.0A</td>
<td>Streetscapes (High Street)</td>
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<td>215,000</td>
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<td>Victoria Quarter Programme</td>
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<td>-</td>
<td>200,000</td>
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<tr>
<td>40.0A</td>
<td>Victoria Quarter Programme</td>
<td>Underway</td>
<td>5,300,000</td>
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<td>41.0A</td>
<td>Wynyard St - Queen to Hobson St</td>
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<td>42.0A</td>
<td>Wynyard St - Queen to Hobson St</td>
<td>Underway</td>
<td>2,750,000</td>
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<td><strong>TOTAL</strong></td>
<td></td>
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<td>123,394,452</td>
<td>36,590,701</td>
<td>41,762,934</td>
<td>31,880,400</td>
<td>28,551,016</td>
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</table>

**Total Available:**

40,685,520

1,952,550

5,371,000

12,418,457

16,622,739

8,921,000
Queen Street Access for Everyone Pilot update

File No.: CP2020/06464

Te take mō te pūrongo
Purpose of the report
1. To advise the Auckland City Centre Advisory Board of planning for a pilot of Access for Everyone principles on Queen Street, in accordance with requests by the board and the Planning Committee.

Whakarāpopototanga matua
Executive summary
2. The Auckland City Centre Advisory Board has previously supported the development of Access for Everyone (A4E) concept, a fundamentally new way of managing transport in the city centre.

3. The A4E concept, as part of the City Centre Masterplan, was adopted by the Planning Committee in March 2020 (Resolution PLA/2020/17). A Queen Street pilot was also requested for implementation by March 2021.

4. Auckland Transport (AT) will lead this pilot, due to the need for the pilot to maintain key transport operational requirements on Queen Street including reliable bus travel and safe crossings, with support from the Auckland Design Office, Development Programme Office, New Zealand Transport Agency (NZTA) and AT departments.

5. The City Centre Targeted Rate Investment Portfolio has a budget of $2,500,000 for the City Centre Business Case Development Programme (including Access for Everyone Concept Investigation). Endorsement in principle is sought from the board for an allocation of $600,000 to part-fund the Queen Street pilot project.

6. Funding is also being sought from NZTA’s new Innovating Streets contestable fund, which was recently established to encourage trials of temporary street treatments to improve walking, cycling and urban amenity.

7. The scope and objectives of the pilot are still being confirmed, but will take the current Covid-19 emergency physical distancing arrangements as the starting point. More details will be brought to the Auckland City Centre Advisory Board as the pilot progresses through the co-design process.

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

a) endorse up to $600,000 from the City Centre Business Case Development Programme (including Access for Everyone Concept Investigation) budget to part-fund the Queen Street pilot project, in conjunction with Innovating Streets investment

b) appoint representatives to join a working group to the Queen Street pilot project

c) note regular updates on the Queen Street will be provided.

Horopaki
Context
8. In July 2019, the Auckland City Centre Advisory Board supported (resolution CEN/2019/35) a budget allocation of $2,500,000 for City Centre Business Case Development Programme (including Access for Everyone Concept Investigation). This budget sought to develop the Access for Everyone (A4E) concept further and included the consideration of trials.
9. The A4E concept, as part of the City Centre Masterplan, was adopted by the Planning Committee in March 2020 (resolution PLA/2020/17) and at the same time a Queen Street pilot was also requested for implementation by March 2021. The pilot will build upon the recently installed physical distancing areas put in as emergency works in response to Covid-19. It is therefore likely that the pilot will have been in place for some time ahead of the March 2021 deadline.

Tātaritanga me ngā tohutohu
Analysis and advice

10. After discussions with Auckland Council teams, it was agreed that AT will lead this pilot, for a number of reasons:
   - AT is undertaking the overarching business case for the implementation of A4E
   - the need for the pilot to maintain key transport operational requirements on Queen Street (for example reliable bus travel, safe crossings, etc.)
   - most of the likely pilot elements (for example vehicle movement and parking restrictions) are the responsibility of AT
   - AT has existing funding arrangements with NZTA, which will be useful for upcoming funding opportunities
   - AT has project management resource available and sufficient initial budget to commence scoping work.

11. The pilot will be overseen by a steering group consisting of Auckland Design Office, Development Programme Office, NZTA and AT staff. Initial involvement has also been sought from Heart of the City, in a similar way to the recent High Street pilot.

12. Endorsement in principle is sought from the Auckland City Centre Advisory Board for pilot to be part-funded from the City Centre Targeted Rate budget item: City Centre Business Case Development Programme (Access for Everyone Concept Investigation). The expectation is that $600,000 from the 2020/2021 allocation will be needed. This funding will support the co-design and engagement process with stakeholders, as well as contribute to the actual installation and on monitoring of treatments (albeit the form and scale of these won’t be developed until the co-design process). The funding would be capped at this level.

13. Funding is also being sought from NZTA’s new Innovating Streets contestable fund, which was recently established to encourage trials of temporary street treatments to improve walking, cycling and urban amenity. An application has been made for $1 million but a decision by NZTA will not be made until June. This funding will go towards the installation of treatments.

14. The definitive scope and objectives of the pilot are still being confirmed. The pilot is expected to cover the extent of Queen Street between Mayoral Drive and Customs Street and require the retention of bus services currently diverted by City Rail Link works. The key intent is to trial ways of reducing traffic on Queen Street and improve the amenity for pedestrians, in a way that that informs future investigations into a wider implementation of the A4E concept.

15. The pilot will build upon the recently installed physical distancing areas in response to Covid-19. These were completed as emergency works, however the pilot will be transitioned in a streamlined workstream. It is expected that over time elements of the temporary treatment will be improved in various ways to respond to public feedback or business needs, including adjusting to the requirements of the emerging post-Covid-19 situation.

16. The expectation is that the pilot will result in:
   - reduced traffic on Queen Street
   - improved space and amenity for pedestrians
Item 6

- more reliable bus services
- maintained access for business operations and users with disabilities.

17. The current expectation is that the pilot will be a co-design process with local stakeholders to come up with designs. As noted above, this will take the current Covid-19 arrangement as the starting point.

18. More details will be brought to the Auckland City Centre Advisory Board as the pilot progresses through the co-design process. A funding agreement between AT and the Development Programme Office will set out the detailed scope, timeframes and deliverables. A commitment to utilise the City Centre Targeted Rate funds will be contingent on a decision from NZTA on the allocation of Innovating Streets funding, so that a full financial understanding can be made.

Tauākī whakaaweawe āhuarangi
Climate impact statement

19. The pilot, being based on A4E principles, is intended to help work towards a Zero Emissions Area (ZEA) in the Queen Street valley and support a move towards increased take-up of electric vehicles and active transport options. This is result in better air quality and support healthier streets.

Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
Council group impacts and views

20. Both the Auckland Design Office and Development Programme Office are part of the pilot and have been involved in scoping the pilot to date with Auckland Transport. The pilot is a core plank of advancing A4E, as part of the City Centre Masterplan.

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

21. The Waitematā Local Board will be updated and kept informed of the pilot as it progresses, and feedback will be sought from the board in terms of design improvements or communications support.

Tauākī whakaaweawe Māori
Māori impact statement

22. The project team plans to engage with iwi as part of the co-design process, recognising the valuable role mana whenua play in managing and developing the Queen Street (Waihorotiu) valley.

Ngā ritenga ā-pūtea
Financial implications

23. The City Centre Targeted Rate Investment Portfolio has a budget of $2,500,000 for the City Centre Business Case Development Programme (including Access for Everyone Concept Investigation). Endorsement in principle is sought from the Board for an allocation of $600,000 to part-fund the Queen Street pilot project. The funding would be capped at this level.

24. If Innovating Streets funding is not secured, the project team would need to work with the board to determine how best to apply the targeted rate budget to still achieve the pilot’s objectives as best we can.
Risks and mitigations

25. Given the complexity and high profile of Queen Street, one of the challenges is transitioning from the Covid-19 response situation. A risk register is being established and project governance will manage those risks, including the ability to escalate issues to the existing City Centre and Waterfront Executive Steering Group.

Next steps

26. Pending a decision from the Innovating Streets contestable fund, the Queen Street pilot co-design process will commence.

27. The Auckland City Centre Advisory Board and the Waitematā Local Board will receive regular updates on the Queen Street pilot.

Attachments

There are no attachments for this report.

Signatories

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Update on Activities to Support Rough Sleepers

Te take mō te pūrongo
Purpose of the report

1. To update the Auckland City Centre Advisory Board on support for people who are sleeping rough and implications for addressing homelessness in the city centre.

Whakarāpopototanga matua
Executive summary

2. Homelessness is defined as living situations where people are without shelter, in temporary accommodation, sharing overcrowded accommodation or living in uninhabitable housing and have no other options to acquire safe and secure housing.

3. Homelessness has been a serious and growing issue in Auckland. However, the Covid-19 response has resulted in the provision of over 1,000 motel rooms nationwide, including 494 rooms in Auckland providing accommodation for 536 people.

4. In addition, people in motel accommodation are receiving wrap around support to meet their needs, both Covid-19 and non-Covid-19 related. The government has provided $107 million to enable this accommodation and support to continue until early 2021 as part of a plan to transition people who had been sleeping rough into safe and secure long-term accommodation.

5. This support has been transformational, resulting in dramatic changes in the nature and level of need and the services available for rough sleepers. It is critical that the finalised Needs Assessment reflects this new landscape to accurately identify the gaps in the system.

6. The Auckland City Centre Advisory Board may wish to wait for the Needs Assessment to make decisions on what additional support to offer. Alternatively, we have identified the following topics areas where advice could be offered more quickly if the Advisory Board wishes to provide funding in the short-term:
   - provision of public amenities, including lockers and showers
   - support improved access for people at risk of homelessness to affordable housing though financial mechanisms and assistance, and/or strengthening financial and housing literacy
   - support people who are at-risk or experiencing homelessness to participate in developing, delivering and evaluating services
   - facilitate/provide recreation and community participation opportunities, including education, training and employment
   - strengthen workforce capacity and capability to deliver effective, integrated services
   - promote communities that are stigma-free and inclusive.

Ngā tūtohunga
Recommendation/s

That the Auckland City Centre Advisory Board:

a) indicate which opportunities, if any, the Advisory Board would like to receive further advice on.

b) request an updated timeline for the Needs Assessment be provided to the Advisory Board at the July meeting.
Horopaki
Context

7. Homelessness is defined as living situations where people are without shelter, in temporary accommodation, sharing overcrowded accommodation or living in uninhabitable housing and have no other options to acquire safe and secure housing.

8. At the 2013 census, over 20,290 Aucklanders were considered homeless, a 26 per cent increase since 2006. A conservative forecast predicted this would increase to more than 26,500 people in Auckland by 2021. Figure 1 gives an overview of homelessness in Auckland based on the 2013 census.

9. The 2013 census found that in the Waitematā local board area nine per cent of dwellings were overcrowded and that 207 people were living in boarding houses (the third highest in Auckland).

10. The Ira Mata, Ira Tangata – Auckland’s Homeless Count in September 2018 estimated a minimum of 3,674 people living without shelter and in temporary accommodation across the Auckland region. Of this, there were at least 128 individuals living rough in the Waitematā local board area, 38 per cent of the regional total of rough sleepers counted.

11. Data from the 2018 census was delayed due to concerns about the quality of the data. We have been advised that the release of data on homelessness is imminent.

Figure 1: Homelessness in Auckland, 2013 census

12. Homelessness is caused by a range of interacting personal and structural factors as illustrated in Figure 2 below. In recent years, as housing supply has become more constrained, people with fewer personal risk factors have faced homelessness.
13. Auckland’s Māori and Pacifica communities continue to be disproportionately affected and the crisis is increasingly affecting working families, women, children and young people, and rainbow youth. The 2013 census found that nationally, 52 per cent of homeless people were employed, in education or both.

14. The nature and scale of homelessness varies across the Auckland region. It is most concentrated and visible in the central city, the west and the south of the region, but is also an emerging issue in other, more affluent areas.

**Council has an important role to play**

15. Central government has legislative responsibility for the provision of public/social housing and health and social services and is leading efforts to address homelessness nationally.

16. In August 2017 the Environment and Community Committee agreed that council’s position on improving, ending and preventing homelessness in Auckland: that it should be ‘rare, brief and non-recurring’ (ENV 2017/118).

17. They agreed that council’s role is to strengthen established levers. This includes leading and coordinating Kia Whai Kāinga Tātou Katoa - Auckland’s regional, cross-sectoral homelessness plan. It also plays a role using its planning and regulatory powers, close ties to local communities, funding for seeding initiatives, and frontline staff who frequently engage with people who are homeless.

18. Council has been playing a ‘backbone’ agency role facilitating the regional plan as part of a collective impact approach. Auckland stakeholders have developed the Kia Whai Kāinga Tātou Katoa strategic framework and identified (pre-Covid-19) priorities for 2020.


20. Council is also developing the Auckland Council Homelessness Action Plan, which will outline the key measures council will undertake in its own right to help make homelessness rare, brief and non-recurring (as opposed to Kia Whai Kāinga Tātou Katoa, which focuses exclusively on collaborative action within the sector).
Tātaritanga me ngā tohutohu
Analysis and advice

21. A range of initiatives were underway pre-Covid-19 to support people sleeping rough in Auckland. This included the Inner City Auckland Homelessness Initiative, the development of a by-name list (or Registry) and the assertive outreach service funded by the Advisory Board.

22. The Covid-19 response has included support for people sleeping rough that has totally transformed the operating environment and created new opportunities for the sector.

Extensive support has been provided to rough sleepers as part of the Covid-19 response

23. People sleeping rough are at high risk of catching and transmitting Covid-19 due to their living conditions, underlying health conditions and high level of mobility. However, they have minimal ability to socially isolate while sleeping rough.

24. The sharp reduction in tourism caused by Covid-19 has created significant spare motel capacity and the government has used this as an opportunity to house people who had previously been sleeping rough.

25. As at late April 1094 motel units had been secured nationwide, including around a third in Auckland (some units will house more than one person but not all units will be in use). In addition to safe accommodation, people have received regular meals, access to medical care (both Covid-19 and non-Covid-19 related) and other social support.

26. There has been extensive outreach to ensure people sleeping rough are aware of, and able to access the support that is available. The assertive outreach funded by the Advisory Board played an important role in this. James Liston Hostel, which received $2m from the Advisory Board to support their redevelopment, is also providing important support, although on a more limited scale to enable compliance with social distancing rules.

27. Between 27 March and 28 April 2020, 495 people were supported into emergency accommodation in motels. It is estimated that around 70 to 80 per cent of people in the Auckland region who had been sleeping rough are now in motels.

28. Those who have declined accommodation have done so for a variety of reasons, including addiction, lack of local accommodation or not wishing to be temporarily separated from their pets. There is ongoing work to provide support for these people and to identify accommodation that meets their needs.

29. One NGO has described profound improvements in the health and wellbeing of people now housed in motels, including people that had previously been resistant to leaving the street. However, in some cases there have been issues with drug use and compliance with social distancing rules.

30. The Covid-19 response has been enabled by extensive collaboration between NGOs, council and central government. Some of the processes and systems set up in Auckland are now being considered as models for operations in other parts of the country.

31. The government’s National Homelessness Action Plan included a commitment of over $350 million. In a pre-Budget 2020 announcement the government has provided an additional $107.6 million to enable continued use of motels for accommodation and wrap around support. Details of the funding will be provided in the Budget on 14 May, but we expect around one third of the funding will be used in Auckland.

32. In broad terms we understand the funding will enable people currently housed in motels to remain there until early 2021. During this period they will be provided with wrap around support services and a path to long-term, safe, stable accommodation.
33. The Needs Assessment was commissioned as part of the Inner City Auckland Homelessness Initiative. The objective was to describe the housing, support and social needs of homeless people in the city centre, how those needs are currently met, and to identify gaps in provision that should be prioritised.

34. An initial report was completed by Lifewise in late 2019. Auckland Council’s contribution to this cross-sectoral initiative includes further developing and completing the Needs Assessment. Council’s Research, Innovation and Monitoring Unit is leading this report.

35. To date the Research, Innovation and Monitoring Unit has engaged with key stakeholders to address concerns, and to strengthen awareness, understanding and support for this work. They have reviewed and updated references in the original paper and incorporated additional research and agency data. Ethics approval to consult with stakeholders has been secured.

36. Further work to complete the Needs Assessment will involve:
   - continued engagement with key stakeholders to ensure broad support for the work
   - collating and incorporating additional research and data newly collected from those currently housed in motels as part of the Covid-19 response
   - interviewing key stakeholders to identify and prioritise service gaps
   - a workshop to validate and finalise the analysis.

37. The report will be independently peer reviewed and submitted to the Inner City Auckland Homelessness Initiative Governance Group for endorsement.

38. It will not be possible to complete these steps until:
   - the Covid-19 response eases, and NGOs and central government agencies have the capacity to engage
   - Covid-19 recovery planning has progressed further, in particular clarity about the national approach to securing long-term accommodation for people currently housed in motels and the services that will be available to support them
   - data is available on those who have been housed in motels.

39. Our intention is to start updating the Needs Assessment at the start of June 2020, subject to the constraints above. We will provide the Advisory Board with a memo updating the board on the timeline for the Needs Assessment at its July 2020 meeting.

There are still opportunities for the Advisory Board to support people sleeping rough in the city centre

40. The Needs Assessment will provide an up to date picture of priority gaps in the city centre for the medium to long term. However, there are other options if the Advisory Board wishes to make funding decisions in the short term. Staff are currently undertaking exploratory work on the following topics and can provide future advice to the board if requested.

Night shelter

41. The Advisory Board has previously discussed funding a night shelter. Two groups are currently developing proposals for night shelters in the city centre and staff will continue to work with these groups. The final decision maker for these proposals will be the Ministry of Housing and Urban Development.

42. At present the vast majority of potential users of a night shelter are housed in motels, which provide a safer and more supportive environment. For those who have refused motel accommodation, it is not clear that a night shelter would be able to address their concerns, such as enabling them to keep their pets.
43. As noted above, the government has announced funding of nearly $0.5 billion to support people who had been homeless before Covid-19 (across the full spectrum of homelessness and including those at risk of becoming homeless). It would be important that any initiatives funded by the Advisory Board are consistent with the government’s activities as the lead agency and key funder.

44. One of the critical success factors for a night shelter is having the right operating model. For instance, Wellington Night Shelter is currently under review after the organisation concluded its operating model was not fit for purpose. Developing an operating model in the short term will be extremely challenging given the very significant changes in the level of need and the available services.

45. If the Advisory Board wishes to fund initiatives in the short-term to support people rough sleeping some options are outlined below.

**Public amenities**

46. Work has been underway to address the perceived lack of public amenities in the Auckland city centre. Better access to public toilets is being addressed through actions including improved wayfinding and measures to reduce timeframes for repairs. These measures will benefit people who are rough sleeping, but there are still unmet needs around access to lockers and showers.

47. A proposal has been developed for a two-year pilot of e-lockers in three locations in the city centre, suitable for commuters, travellers and rough sleepers. However, funding for this pilot has not yet been confirmed.

**Kia Whai Kāinga Tātou Katoa Priorities**

48. Kia Whai Kāinga Tātou Katoa (the regional cross-sectoral homelessness plan) identifies 22 focus areas. If the Advisory Board wished we could provide advice on potential opportunities to progress work associated with one of these focus areas, such as:

- support better access for people at risk of homelessness to affordable housing through financial mechanisms and assistance, and/or strengthening financial and housing literacy
- support people who are at-risk or experiencing homelessness to participate in developing, delivering and evaluating services
- facilitate/provide recreation and community participation opportunities, including education, training and employment
- strengthen workforce capacity and capability to deliver effective, integrated services
- promote communities that are stigma-free and inclusive.

**Begging**

49. Our engagement with NGOs, research and previous work undertaken by council indicates that a large proportion of people begging in the city centre may not be homeless. This means that initiatives to support people who are sleeping rough are likely to only have a minimal impact on begging.

50. As part of work to address anti-social behaviour, staff have begun exploring potential initiatives to address begging, learning from other cities who have successfully addressed this challenge.

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

51. Addressing homelessness will increase resilience as people who are experiencing homelessness are likely to be more exposed to the effects of climate change, such as increases in the number of hot days and the frequency of extreme rainfall events.
Ngā whakaaweawe me ngā tirohanga a te rōpū Kaunihera
 Council group impacts and views

52. Council’s support for people rough sleeping has been provided across the council family. Council is currently engaging with the council family regarding actions to be included in the Auckland Council Homelessness Action Plan.

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

53. Auckland’s local boards were engaged in the early phase of developing the regional, cross-sectoral plan to understand the issues in different areas, identify successful local initiatives and invite members to participate in developing the plan.

54. Local boards generally agreed that homelessness was either a prominent or emerging issue in their area. They acknowledged boards were unaware of the scale of ‘hidden’ homeless and required more data on this form of homelessness.

55. Council is working with local boards who expressed an interest in incorporating homelessness objectives and initiatives in their plans.

56. Staff will be holding a workshop on the homelessness response with the Waitematā Local Board on 27 May 2020 and will be able to verbally update the Advisory Board on the local board’s views.

Tauākī whakaaweawe Māori
Māori impact statement

57. The most recent national homelessness statistics (2013) indicated that nearly 13,000 people identified as experiencing homelessness were Māori. Māori are five times more likely to be homeless in New Zealand than the general population.

58. In 2013 over 4,000 Māori in Auckland were estimated to be homeless - a greater proportion than any other region. Ira Mata, Ira Tangata (the 2018 point in time count of homelessness in Auckland) found that over 40 per cent of those surveyed identified as Māori. This is consistent with early data from the Covid-19 response.

59. Māori experience additional complexities and risk factors relating to homelessness and are affected by structural disadvantage, such as over-crowding. In 2013 there were 203,817 Aucklanders (35,594 households) living in overcrowded conditions. After Pacific peoples, Māori are the second most affected group in this category. Addressing homelessness is likely to deliver significant benefits to Māori.

60. The priorities and actions in this report include a focus on the needs of Māori who are homeless and supporting Kaupapa Māori initiatives that will contribute to the prevention of homelessness.

Ngā ritenga ā-pūtea
Financial implications

61. Central government has allocated nearly $0.5 billion as part of the National Homelessness Plan and the Covid-19 response. We are working with central government agencies to understand how this funding will be used in Auckland and the implications for Council’s work to support people who are homeless.

62. The Needs Assessment will provide an up to date picture of the current level of need, available services and gaps in the system, including very high level costings to address these gaps.

63. If the Advisory Board requests further advice on opportunities to support people who have been sleeping rough, this advice will include details of financial implications.
Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

64. The key risk is that Covid-19 has created an extremely dynamic environment in terms of both the needs of people who have been sleeping rough and the services available to them. To mitigate this risk we have identified options that would be valuable for a broad range of communities and the option of deferring funding decisions until the environment is more stable.

Ngā koringa ā-muri
Next steps

65. Council will continue to work closely with NGOs and central government on Covid-19 and post-Covid-19 support for people who have been rough sleeping.

66. If the Advisory Board requests advice on opportunities to provide funding in the short-term to support people who have been rough sleeping this will be provided at the Advisory Board’s July 2020 meeting. We will also provide an update on the timeline for the Needs Assessment at the July 2020 meeting.

Ngā tāpirihanga
Attachments

There are no attachments for this report.

Ngā kaihaina
Signatories

<table>
<thead>
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Information report: Access for Everyone, Wellesley Street bus improvements and Progress on items updates

File No.: CP2020/06467

Te take mō te pūrongo
Purpose of the report
1. To update the Auckland City Centre Advisory Board of the following matters:
   1) Access for Everyone update
   2) Wellesley Street bus improvements project update
   3) Progress on items.

Whakarāpopototanga matua
Executive summary
2. The information report is to inform the Auckland City Centre Advisory Board of matters that are in progress and planned across the council group.

Access for Everyone update
3. To update the Auckland City Centre Advisory Board on progress in planning for the future implementation of the Access for Everyone (A4E) concept (Attachment A).

Wellesley Street bus improvements project update
4. To update the Auckland City Centre Advisory Board on progress in the Wellesley Street bus improvements project (Attachment B).

Progress on items
5. To update on progress on issues considered by the board (Attachment C).

Ngā tūtohunga
Recommendation/s
That the Auckland City Centre Advisory Board:
   a) note the information report.

Ngā tāpirihanga
Attachments

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Ngā kaihaina
Signatories

Author: Tam White - Senior Governance and Relationship Advisor
Authoriser: John Dunshea – Lead Officer Support
Memorandum

13 May 2020

To: Auckland City Centre Advisory Board

Subject: Access for Everyone update

From: Daniel Newcombe – Manager Strategic Projects, Auckland Transport

Contact information: Daniel.newcombe@at.govt.nz

Purpose

1. To update the Auckland City Centre Advisory Board on progress in planning for the future implementation of the Access for Everyone (A4E) concept.

Summary

- The Auckland City Centre Advisory Board has previously supported the development of the Access for Everyone (A4E) concept as a new way of managing transport in the city centre.
- The A4E concept, as part of the City Centre Masterplan (CCMP), was adopted by the Planning Committee in March 2020 (resolution PLA/2020/17).
- Auckland Transport will now undertake comprehensive investigations into the optimal implementation and supporting workstreams, in the form of a programme business case (PBC), to be completed over the coming year.
- The PBC commits Auckland Transport to investigating the options for achieving the desired city centre outcomes (as identified in the City Centre Masterplan and other strategic documents) and identify an optimal programme for implementation, including optimal timing of investments.
- The PBC is also likely to identify improvements to a range of ongoing workstreams, for example parking management, network optimisation, safety and travel behaviour change.
- Completing a PBC enables Auckland Transport to seek future funding from the New Zealand Transport Agency for A4E-related investment.
- The PBC will include data gathered from emerging Queen Street pilot project.
- More details will be brought to the Auckland City Centre Advisory Board as the PBC progresses.

Context

2. The Access for Everyone (A4E) concept, as part of the City Centre Masterplan, was adopted by the Planning Committee in March 2020 (resolution PLA/2020/17).

3. The Auckland City Centre Advisory Board has supported and set aside budget allocation for the City Centre Business Case Development Programme (including Access for Everyone Concept Investigation), however this is not being sought for the programme business case, which will be funded from Auckland Transport’s existing city centre budget.

Discussion

4. The programme business case (PBC) commits AT to investigating the options for achieving the desired city centre outcomes (as identified in the City Centre Masterplan and other strategic documents) and identify an optimal programme for implementation, including optimal timing of investments. The identified projects would then proceed as necessary to subsequent stages of more detailed investigation.
5. The PBC is also likely to identify improvements to a range of ongoing workstreams, for example parking management, network optimisation, safety and travel behaviour change.

6. The primary outcomes sought by the PBC will be for an A4E implementation programme which:
   - enhances the urban realm through greater space for people within the city centre street network
   - provides better access and reliability to the city centre through public transport
   - has safer streets for walking and cycling
   - improves air quality (in the form of a Zero Emissions Area within the Queen Street valley – for example use of electric buses).

7. Expected secondary outcomes include greater economic activity in the city centre and healthier city centre residents.

8. The scope of work for the PBC includes:
   - confirmation of the strategic case
   - developing the programme, including workshops with stakeholders, including internal stakeholders, NZTA, Auckland Council and external stakeholders including iwi.
   - identifying potential programmes, including developing alternatives and assessing against project objectives and other relevant criteria
   - identifying issues, risks and mitigations, dependencies and challenges
   - preferred programme identification
   - assessing options against relevant criteria and engaging with stakeholders
   - identifying optimal phasing/staging (internal and external dependencies) of the preferred programme
   - sensitivity analysis of various post-COVID-19 scenarios.

9. The PBC will include data gathered from the emerging Queen Street pilot, and is also expected to include:
   - legal analysis and recommendations from examples of legislative mechanisms used for innovative street treatments, closures or restrictions (using AT and NZTA existing legal advice)
   - how an access management regime can be implemented
   - advice on pilots or trials to test concepts
   - engagement recommendations in terms of meeting legal requirements
   - traffic modelling – network options, mode share options, traffic volume options, pricing options, parking options
   - possible stages or dependencies on other projects
   - supporting programme identification.

10. Based on initial investigations undertaken in 2019, items in support of A4E have been submitted for funding in the development of the Regional Land Transport Programme 2021-31. This puts in place indicative future funding items that the PBC can then provide the basis for.

Next steps

11. As the PBC develops, progress will be reported to the Auckland City Centre Advisory Board. It is anticipated that the PBC will take 6-9 months to complete.
Memorandum

13 May 2020

To: Auckland City Centre Advisory Board

Subject: Wellesley Street bus improvements project update

From: Daniel Newcombe – Manager Strategic Projects, Auckland Transport

Contact information: Daniel.newcombe@at.govt.nz

Purpose

1. To update the Auckland City Centre Advisory Board on progress in the Wellesley Street bus improvements project.

Summary

- Auckland Transport has been developing a detailed business case (DBC) for Wellesley Street bus improvements project.
- The DBC seeks to develop a preferred design for the corridor which will provide for reliable and very frequent bus movements, as well as providing a higher quality urban realm for bus passengers and pedestrians.
- The project was somewhat delayed when emerging designs were found to exceed the available budget, due to the complexity and difficulty of working in a city centre location, however a staged approach has been agreed and the project is now progressing.
- Consultation on the preferred designs is expected in August/September 2020 and will include engagement with the Auckland City Centre Advisory Board and the key stakeholders such as the two universities.
- Co-ordination with the City Rail Link project is continuing, including exploring opportunities for early utility diversions during the current Wellesley Street closure, and collaboration on streetscape designs.
- Progress is also being made on advancing similar DBC investigations into the proposed Grafton Gully (Learning Quarter) bus interchange, which is linked to the Wellesley Street work.
- More project details will be brought to the board as the DBC progresses.

Context

2. Auckland Transport has been developing a detailed business case (DBC) for the Wellesley Street bus improvements project. This corridor is already a very busy bus route and will become busier once the Victoria Street linear park is in place, and with continued growth in bus use (post-Covid-19 impacts notwithstanding).

3. The DBC seeks to develop a preferred design for the corridor which will provide for reliable and very frequent bus movements, as well as providing a higher quality urban realm for bus passengers and pedestrians.

4. Without the project, the high number of buses would become increasingly unreliable and have worsening impacts upon the amenity and vibrancy of the corridor. There is a related project to develop a bus interchange in the Grafton Gully area, to build upon the Wellesley Street improvements.
Discussion

5. The project was somewhat delayed in late 2019 from its original programme when emerging designs were found to exceed the available budget, due to the complexity and difficulty of working in a city centre location. The highly complex nature of underground utilities needing to be relocated, along with the multiple corridor uses to be balanced, meant that costs were likely to be higher than the original project budget. However, after a review of project outcomes and funding options, a staged approach has been agreed and the project is now progressing.

6. It is intended that the first stage of the project will concentrate on upgrading the central block between Albert Street and Queen Street, where the greatest volume of pedestrians is expected, along with initial improvements elsewhere in the corridor to enable reliable bus operations. The central block streetscape design is being co-ordinated with the City Rail Link project team. The project team are also exploring opportunities with that team for early utility diversions during the current Wellesley Street closure.

7. Consultation on the preferred designs is expected in August/September 2020 and will include engagement with the board and the key stakeholders such as the two universities.

8. Progress is also being made on advancing similar DBC investigations into the proposed Grafton Gully (also known as the Learning Quarter) bus interchange, which is linked to the Wellesley Street work. This work will build upon the recent findings of the Wellesley Street DBC and propose a solution in Grafton Gully which can form a major interchange and termination point for midtown buses.

Next steps

9. More project details will be brought to the board as the DBC progresses.

10. The next likely milestone is expected to be the development of consultation material in August/September 2020.
<table>
<thead>
<tr>
<th>Area of work</th>
<th>Description of work</th>
<th>Board’s role</th>
<th>Expected timeframes</th>
</tr>
</thead>
</table>
| 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/2018/49. 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.  
  - Resolution CEN/2019/59  
  - 22 May workshop: Queens Wharf workshop  
  - 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. | (tba) 2020 |
| 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. *Progress to date:*  
  - A powerpoint presentation was tabled at the 17/4/19 meeting. A follow up memo was circulated to members in May. A copy is attached as Attachment B.  
  - To receive an update on Myers Park Underpass (stage 2b).  
  - workshop was held on 22 May 2019. The report was considered in July, res CEN/2019/54.  
  - Regular updates will be provided as part of the delivery programme. | July 2020 |
| 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. | tbc 2020 |
| 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 2/11/18 seeking feedback on the preliminary design. Resolution CEN/2018/84.  
  - The board requested staff to follow up on the Waitāmata 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. | |
### Item 8

<table>
<thead>
<tr>
<th><strong>Attachment C</strong></th>
<th><strong>City Rail Link update</strong></th>
<th><strong>Homelessness</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>The City Rail Link Project is a significant infrastructure project to enhance the capacity and performance of Auckland rail services and improve transport outcomes in Auckland. There will be four new and reconfigured station as part of the project - Britomart Station, Aotea Station, Karangahape Station and Mt Eden Station.</strong></td>
<td><strong>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.</strong></td>
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<tr>
<td></td>
<td>To be informed of the CRL project</td>
<td>To provide city centre community input on the council’s homelessness programmes.</td>
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<td>Progress to date:</td>
<td>Progress to date:</td>
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<td></td>
<td>An update on the CRLL delivery <a href="#">presentation</a> was provided on 24/10/18.</td>
<td>A report was presented on 22/08/18 on Auckland Council’s operational response to homelessness. Resolution <a href="#">CEN/2018/46</a>. The board also noted that options for funding homelessness to be considered as part of the CCTR review process.</td>
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<td></td>
<td>June 2020</td>
<td>July 2020</td>
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**Wellesley Street bus improvements project:**

**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/2018/88](#). 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.

**City Rail Link: Albert Street reinstatement**

**Progress to date:**
- A presentation was provided on 21/11/18. Resolution [CEN/2018/65](#).
- Further update will be provided in Feb 2019.
- An update report was considered at the board’s Feb meeting. A further update on the revised layout was presented at the June meeting supported by the board resolution [CEN/2019/29](#).
- To request an update on lower Queen Street and lower Albert Street project costs.

**Victoria Linear Park project**

**Progress to date:**
- A memo was circulated to members in May. An update was provided at the August meeting agenda.

**To be advised.**
| Public amenities | To receive update and provide feedback for the city centre public amenities project.  
**Progress to date:**  
- An update was provided at the 22 May 2019 meeting Resolution CEN/2019/22.  
- Gap analysis update – refer to August agenda  
- Request information on the status and maintenance arrangements of closed toilets and toilets in relation to bonus area resource consents.  
To be advised 2020 |
|---|---|
| **Activate Auckland Programme (including Tactical Urbanisation)** | 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.  
**Progress to date:**  
An update was presented in August 2019. Activate Auckland’s expenditure for the 2018/2019 financial year, outcomes achieved, and noting upcoming projects for 2019/2020 |
| America’s Cup 2021 | To be informed around plans for America’s Cup 2021, including their potential impact on the city centre programme of works.  
**Progress to date:**  
- The update report and the presentation was provided at the 17/04/2019 meeting.  
  - A response to the board’s request for information was circulated and is attached to the June and July agendas.  
  - Further update on legacy plans request will be provided at the August meeting.  
- Regular updates from ATEED have been circulated as required.  
ongoing |
| City Centre Public Art Plan | 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.  
**August / September 2020** |
| City Centre Targeted Rate Portfolio | 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/2018/96  
- Report to Finance and Performance Committee by memo attached to this agenda.  
- Final report to ACCAS for allocation.  
  - The board also noted that further discussion regarding the St Matthews request will be considered at the CCTR review round (clause b) to Res CEN/2019/84  
- Workshop was held on 4 April on CCTR strategic assessment and 26 June 2019. |
### Item 8

**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
  - ACCAB formalised its feedback on 22 May 2019 on the CCMP refresh. Resolution CEN/2019/21

**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/2018/32
  - An update on streetscapes pertaining to the city centre cleaning services was provided at the May meeting. Resolution CEN/2019/22

**Ongoing update as required**