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

OPEN MINUTE ITEM ATTACHMENTS

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Note: The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Item 5

Attachment A

Welcome
Attachment A

City Rail Link project
Interfaces with Auckland Council & CCOs

- Delivering on the CCMP
- Urban realm design review
- Coordination on oversite development opportunities and consultation
- Design and public art
- Escalation processes and formal reporting through various council departments
- City Centre & Waterfront communications
- Integration with other projects and strategies
- Informal and adhoc relationships
- Elected member briefings
- Monitoring and monthly reporting
Managing construction impacts
Sustainability & social outcomes

- Targeting “Excellent” ISCA rating
- World first for integrating Mana Whenua values
- Targeting zero waste to landfill
- Measuring and reducing carbon footprint
- Social value through procurement
- Progressive Employment Programme
C9 Britomart East
C1 Britomart & Lower Queen Street
C1 Britomart & Lower Queen Street
Te Komititanga
C2 Albert Street
C2 Albert Street
C3 Link Alliance scope
C3 Karangahape Station
Attachment A

Item 5

3 & C5 Mt Eden
Tunnel Boring Machine, Dame Whina Cooper
City Centre Targeted Rate Portfolio — Project Update

Auckland City Centre Advisory Board — 31 August 2020
Content

- Midtown and Karangahape Road Quarter Project updates

  - Federal Street Stage 2
  - Federal Street Stages 3 and 4
  - Access for Everyone Concept Pilot – High Street
  - Nelson Street Slip Lane – Placemaking Improvements
  - Myers Park Underpass

  - Karangahape Road Enhancements
  - Quay Street Enhancement
  - Britomart Streetscapes
  - Lower Queen Street Upgrade
  - Albert Street Upgrade
City Centre Targeted Rate Portfolio
Part of the City Centre Transformation
Auckland City Centre Advisory Board
31 August 2020

Attachment A

Item 6

[Image of a map with various project areas labeled, such as Quay Street Enhancement, Britomart Precinct Streetscapes, High Street Streetscapes, Emily Place, Learning Quarter, Myers Park Underpass, Lower Queen Street Upgrade, Albert Street Upgrade, Federal Street Stages 3 and 4, Victoria Quarter Programme, Hobson Nelson Street Programme, Karangahape Road Quarter Programme, Hobson Street Stage 2, Karangahape Road Enhancements, and Wyndham Street (Queen to Hobson).]
Federal Street Upgrade Stage 2
(Mayoral Drive to Wellesley Street)

Strategic Alignment
City Centre Masterplan Outcomes
1. Connected city centre
2. Accessible and inclusive city centre
3. Public life

Milestones

<table>
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<tr>
<th>Activity</th>
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<tbody>
<tr>
<td>Construction</td>
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<td>Late 2021</td>
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Current Status
- Detailed Design complete and physical works tender package compiled. Expressions of Interest process completed in order to identify potential physical works tenderers.
- Construction is now programmed to commence in early 2021, to align with the construction of the City Mission HomeGround development and the closure of the Albert Street and Wellesley Street intersection.

Objectives
- Contribute to the creation of a coherent laneway circuit and envisioned in the City Centre Masterplan.
- Celebrate existing land use.
- A streetscape that better fits the scale and speed of pedestrians.
- Provide more interaction between building and street activities.

Key Risks
- Total project costs exceed approved budget.
- Coordination with Auckland City Mission HomeGround Development results in delays to Federal Street upgrade.

Funding
- City Centre Targeted Rate - ~$8M
Federal Street Upgrade Stages 3 and 4  
(Victoria Street to Wyndham Street and Swanson Street to Fanshawe Street)

**Current Status**
- The project’s Concept Design and Business Case were completed in July 2020.
- The next phases of design development are programmed to commence in Financial Year 2022.

**Objectives**
- Deliver a streetscape that prioritises function and operation.
- Create a destination that celebrates the historic built form of the street and diverse social character of the city centre.
- Provide a flexible streetscape that empowers the local community and businesses.
- Demonstrates best practice in sustainability.
- Respond to council’s budget and time constraints.

**Key Risks**
- Misalignment with City Rail Link programme for upgrades to Kingston Street. Projects currently working to align design.

**Strategic Alignment**
City Centre Masterplan Outcomes
- 1: Connected city centre
- 2: Accessible and inclusive city centre
- 3: Public Life

**Milestones**

<table>
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<th>Activity</th>
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<tbody>
<tr>
<td>Concept Design</td>
<td>Aug’19</td>
<td>Jul’20</td>
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**Funding**
- City Centre Targeted Rate - ~$14M
Access for Everyone concept pilot – High Street

Status
- Project delivery complete with improvements installed from Victoria Street to Shortland Street.
- The installation will continue to be monitored through 2021, and the insights gathered will be used to support the Business Case for the permanent works.

Objectives
- Improve the distribution of street space to prioritise people, operations and street functions.
- Reduce the level of discretionary traffic accessing High Street.
- Enhance loading and servicing options of High Street businesses.
- Improve footpath standards to meet AT and NZTA recommended widths.
- Provide a new way to consult and engage with the community to manage change.

Milestones

<table>
<thead>
<tr>
<th>Activity</th>
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<tbody>
<tr>
<td>Ongoing gathering of project insights</td>
<td>May '20</td>
<td>End 2021</td>
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Funding
- City Centre Targeted Rate - $0.7M
Hobson Nelson Street Programme
Nelson Street Slip Lane – Placemaking Improvements

**Status**
- Concept Design and project Business Case completed in June 2020, concluding existing contractual commitments.
- The next phases of design development are programmed to commence in Financial Year 2022, with construction to follow.

**Objectives**
- Enhance the amenity of the slip lane and encourage more active use at street level.
- Address current pedestrian safety concerns in the slip lane.
- Provide an improved pedestrian link for users of the slip lane and residents of the surrounding residential developments.

**Key Risks**
- Adjacent private development opportunities proceed at the same time and the Slip Lane upgrade creating an increased construction interface.
- Project deferral results in stakeholder disillusion.

**Funding**
- City Centre Targeted Rate ~$4M

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**Strategic Alignment**
City Centre Masterplan Outcomes
- Public life
- Residential city centre neighbourhoods

**Milestones**

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<th>Activity</th>
<th>Start</th>
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<tr>
<td>Concept Design and Business Case</td>
<td>Oct ‘19</td>
<td>Jun ‘20</td>
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Myers Park Underpass

**Strategic Alignment**
City Centre Masterplan Outcomes
- Tāmaki Makaurau – Our place in the world
- Green city centre
- Sustainable city centre

**Milestones**

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<tr>
<th>Activity</th>
<th>Start</th>
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<tbody>
<tr>
<td>Detailed Design</td>
<td>Aug ’20</td>
<td>Feb ’21</td>
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**Status**
- Preliminary Design completed in July 2020.
- The project’s Detailed Design will be completed in Financial Year 2021, with the physical works to commence in Financial Year 2022.

**Objectives**
- Improve public perception of Myers Park and help establish it as a safe place to be.
- Improve accessibility and connectivity of the park.
- Utilise public art to improve activation and quality of the park.
- Maintain existing stormwater retention capacity.

**Key Risks**
- Accurate baseline data and community input difficult to gather as a result of COVID-19.

**Funding**
- City Centre Targeted Rate - $7.55M
- Waitāmatā Local Board Renewals Budget (formalised in August 2020) - $202k
Karangahape Road Enhancements

**Status**
- Construction underway on the southern side of Karangahape Road between Upper Queen Street and the Karangahape Road overbridge and on the northern side of the road between Pitt Street and Queen Street.
- Sections of the cycleway from Ponsonby Road to Day Street and Symonds Street to Upper Queen Street have been opened to the public following the substantial completion of these stages.

**Objectives**
- Deliver a high quality integrated streetscapes environment.
- Provide a safe and attractive cycle route along Karangahape Road.
- Give greater priority to public transport while enhancing access.

**Key Risks**
- Public response due to traffic changes during construction.
- Unexpected utilities encountered throughout construction.

**Funding**
- City Centre Targeted Rate - $9M

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**Strategic Alignment**
- Central City Masterplan Outcomes
  - Connected city centre
  - Public life
  - Prosperous city centre

**Milestones**

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<tbody>
<tr>
<td>Construction</td>
<td>Aug '19</td>
<td>Apr '21</td>
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</table>
**Quay Street Enhancement (Commerce Street to Viaduct East)**

**Status**
- Construction underway at the intersection of Lower Hobson Street and Quay Street and along the northern side of Quay Street, between Princes Wharf and Commerce Street. Construction to continue through quarter two 2021.
- The first stage of planting on the southern side of Quay Street commenced in August 2020.

**Objectives**
- Connect the city with the Waitematā Harbour through good urban design while prioritising local traffic movements over through movements.
- Create a people focused waterfront that caters for the anticipated growth in pedestrians and enhances connections between public transport modes.
- Promote a thriving and authentic Māori identity and culture through design elements founded in Māori design.

**Strategic Alignment**

- Tamaki Makaurau – Our place in the world
- Connected city centre
- Accessible and inclusive city centre

**Milestones**

<table>
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<th>Activity</th>
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<tr>
<td>Construction</td>
<td>Q3 2019</td>
<td>Q2 2021</td>
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**Funding**
- City Centre Targeted Rate - $22,900,000
Britomart Precinct Streetscapes

**Strategic Alignment**
- City Centre Masterplan Outcomes
- L3: Public life
- L7: Quality built form
- L10: Prosperous city centre

**Milestones**

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<td>Construction (various)</td>
<td>2020</td>
<td>2021</td>
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**Status**
- Galway Street, between Commerce Street and Gore Street; construction underway and will continue through quarter four 2020. Project delivered as part of the Downtown Programme.
- Tyler Street and Galway Street (Lower Queen Street to Commerce Street); construction underway and will continue through 2021. Project delivered by City Rail Link Limited as part of the Auckland Central Station Project.

**Objectives**
- Create a pedestrian friendly precinct with high public amenity value, supporting the City Centre Masterplan’s vision for the area.

**Key Risks**
- Construction interface with adjacent public works and private developments, including the refurbishment of the Central Post Office façade and the construction of The Hotel Britomart.

**Funding**
- City Centre Targeted Rate - $20,000,000, comprising various projects
Item 6

CRL Urban Realm Upgrades – Lower Queen Street Upgrade

**Status**
- Contract C1, Britomart Station works – Lower Queen Street urban realm upgrade works commenced in 2019 and will continue through to the end of 2020.

**Objectives**
- Achieve higher quality urban realm outcomes on the back of the City Rail Link reinstatement of Lower Queen Street.

**Key Risks**
- Interface with the façade restoration of the Central Post Office building and adjacent private development.

**Funding**
- Contract C1 - $15,000,000 from City Centre Targeted Rate

**Milestones**
- Activity: Urban realm improvements
  - Start: 2019
  - End: 2020

**Strategic Alignment**
City Centre Masterplan Outcomes
1. Tamaki Makaurau – Our place in the world
2. Public life
3. Heritage defined city centre
CRL Urban Realm Upgrades – Albert Street Upgrade

Status
- Contract C2, Albert Street from Quay Street to Wyndham Street – urban realm upgrade works commenced in 2018 and will continue through to the end of 2020.

Objectives
- Achieve higher quality urban realm outcomes on the back of the City Rail Link reinstatement works along Albert Street and lower Queen Street.

Key Risks
- Insufficient remaining budget to deliver the full scope of urban realm upgrade for the Contract C3 section of Albert Street.
- Construction cost escalation further increase cost pressure on the project budgets.
- Interface with private development results in programme delays or deferred works.

Funding
- Contract C2 - ~$11,000,000 from City Centre Targeted Rate

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<tr>
<th>Activity</th>
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<tr>
<td>Urban realm improvements</td>
<td>2018</td>
<td>End ‘20</td>
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Homelessness in the City Centre
Key Messages

- COVID-19 has been a game changer – leading to hundreds of people being housed in motels. Assertive outreach has played an important role

- Motel accommodation is available for anyone sleeping rough in Auckland (as well as people in overcrowded or unsafe housing)

- There have been major disruptions to the needs assessment and ICAHI, who commissioned the work, have postponed meetings until further notice due to the August COVID-19 outbreak

- This has been a source of frustration for the Board and for us, but Council is committed to finalising the needs assessment but the method for doing this relies on agreement from ICAHI

- ICAHI will remain a key means of making progress and providing a mechanism for a system response to homelessness in the city centre
Update on Needs Assessment

- Pre-covid – intent was to use whole of Govt data and expertise from across sector to develop a comprehensive picture of homelessness in the city centre, key needs, gaps and priorities
- Post-covid – view from some in sector that this is not a priority given progress made and limited resources to progress post-covid priorities Agreed to discuss with ICAHI governance group who commissioned the project (scheduled for 21 August)
- Council view is that the needs assessment is an important part of the medium to long-term response and will help build on the short-term progress made as part of the COVID-19 response
- However, ICAHI meetings postponed during level 3 to focus on immediate needs of homeless and vulnerable
- Have gathered useful data on homelessness in Auckland/city centre that will inform needs assessment
Homelessness in Auckland Pre-Covid

- New data based on 2018 Census just released
- Note – data not yet available on uninhabitable housing, and still limitations in data so treat as indicative only
  - Around 18,400 Aucklanders considered homeless in 2018 - a decline of nearly 1900 since 2013
  - Around 1650 people homeless in Waitematā, fourth highest rate among local boards
  - No breakdowns in Auckland; nationwide highest rates among 15-24 and 25-34 age groups, and among Māori and Pacific
Homelessness in Auckland Post-Covid

- 514 people in motels in Auckland as at 22 July 2020
  - Around 50% Māori, 24% Pakeha, 18% Pacific
  - Wide range of ages, but around 70% 20-49
  - Around 25% previously rough sleeping or in a car, but some in emergency accommodation, private accommodation or temporarily sharing in overcrowded accommodation
  - Waiting for additional data, such as desired area to live long-term
What is being done to support people who are homeless?

- Motel accommodation and wrap around support funded until early 2021
- Currently available motel capacity across Auckland
- HUD working with sector to support people in motels into more appropriate long-term accommodation (e.g. 30 units opening in Manurewa next month)
- Kia Whai leaders group have agreed indicative priorities for collaborative action and council activities as discussed in PACE report
**What about rough sleepers in the city centre?**

- Many of those assumed to be rough sleeping are actually housed

- Very small number who have refused motel accommodation or left (usually those with the most entrenched issues and multiple factors such as mental health and drug and alcohol issues – they have complex problems and require complex solutions)

- Ongoing work to support these people, but very challenging
Key issues and gaps

- Pathway to appropriate long-term housing – being led by HUD and NGOs, some people already moved to long-term housing, but most will take time given level of need and timeframe for development of new housing

- Social support and engagement for people in motels – reason for people leaving motels or going to locations such as K’Road. More challenging to meet this need at Level 3, but needs to be a focus
Key issues and gaps

- Young people – some in motels, but not always appropriate. Some measures in National Homelessness Action Plan will help, and opportunities to seek funding for new initiatives from HUD’s Local Innovation and Partnership Fund and He Taupua. Prevention, early intervention and youth-specific emergency housing are key issues.

- People who have returned to rough sleeping or refused motel accommodation – one of the most challenging groups (e.g. often leaving due to addiction and serious mental health issues). Continued focus on outreach to offer support and information, build trust and ensure people are aware of emergency housing options (better placed to do this in city centre due to assertive outreach). Lack of trust is a big issue with long term rough sleepers – assertive outreach helps build trust – but this can take time.