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

**Date:** Monday, 28 September 2020  
**Time:** 4.00pm  
**Meeting Room:** This meeting will be held virtually by Skype  
**Venue:**  

**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 Noelene 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**  
Ms Viv Beck  
Mr Andrew Gaukrodger  
Ms Noelene 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  
Waitāmatā and Gulf Ward Councillor, Auckland Council  
Property Council of NZ  
Auckland Council  
Auckland Council (Mayor’s alternate)  
Retail sector  
Corporate sector  
Tertiary sector (University of Auckland)  
Urban design/institute of architects  
Tertiary sector (Auckland University of Technology)  
Waitāmatā 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  
23 September 2020  
Contact Telephone: +64 9 890 8143  
Email: mike.giddey@aucklandcouncil.govt.nz  
Website: www.aucklandcouncil.govt.nz

**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Terms of Reference

(Excerpt – full terms of reference available as a separate document)

1. These terms of reference set out the roles, responsibilities and working arrangements for the Auckland City Centre Advisory Board.

2. The board is a key advisory body, with no decision-making or autonomous budgetary authority.

3. The board will assist the Auckland Council, specifically the Governing Body and the Waitematā Local Board and Auckland Council Controlled Organisations to oversee and be a key advisor to the Auckland Council on achieving the vision and strategic outcomes of the Auckland Plan, the City Centre Masterplan, the expenditure of the city centre targeted rate and city centre issues.

Membership:
Includes one councillor and one local board member.

The board should include members who can provide expert advice on many areas including transport, landscape, environment and youth sectors. The membership includes a position for Mana Whenua. Representatives from CCOs may be board members without voting rights. The number of the board members should be between 16 and 21 at any time.

The new panel’s term should end one month prior to the next local government elections in 2019. The membership of the panel may be rolled over for more than one electoral term of three years.

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.
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<td>8</td>
<td>Consideration of Extraordinary Items</td>
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1 Apologies

An apology from Mayor P Goff has been received.

2 Declaration of Interest

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

3 Confirmation of Minutes

That the Auckland City Centre Advisory Board:

a) confirm the ordinary minutes of its meeting, held on Monday, 31 August 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.”
Extension of city centre targeted rate to align with the Long-term Plan process

Te take mō te pūrongo

Purpose of the report

1. To note the continuation of the city centre targeted rate beyond the 2024/2025 financial year needs to be considered as part of the Long-term Plan process.

2. To provide an update on the process for the review of the portfolio and the engagement timeline for the Long-term Plan 2021-2031.

3. To note that a board working group will be formed to attend workshops in October focused on revising the City Centre Targeted Rate programme and considering extension of the city centre targeted rate.

Whakarāpopototanga matua

Executive summary

4. Planning for Long-term Plan 2021-2031 has started with key stakeholder engagement scheduled in late-2020. The city centre targeted rate is an important component of Long-term Plan planning for city centre developments.

5. This report has two parts, Part A refers to the analysis and advice supporting an extension of the city centre targeted rate, with a view to endorsing this at the November meeting. Part B outlines the Council’s Long-term Plan process and opportunities for engagement with the Auckland City Centre Advisory Board.

Continuation of the city centre targeted rate beyond the 2024/2025 financial year

6. The city centre targeted rate makes a significant contribution to delivering the outcomes set out in the City Centre Masterplan. It supports developments and revitalisation projects and leverages major infrastructure construction (such as the City Rail Link) to create a vibrant, accessible and inclusive city centre that contributes significantly to the regional and national economy.

7. The city centre targeted rate currently ends in the 2024/2025 financial year. The needs for the city centre targeted rate funded activities are likely to continue beyond 2025 as the city continues to grow and evolve. Two options for the extension of the city centre targeted rate were considered:

   - Option one: Extend the end date to the 2030/2031 financial year to coincide with the end date for Long-term Plan 2021-2031.
   - Option two: Remove the end date which can be amended as part of any Long-term Plan future process as required. (preferred option).

8. Staff recommend option two (remove the end date) to align planning with future Long-term Plan cycles (for example 2024-2034). Planning for significant capex spend needs to start several years before physical work begins on a project. Leaving the end date open provides certainty of funding to allow planning for future years. There is an opportunity to amend the city centre targeted rate every three years as part of the Long-term Plan cycle, if required.

Key engagement dates for reviewing the forward programme for Long-term Plan 2021-2031

9. Consideration of the extension of the city centre targeted rate is necessary because it will inform the work underway to put together a forward programme for the city centre targeted rate as part of the Long-term Plan 2021-2031 process.
10. Two workshops will be scheduled with the Auckland City Centre Advisory Board in October 2020 to discuss and revise the programme and the city centre targeted rate. Staff have also scheduled a workshop in November 2020 to provide a city centre overview of investment, with city centre targeted rate programme being a key component.

11. Both the city centre targeted rate and forward programme will be incorporated as part of overall Long-term Plan 2021-2031 public consultation in early 2021.

Ngā tūtohunga
Recommendation/s

That the Auckland City Centre Advisory Board:

a) note the need to consider the extension of the city centre targeted rate beyond the 2024/2025 financial year as part of this Long-term Plan process

b) nominate members of the Auckland City Centre Advisory Board to form a working group for the city centre targeted rate and forward programme

c) note three workshops have been scheduled in October and November 2020 to discuss and revise the city centre targeted rate and forward programme as part of the Long-term Plan 2021-2031 process.

Horopaki
Context

12. The former Auckland City Council adopted a targeted rate in the 2004/2005 financial year to develop and upgrade the city centre. The rate was renewed in 2014 [resolution number BUD/2014/55] as the city centre targeted rate to help fund development and revitalisation of the city centre.

13. The city centre targeted rate collects around $22 million per annum. It funds activities across the city centre including public realm and streetscape, activation, planning and research, marketing and events expenditure (see Table one and Figure one below).

14. These city centre targeted rate funded activities have made significant changes in the city centres that support the City Centre Masterplan outcomes 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.

15. The city centre targeted rate funded activities also play a major role in leveraging the development of major public infrastructure, such as the City Rail Link (the single largest transport project in New Zealand’s history) and the Downtown programme.

16. Together, the city centre targeted rate, public infrastructure construction and private development will help the city continue to grow and evolve, and be a great place to work, live, visit and do business, and make it a centre of choice for arts, culture, events with a unique identity as the heart and soul of Auckland.
Table one: City centre targeted rate expenditures¹ by categories (financial year 2018/19-2019/2020)

<table>
<thead>
<tr>
<th>Type</th>
<th>% Expenditure</th>
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<tr>
<td>Infrastructure – public realm and streetscapes</td>
<td>91.0%</td>
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<tr>
<td>Activation</td>
<td>4.6%</td>
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<tr>
<td>Planning and research</td>
<td>3.9%</td>
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<tr>
<td>Communications, marketing and events</td>
<td>0.5%</td>
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<tr>
<td>Total</td>
<td>100.0%</td>
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Figure one: City centre targeted rate expenditure² by location (Financial year 2018/19-2019/2020)

¹ Actual figures including both capex and opex.
² Figures related to Infrastructure – Public Realms and Streetscapes only.
17. The city centre targeted rate currently ends in the 2024/2025 financial year. Staff have analysed the need for an extension and have begun work to put together a forward city centre targeted rate work programme. Considerations undertaken include COVID-19 impacts and council funding cycles, alignment with City Centre Masterplan and Auckland Plan, and any city centre needs that are not currently being met by general rates or other revenue.

Part A: Extension of city centre targeted rate to support investment in the City Centre needs to be considered as part of the Long-term Plan process

18. The needs for the city centre targeted rate funded activities are likely to continue beyond 2025 as the city continues to grow. The city centre will continue to be a focus for development and improvement because of its regional and national significance. There is likely to be an increase in major events, tourism, business and residents over the next 20 years.

19. Businesses who pay the targeted rate are contributing to enhancing the city centre and improving the visitor experience and attractiveness of the city to investors. This supports economic growth. The targeted rate also contributes to activation of the city and high-quality public space for rest and recreation which is both good for businesses and for residents. The targeted rate is only used within the city centre and therefore has a direct benefit for those paying the rate.

20. The impacts of COVID-19 in the city centre will continue to be felt for several years. The targeted rate paid by businesses and residents will flow back into the city centre, contributing to destination marketing, activation and events among other initiatives, that will encourage people back into the city centre and make it a destination of choice.

21. There is a need to ensure the city centre provides quality access for everyone and supports new public transport initiatives, the growth in pedestrians, cyclists, micro-mobility users. There is already an opportunity to explore making the city centre a safer and greener environment with improved public amenities and public space.

22. The targeted rate is currently in place until 2024/25. A recommendation needs to be made on whether this will be extended beyond the current period.

23. No changes to the purpose of the rate or rate adjustment are proposed at this time. Depreciation and consequential opex within the city centre targeted rate as a result of targeted rate investment will continue to be paid for by general rates.

24. Two options were considered for city centre targeted rate extension:

- **Option one:** Extend the end date to the 2030/2031 financial year to coincide with the end date for Long-term Plan 2021-2031.

- **Option two:** Remove the end date which can be amended as part of any Long-term Plan future process as required.

25. Staff recommend option two (remove the end date) to align planning with future Long-term Plan cycles (for example 2024-2034).

26. Planning for significant capex spend needs to start several years before physical work begins on a project. Leaving the end date open provides certainty of funding to allow planning for future years. There is an opportunity to amend the city centre targeted rate every three years as part of the Long-term Plan cycle, if required (this means city centre residents and businesses will continue to pay the targeted rate until it is reviewed as part of a Long-term Plan cycle).
Consideration has been taken on whether the targeted rate level should be adjusted and when to do it

27. Staff have analysed whether the level of city centre targeted rate should be adjusted in order to fund future activities. Given the additional general rates increase and pressure of COVID-19, Long-term Plan 2021-2031 is not considered a good time for a targeted rate increase. A decrease in the rating level has also not been advised, as the targeted rate is currently set until 2024/25 and has been largely allocated within the existing programme. Unallocated budget will be needed to help revitalise the city following the impacts of COVID-19.

28. The Long-term Plan cycle (every three years) provides an opportunity to review the level of the targeted rate in the future should there be a need to increase or decrease the amount collected.

29. The proposal to extend the targeted rate will be part of overall Long-term Plan consultation in early 2021.

Part B: The Long-term Plan 2021-2031 and engagement process

Collaboration is crucial in developing a forward programme to deliver City Centre Masterplan outcomes

30. The city centre targeted rate budget is part of Council’s overall budget that will be reviewed as part of the Long-term Plan process.

31. The city centre targeted rate investment portfolio for Long-term Plan 2018-2028 was approved by the Budget Committee in 2017 [CP2017/26497]. The portfolio was reviewed and refined with the board between September 2018-July 2019. Updates for individual projects have been provided at the monthly meetings, with the latest detailed work programme update provided on 31 August 2020 [reference number: CP2020/11903]. A copy of the CCTR budget portfolio 2020-21 as per the Emergency Budget 2021 is provided in Attachment B.

32. Council’s Long-term Plan 2021/2031 process has now begun and will complete with the endorsement of a new Long-term Plan in June 2020. Given the financial constraints due to COVID-19, the process will be different than previous years. The council group need to challenge what is being delivering is still needed and the best way to deliver what is still needed.

33. There will be limited funding available (particularly in the first three years) and Auckland Council’s Long-term Plan programme team will work closely with staff to ensure that robust processes are in place for prioritising and selecting programmes for funding.

34. Work is already underway to put together the city centre targeted rate forward programme. A key focus of the forward programme is to demonstrate a strong link between the proposed programme and council strategic outcomes and priorities.

35. Figure two below provides a timeline for the next Long-term Plan (2021-2031) and the next steps to engage with the Auckland City Centre Advisory Board on the city centre targeted rate forward programme:

- First October Auckland City Centre Advisory Board workshop: Collaborating on forward programme to deliver City Centre Masterplan outcomes, including consideration of extension of city centre targeted rate.
- Second October Auckland City Centre Advisory Board workshop: Presenting the revised city centre targeted rate programme for feedback
- November Auckland City Centre Advisory Board workshop: Presenting the city centre overview (Auckland Council, Regional Facilities Auckland, Panuku).
Item 5

**Tauākī whakaaweawe āhuarangi**

**Climate impact statement**

36. Urban intensification and city developments have brought climate impact and challenges to the environment.

37. An extension of the city centre targeted rate and consideration of forward programme would help ensure future projects in the city centre continue to incorporate critical environmental and climate change measures, such as sustainable procurement, recycle-able and re-usable materials, opportunities to improve water treatment, greening the environment (for example, more trees and planters), monitoring and evaluation of environment measures, compact and low-carbon urban design.

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

**Council group impacts and views**

38. An extension of the city centre targeted rate will provide certainty of funding that enables early planning and investigations for future development activities for the city centre. It could also open up opportunities for co-funding on large infrastructure and development projects.

39. Staff will report to the advisory board meeting on 5 November 2020 to provide a city centre overview of investment in Long-term Plan 2021-2031 (with the city centre targeted rate programme being a key part of it), with contribution from Panuku, Regional Facilities Auckland, Auckland Council and Auckland Transport.

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

**Local impacts and local board views**

40. The City centre is located within the Waitematā Local Board area.

41. The Waitematā Local Board has previously been supportive of the city centre targeted rate portfolio and has provided co-funding to several projects (such as Meyer’s Park underpass). City centre targeted rate funded projects contribute to Waitematā Local Board plan outcomes.

42. Staff will engage with the local board on the Long-term Plan 2021-2031 forward programme for the city centre.
43. The City Centre Masterplan 2020 sets out a vision for the city centre to have a sense of place informed by the past and looking to the future, with thriving and authentic tangata whenua identity and culture (Outcome 1: Tāmaki Makaurau - Our place in the world).

44. An extension of the city centre targeted rate and consideration of the forward programme will help ensure future projects continue to work with mana whenua to deliver this vision. Examples might include use of te reo Māori festivals and events, and incorporation of Tāmaki Makaurau / Auckland design approach founded on Māori design for unique architectural and spatial design responses.

45. An extension of the city centre targeted rate would provide approximately $22 million per annum each year to fund city centre developments. If the targeted rate is not extended, council is likely to have insufficient funding to realise the outcomes set out in City Centre Masterplan beyond 2024/25.

46. Advice from Auckland Council’s financial policy team on funding principles for the city centre targeted rate and process will be incorporated in the proposed change in Long-term Plan 2021-2031.

47. If the city centre targeted rate is not extended, council is likely to have insufficient funding to realise the outcomes set out in City Centre Masterplan beyond 2024/25.

48. Upon receiving the Auckland City Centre Advisory Board’s feedback, the decision on extension of the city centre targeted rate and the forward programme will be incorporated as part of overall Long-term Plan 2012-2031 public consultation in early 2021.

**Ngā tāpirihanga Attachments**

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<td>City Centre Targeted Rate spend 2010-2018 by area</td>
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<tr>
<td>B</td>
<td>CCTR budget portfolio 2020-2021 as per the Emergency Budget July 2021</td>
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<td>C</td>
<td>CCTR LTP Planning ACCAB Sept meeting</td>
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**Ngā kaihaina Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Nancy Chu - Senior Investment Programme Lead</th>
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<tbody>
<tr>
<td>Authorisers</td>
<td>Liz Nicholls – Manager Investment Programmes</td>
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<td>John Dunshea – Lead Officer Support</td>
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Figure A: City centre targeted rate spend 2010-2018 by area (previously provided to the board in 2018)
### Auckland City Centre Advisory Board

28 September 2020

**Extension of city centre targeted rate to align with the Long-term Plan process**

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**2021 Emergency Budget - future projects to change impact (18th August)**

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<th>Project Type</th>
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<th>Not Started</th>
<th>Partially</th>
<th>In Progress</th>
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</table>

**2021 Emergency Budget - future projects to change impact (18th August)**

- **Project Type**: The different types of projects that are being planned or are in progress.
- **MDT name**: The name of the project.
- **Not Started**: The status of the project, indicating whether it is not started.
- **Partially**: The status of the project, indicating whether it is partially completed.
- **In Progress**: The status of the project, indicating whether it is in progress.
- **Complete**: The status of the project, indicating whether it is complete.
- **2021-2025**: The budget allocation for each year from 2021 to 2025.

**Comments**: Additional information or notes about the project.

---

**Attachment B**

**Item 5**

---

**Extension of city centre targeted rate to align with the Long-term Plan process**

- The aim is to extend the targeted rate to align with the Long-term Plan process.
- The budget allocation for each year from 2021 to 2025 is detailed.
- **Not Started**: Projects that are not started yet.
- **Partially**: Projects that are partially completed.
- **In Progress**: Projects that are in progress.
- **Complete**: Projects that are complete.

---

**2021 Emergency Budget - future projects to change impact (18th August)**

- The budget allocation for each year from 2021 to 2025 is detailed.
- **Not Started**: Projects that are not started yet.
- **Partially**: Projects that are partially completed.
- **In Progress**: Projects that are in progress.
- **Complete**: Projects that are complete.
City Centre Targeted Rate – Highlights, CCTR extension and Long-term Plan 2021-2031 process

Auckland City Advisory Board
28 September
Purpose

- **Realising the City Centre Masterplan:** Highlights from the last three years
- **Endorsement** - Seeking endorsement for extension of the City Centre Targeted Rate
- **The Long-term Plan 2021-2031:** Council process and opportunities for engagement over the next few months
E hangaia ana te pokapū ā-tāone mō ō tātou īwi
Building a city centre for our people

CCMP is the vision to ensure the heart of our city remains a vibrant, bountiful place for everyone.

CRL – largest infrastructure project in New Zealand – ever.

$1 billion investment for 2018-2028

We are gearing up for the 36th America’s cup in 2021 with new waterfront and downtown public and retail spaces

Auckland’s future in progress
City Centre Targeted Rate – Delivering for the city centre

Attachment C

Item 5
CCTR highlights 2018 - 2021

**Downtown**
- Three major projects under construction
- Quay Street Public Realms being the major one, expected delivery 2021-22

**Midtown**
- Concept design for multiple projects underway
- Freyberg Place and High Street trial completed

**Karangahape Quarter**
- Three projects underway
- Poynton Terrace completed
- K’Road Public Realm to be completed by 2020-21
Item 5

Attachment C

CCTR spending 2018 - 2020

Expenditure by activity

- Infrastructure - public realm and/or streetscapes: 91.0%
- Planning and Research: 3.5%
- Activation: 4.6%
- Communications, marketing and events: 0.5%

Expenditure by location

- Downtown: $8.14m (58.74%)
- Midtown: $6.87m (43.35%)
- Karangahape Road Quarter: $5.15m (14.00%)

Extension of city centre targeted rate to align with the Long-term Plan process
## CCTR context

<table>
<thead>
<tr>
<th>2004</th>
<th>2014</th>
<th>2014-2021</th>
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</table>
| Introduced by Auckland City Council | - Renewed to 2024  
- Key to delivery of City Centre Masterplan | Continues to support:  
- CCMP outcomes  
- Major change  
- Helps maintain a vibrant city |

### Beyond 2021: Auckland’s Future in Progress
- Increasing need to respond to growth, urbanisation, major infrastructure developments, supporting residents, businesses and visitors and to create a healthy and sustainable city
CCTR extension options

1. Extend the end date to 2031 to coincide with the end date of LTP 2021-2031

2. Remove the end date – flexibility to align with future LTP three-year cycles. (preferred option)
Extension of city centre targeted rate to align with the Long-term Plan process
The 10 year budget (LTP 2021-2031)

- A statutory planning document reviewed every three years
- Decisions led by the Finance and Performance Committee
- Audited process
- CCTR forms part of the Council’s LTP
Next steps with ACCAB

- **First Oct workshop**
  - Collaborating on forward CCTR programme

- **Second Oct workshop**
  - Revised CCTR programme for ACCAB feedback

- **5 Nov meeting**
  - City centre overview
    (Auckland Council, RFA, Panuku)
Extension of city centre targeted rate to align with the Long-term Plan process
Te take mō te pūrongo
Purpose of the report
1. To update the Auckland City Centre Advisory Board on the Nelson Street Slip Lane improvement project concept design.

Whakarāpopototanga matua
Executive summary
2. The Nelson Street slip lane concept design (Attachment A) and project business case were completed in June 2020.
3. Provision for the investment is included in the Long-Term Plan 2018-2028, funded through the City Centre Targeted Rate Programme of Works 2019-2020 under the Hobson and Nelson Street upgrade budget (resolution number CEN/2019/35).
4. The proposed capital budget for the Nelson Street slip lane upgrade is approximately $4.7 million.
5. The Nelson Street Slip Lane improvement project has been deferred under the Emergency Budget 2020/2021. The preliminary and detailed design phase will be on hold until July 2021.

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

a) note the update on the Nelson Street slip lane improvement project concept design.

Horopaki
Context
6. The Nelson Street slip lane project forms part of the broader Hobson and Nelson Street upgrade, which is included in the Long-term Plan 2018-2028 and will be funded by the approved city centre targeted rate budget for 2019/2020 (resolution number FIN/2019/94).
7. The proposed capital budget for the Nelson Street slip lane is approximately $4.7 million. The project is fully funded by the city centre targeted rate.
8. The slip lane is parallel to Nelson Street, located at the southern section of Nelson Street, between Cook Street and Union Street. The site currently serves as the primary access to three office buildings, Ascent Apartments and Sugartree apartments. The laneway is the main access to one of the most densely populated residential areas in New Zealand. A site plan is shown in Figure one.
9. The slip lane offers poor amenity for pedestrians with many laneway users describing the streetscape environment as unloved and feeling unsafe.

10. An uneven footpath with steep and localised grades at driveways and building entrances limits universal access. Many pedestrians use Sugartree Lane to avoid traversing the southern end of the laneway and other pedestrians avoid the laneway altogether by using the Nelson Street cycleway which is hazardous for all users.

11. Low levels of lighting and limited opportunities for natural surveillance by ground level tenants creates actual and perceived safety issues. These issues contribute to a poor user experience.

12. The key project outcomes are to provide a streetscape that better fits the scale and speed of pedestrians and enhances the amenity of the laneway, encouraging more active use at street level.

13. The conceptual design addresses the current pedestrian safety concerns and provides an improved link for users of the laneway and residents of the surrounding residential developments.

14. The concept design phase was completed in May 2020.

Tātaritanga me ngā tohutohu
Analysis and advice

15. A concept design (Attachment A) has been developed and a business case prepared for upgrading the slip lane.

16. The concept design was developed in consultation with impacted stakeholders and followed three forms:
   - **User research** – conducted to understand areas people have strong or differing opinions about. Undertaken over three days on the laneway at various times of the day/week. Primarily through interviews, but also using validation measures to understand hot topics (see Figure two).
The objectives of the research were to better understand user perceptions and current experiences of the laneway users and to understand the community’s priorities about changes.

- **Targeted engagement** - with mana whenua as well as selected individuals and organisations, including the Auckland City Mission and Freeman’s Bay Primary School. These meetings were used to understand project expectations about the management of impacts and benefits from the project.

- **Workshops** - concept design options were developed in close consultation with a group of residents, business owners and other key stakeholders through three workshops.
  - the first workshop validated the user research and defined the problems and opportunities for the laneway.
  - the second workshop tested the longlist options and developed the priorities.
  - The refined shortlist was then assessed at a final workshop attended by subject matter experts from Auckland Council and Auckland Transport to determine the preferred option.
A detailed assessment of the shortlist was undertaken using multi-criteria analysis (MCA). This is decision making tool use by council when there are several different alternatives and expectations and a need to find the best solutions with regard to different and often conflicting objectives.

17. The preferred option identified by stakeholders contributes to a safer pedestrian environment with wider footpaths and a narrower road carriageway. New street lighting will lift the perceptions of safety in the laneway whilst the new trees and planters will enhance amenity, ecology and landscaping on the laneway.

18. The concept design provides for a separated cycle path at the southern end of the lane to minimise conflicts between cyclists and pedestrians. The relocation of the current cycleway crossing from south to north will avoid overlaps with driveways and vehicles.

19. Provision of on-street parking only for loading and rideshare will help reduce the volume of cars using the laneway. The proposed wider pedestrian crosswalk at Cook Street intersection and wider footpaths at the northern end of the lane benefit cyclists who reside in the laneway.

20. The stakeholder preferred option has been assessed against a range of criteria and provides a benchmark for options assessment in the business case process which will progress the option through to the next phases of the project.

21. Staff anticipated that further planning and detailed design, consenting and other approval processes would take place over the next 12 months to enable construction to start around mid-2021. There is insufficient provision in the Emergency Budget to fund the continuation of design, therefore the preliminary and detailed design will be substantially on hold over the next 10 months and commence in the next financial year 2021/2022, to start from July 2021.

Tauākī whakaaweawe āhuarangi
Climate impact statement

22. This project will contribute to Te Tāruka-ā-Tāwhiri Auckland’s Climate Plan by supporting a greater number of people utilising active transport modes in the future.

23. The preferred option seeks to provide improved drainage and allow for stormwater quality treatments.

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

24. Participation of Auckland Transport’s Parking Specialist, Traffic Engineer and Asset Structures Engineer in workshops 2 and 3 revealed a need to ensure that cycling infrastructure is complimentary to the design and aligned with Auckland Transport’s wider cycling strategy, especially visual markings linking with Lightpath and the future East-West Cook Street cycleway.

25. Auckland Transport’s inputs also determined issues with changes to the aging bridge structure. Access for maintenance and deterring inappropriate activities under the structure were subsequently considered in the design process.

26. Lighting assessments undertaken during the project determined that lighting standards needed to be lifted in the laneway. This work has been incorporated into the recommended option.

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

27. The concept design for the Nelson Street upgrade was presented to the Waitematā Local Board on 8 September 2020.

28. Board members expressed general support for the project and support for the process of engagement undertaken with stakeholders to produce the concept design.
Tauākī whakaaweawe Māori
Māori impact statement
29. Consultation and engagement with mana whenua representatives from Ngāti Whātau o Ōrākei, Ngai Tai ki Tamaki and Te Ākitai Waiohua were initiated during the concept design phase. This consultation included site walkover with mana whenua representatives to introduce the project and provide the project team feedback on how consultation should occur during subsequent phases of the project.

Ngā ritenga ā-pūtea
Financial implications
30. Provision for the investment is included in the Long-Term Plan 2018-2028, funded through the City Centre Targeted Rate Programme of Works 2019-2020 under the Hobson and Nelson Street upgrade budget (resolution number CEN/2019/35).
32. The Emergency Budget 2020/2021 resulted in a reduction in capital expenditure across Auckland Council, including a reduction to expenditure through the city centre targeted rate investment portfolio.
33. There is insufficient provision in the Emergency Budget to fund the continuation of design, therefore the preliminary and detailed design will be substantially on hold over the next 10 months and re-commence in the next financial year 2021/2022, to start from July 2021.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations
34. A risk register has been prepared for the project and the identified risks have been assessed and mitigation measures are offered:

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<th>Risk</th>
<th>Description</th>
<th>Mitigation measure</th>
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<tbody>
<tr>
<td>Stakeholder interests</td>
<td>Stakeholder feedback could be conflicting and managing their expectations could be challenging.</td>
<td>Engage stakeholders throughout the project.</td>
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<tr>
<td>Project integration opportunities</td>
<td>There could be programmed projects by utility providers and private developers that could impact on the upgrade of the laneway. Coordination with those parties at early stage of the project could result in opportunities for integration.</td>
<td>Consult with utility providers at early stages of the project and at key design phases. This has already occurred with the lighting solution</td>
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<tr>
<td>Underground services</td>
<td>The proposed road widening impacts on existing underground services in some areas. These services will need to be relocated and/or protected during construction.</td>
<td>Ensure a representative from service providers confirms the location of their services on site at detailed design stage. Service trenching to be undertaken at the detailed design phase of the project.</td>
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### Item 6

<table>
<thead>
<tr>
<th>Risk</th>
<th>Description</th>
<th>Mitigation measure</th>
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<tbody>
<tr>
<td>Steep footpaths</td>
<td>The southern section of the footpaths has steep gradients and significant level differences between building frontages / accessways resulting in safety and accessibility issues.</td>
<td>The gradients and profiles of footpaths are to be investigated at detailed design stage. 3D vehicle tracking will need to be undertaken for steeper accessways.</td>
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<tr>
<td>On-street parking</td>
<td>The concept design proposes to reduce number of on-street parking spaces from 20 to five. This could result in negative feedback from stakeholders.</td>
<td>Parking spaces are to be used as loading bays or car share spaces. The reasons and benefits of fewer car parking spaces need to be communicated to the community during consultation.</td>
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**Attachment A**

**Item 6**

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**KERB & CHANNEL**
Bluestone kerb and channel to match existing. Also recommend bluestone used as edges to vehicle ramps.

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**PAVING**
Higher quality coloured paving, either concrete or natural stone in areas shown on plans. These ‘nodes’ along the street, primarily outside building entrances, act as spaces to meet or gather, and would be the primary locations for street furniture such as seating or planter pots. Suggest pink tones to tie into the surface colour of the adjoining Lightpath.

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**TREES**
Tree and underplanting species selections are to be approved by Auckland Council, Auckland Transport and all other relevant authorities. There are both native trees and exotic street trees in the immediate area. Ideally the trees would be of an upright nature in what is a relatively narrow space, with a clear trunk to enable clear light lines for people using the street. Ash trees (Fraxinus) are shown in the artists impression. Ailse (Ailanthus), some ivies (Acer), Hornbeam (Carpinus), Rewarewa (Knightia excelsa), Kohekohe (Tephra micsphylla), Tulip trees (Liriodendron) are some other examples that might be considered. This list is by no means exhaustive, and residents should also be consulted during detailed design.

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**FOOTPATH & LIGHTPATH CONNECTION**
Explore the use of colour and patterns from the Lightpath on the footpaths throughout the sliplone project to connect the two projects.

---

**PLANTER POTS**
Plant pots are already in use within the public spaces of the Sugar Tree apartments. They have also been used on Auckland Council’s High Street project. On Nelson Street they would provide greening and deter vehicles.

---

**LIGHTING UPGRADE**
A lighting upgrade is already proposed to improve the lighting levels on Nelson Street. The LED luminaires shown will be mounted to existing columns or to replace those existing mounted to the bridge structure. The proposed scheme will be extended to the Nelson Street project extents.

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**MURAL TO BRIDGE STRUCTURE**
In addition to considering refreshing the finish on the existing bridge structure, light weight mural panels could be installed between every other opening created by the posts. The former embankment behind the structure is unsightly, but gaps need to remain open for structural inspections and to deter criminal activity. The mural should have a theme. Auckland’s heritage has already been suggested, and could be the subject of a design competition and should be part of ongoing community engagement. A generic pattern has been shown on the artist’s impression and is in no way intended as a mural design proposal.
Te take mō te pūrongo
Purpose of the report
1. To update the Auckland City Centre on the following matters:
   - Myers Park project update
   - Waihorotiu Queen Street Valley Access for Everyone pilot
   - Wellesley Street bus priorities update
   - Innovating Streets for people funding applications update
   - Forward work programme/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.

Myers Park project update
3. To update the Auckland City Centre Advisory Board on the Myers Park stage two project – Mayoral Drive underpass following the Waitematā Local Board endorsement of the preliminary design Attachment A).

Waihorotiu Queen Street Valley Access for Everyone pilot
4. To update the Auckland City Centre Advisory Board on progress of the Waihorotiu Queen Street Valley pilot Access for Everyone pilot (Attachment B).

Wellesley Street bus priorities update
5. To update the Auckland City Centre Advisory Board on the Wellesley Street bus priorities project (Attachment C).

Innovating Streets for people funding applications update
6. To update the Auckland City Centre Advisory Board on the Innovating Streets for people funding applications (Attachment D).

Forward work programme/progress on items
7. To update on progress on issues considered by the board and its forward work programme (Attachment E).
8. Staff will be available to answer questions at the meeting.
Ngā tūtohunga
Recommendation/s
That the Auckland City Centre Advisory Board:
a) receive the information report.

Ngā tāpirihanga
Attachments

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<th>No.</th>
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<tr>
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<td>Myers Park project update</td>
<td>51</td>
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<tr>
<td>B</td>
<td>Waihorotiu Queen Street Valley Access for Everyone pilot update</td>
<td>77</td>
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<td>C</td>
<td>Wellesley Street bus priorities update</td>
<td>79</td>
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<tr>
<td>D</td>
<td>Innovating Streets for people funding applications update</td>
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<td>E</td>
<td>Forward work programme/progress on items</td>
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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 – Lead Officer Support</td>
</tr>
</tbody>
</table>
Memorandum

To: Auckland City Centre Advisory Board
Subject: Update on Myers Park stage two project – Mayoral Drive underpass
From: Emma Bullivant – Project Manager, Development Programme Office
Contact information Emma.bullivant@aucklandcouncil.govt.nz

Purpose
1. To update the Auckland City Centre Advisory Board on the Myers Park stage two project – Mayoral Drive underpass following the Waitemata Local Board endorsement of the preliminary design.

Summary
- The scope for the Myers Park stage two project includes the upgrade of the Mayoral Drive/Queen Street entrance stairs, upgrade of the Mayoral Drive underpass and new artwork on the underside of the Mayoral Drive bridge.
- In July 2019, the Auckland City Centre Advisory board resolved to support the preferred concept design and endorsed an increased City Centre Targeted Rate budget of $7.55 million (resolution number CEN/2019/34).
- The preliminary design phase began in December 2019 and was completed in July 2020.
- Waitemata Local Board has approved a renewal budget contribution of $100,000 towards the project in FY 2020/2021, in addition to city centre targeted rate budget to enable the completion of the detailed design within the current financial year. The physical works have been deferred until FY 2021/2022.
- In September 2020, the Waitemata Local Board endorsed the preliminary designs for the Myers Park stage two project – Mayoral Drive underpass, to be further developed in the detailed design phase.
- The report provided to the local board and the endorsed preliminary design drawings are provided as an attachment to this memo (Attachment A) for the Auckland City Centre Advisory Board’s information.
- Staff will be in attendance at the Auckland City Centre Advisory Board’s September 2020 business meeting to respond to questions on the preliminary designs.
- Board members are invited to provide feedback on the designs to Emma Bullivant – Project Manager, Development Programme Office (emma.bullivant@aucklandcouncil.govt.nz) by 2 October 2020.

Context
2. In July 2019, a revised concept for the Mayoral Drive underpass, which maintains above ground storage for stormwater, was recommended by staff as the lowest cost option which meets the project objectives. This was endorsed by the Waitemata Local Board (resolution WTM/2019/144) and supported by the Auckland City Centre Advisory Board (resolution CEN/2019/34).
3. In July 2019, the Auckland City Centre Advisory board endorsed an increased City Centre Targeted Rate budget for the Myers Park stage two project of $7.55 million (resolution number CEN/2019/34).

4. The board also requested that staff further investigate a funding contribution from Community Facilities towards the renewal of the Mayoral Drive/Queen Street stairs.

5. Community Facilities renewal budgets are held by local boards and staff attended a workshop with the Waitamata Local Board in March 2020 to recommend that the board allocated $202,000 of renewals budget towards the upgrade of the Mayoral Drive/Queen Street entrance stairs as part of the Myers Park stage two project.

6. The local board were supportive of this recommendation and this has been formalised through the Waitamata Local Board approval of the 2020/2021 Community Facilities Renewals Work Programme in August 2020 (resolution WTM/2020/185).

7. The total budget for stage two of the Myers Park project is $8.65 million and includes:
   - $7.55 million from the city centre targeted rate, endorsed by the Auckland City Centre Advisory Board in July 2019 (resolution CEN/2019/34)
   - $202,000 from the Waitamata Local Board Community Facilities renewals work programme as a contribution towards the upgrade of the Mayoral Drive/Queen Street stairs.
   - $900,000 from the Regional Public Art capex fund.

8. $100,000 of the Waitamata Local Board renewals budget has been brought forward to FY 2020/2021, in addition to city centre targeted rate budget, to enable the completion of the detailed design and consenting within the current financial year. The physical works have been deferred until FY 2021/2022.

Discussion

9. The preliminary design phase began in December 2019 and was completed in July 2020.

10. Draft design options were presented to the Waitamata Local Board, the Myers Park mana whenua working group, accessibility specialists, and key internal council stakeholders. Feedback from these discussions was used to assess the options and identify a preferred design.

11. A package of drawings showing the endorsed preliminary design and commentary on the design included in the September 2020 report submitted to the Waitamata Local Board are attached to this memo.

12. The detailed design phase commenced in late August 2020 and is expected to be complete in February 2020.

Next steps

13. Staff will be available at the Auckland City Centre Advisory Board September 2020 meeting to answer questions on the preliminary design.

14. Board members are invited to provide feedback on the designs to Emma Bullivant – Project Manager, Development Programme Office (emma.bullivant@aucklandcouncil.govt.nz) by 2 October 2020.

15. The detailed design will be presented to the Waitamata Local Board for endorsement in February 2021 prior to engaging a contractor for the physical works. An update will be provided to the Auckland City Centre Advisory Board following this endorsement.

Attachments

Report to 15 September 2020 Waitamata Local Board including endorsed preliminary design.
Endorsement of the preliminary design for the Myers Park stage two project - Mayoral Drive underpass

File No.: CP2020/06428

Te take mō te pūrongo

Purpose of the report
1. To endorse the preliminary design for the Myers Park stage two project – Mayoral Drive underpass, to be further developed in the detailed design phase.

Whakarāpopototanga matua

Executive summary
2. The Myers Park project to upgrade the park in line with the Myers Park Development Plan commenced in 2012. Stage one of the project, including a new play area and upgraded lighting and footpaths, was completed in 2015.
3. The scope for the Myers Park stage two project includes the upgrade of the Mayoral Drive/Queen Street entrance stairs, upgrade of the Mayoral Drive underpass and new artwork on the underside of the Mayoral Drive bridge.
4. Draft designs were developed based on analysis of the problems, opportunities and expected benefits, including improved safety, accessibility and placemaking.
5. Staff presented the stage two draft design package to the Waitāmatā Local Board at a workshop on 28 April 2020.
6. The draft designs included a new proposal for access through the underpass which was supported by accessibility specialists and an updated design for the Mayoral Drive/Queen Street stairs including improved sightlines for safety and provision of seating.
7. Two distinct options for the lower bowl area were included. Option one sought to activate the space with a new half size basketball court and option two introduced swale planting and nature play.
8. Local board members expressed support for the draft designs and a preference for the swale option (option two) for the lower bowl area.
9. The preliminary design (refer to Attachment A) was completed in July 2020. It was developed using feedback from the Waitāmatā Local Board, the Myers Park mana whenua working group, accessibility specialists, and key internal council stakeholders.
10. This report seeks the local board’s endorsement of the preliminary design.
11. Waitāmatā Local Board has approved a renewals budget contribution of $100,000 towards the project for the 2020/2021 financial year. This budget, in addition to city centre targeted rate funding, will enable the completion of the detailed design within the 2020/2021 financial year. The physical works have been deferred until the 2021/2022 financial year.
12. The total budget for stage two of the project is $8.65 million, funded through the city centre targeted rate, Waitāmatā Local Board budget and the Regional Public Art Cospex fund.

Ngā tūtohunga

Recommendation
That the Waitāmatā Local Board:
a) endorse the preliminary design for the Myers Park stage two project – Mayoral Drive underpass (Attachment A of the agenda report), to be further developed in the
Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
artwork and support the concept of a Whakarongo Environment as an integrated mana whenua design.

Section 2 – Mayoral Drive/Queen Street stairs

25. The design for the Mayoral Drive/Queen Street entrance stairs was developed in 2015 by Auckland Council’s Community Facilities department. This original design has been reviewed and adopted by the current design team and the following changes are proposed.

- Mayoral Drive level plaza space has significantly reduced in size to accommodate a level entry at the fire escape from 345 Queen Street in line with current best practice.
- Stairs are split to provide typical steps running down the wall edge and larger seating steps along the other half. The larger steps will provide a space for users to sit comfortably and safely enjoy the view down into the park.
- Edge screening, previously proposed to be precast concrete, will be constructed from a visually permeable material to ensure clear lines of sight to and from the stairs.

26. Designers will continue to work with Māori artist Tessa Harris and the mana whenua project working group on stair design elements including paving design and patterning on the edge screening. Tessa was involved in the development of the 2015 designs.

Section 3 – Lower bowl adjacent to the underpass

27. As a result of the level changes required to maintain above ground stormwater storage in the park, there will continue to be a section of park space at a lower level adjacent to the underpass entrance.

28. The design team has been exploring how this space can be upgraded as part of the stage two project in a way that will support the project objectives.

29. Two distinct design options were developed for the lower bowl and included in the draft design package which was presented to the board at its April 2020 workshop.

- **Option one: Basketball court** – this option includes stepped seating surrounding a half-size basketball court. It could be developed as a multi-purpose space which could also be used for numerous fitness activities, small events, and performances.

- **Option two: Swale** – this option introduces swale planting to the lower park area to tell the story of the Waihorotiu stream which once flowed through this space. The design includes timber māra hūpara nature play features and a platform overlooking the swale planting.

30. Both options aligned with the project objectives. Feedback from the local board and mana whenua has been used to identify option two, introducing swale planting and māra hūpara to the lower bowl area, as the preferred design for this space.

31. In response to feedback from the local board and accessibility specialists, the design has been developed to include a more inclusive and accessible boardwalk, which allows all users to become immersed within the dry swale planting. The shape of the boardwalk takes inspiration from the former Waihorotiu stream, flowing across the dry swale and culminating at the northern edge of the park in a series of stepped platforms. These platforms enable flexible use for gathering, seating, and overlooking the park.

Assessment of the preliminary design

32. An investment logic map outlining problems, opportunities and benefits has been developed for the project (refer to Attachment B). These statements provide additional commentary on the preferred design and identify areas for development during the next design phase. This assessment is summarised in Table one.
### Table one: Preliminary design assessed against project objectives

<table>
<thead>
<tr>
<th>Project objective</th>
<th>Comments on preliminary design</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety</td>
<td>Wide, unobstructed entrances with visually permeable handrails will improve sightlines and remove hiding spaces.</td>
</tr>
<tr>
<td></td>
<td>Increased seating provision to encourage users to overlook the park (passive surveillance).</td>
</tr>
<tr>
<td></td>
<td>Artwork and nature play provide new reasons for users to spend time at this end of the park (passive surveillance).</td>
</tr>
<tr>
<td></td>
<td>Lighting design will be developed during detailed design.</td>
</tr>
<tr>
<td></td>
<td>A Crime Prevention through Environmental Design (CPTED) audit will be undertaken to identify any further opportunities for safety to be improved.</td>
</tr>
<tr>
<td>Access</td>
<td>Reduced gradient ramps in the underpass provide an accessible route into the park.</td>
</tr>
<tr>
<td></td>
<td>Increased width of underpass access and Mayoral Drive stairs make these entrances more obvious.</td>
</tr>
<tr>
<td></td>
<td>Artwork and other design features and finishes (to be developed) will improve the quality of the entrances.</td>
</tr>
<tr>
<td></td>
<td>Signage and wayfinding to be developed.</td>
</tr>
<tr>
<td>Placemaking</td>
<td>Coherent narrative/whakapapa based around the Waihorotiu stream and taniwha told through the artwork, the swale planting in the lower bowl and other design features and finishes (to be developed).</td>
</tr>
<tr>
<td></td>
<td>Nature play introduces a new reason to spend time at the northern end of the park.</td>
</tr>
<tr>
<td></td>
<td>Underpass access design and provision of seating encourages people to spend time experiencing the artwork.</td>
</tr>
<tr>
<td></td>
<td>Opportunity for event/performance space to be explored during design development.</td>
</tr>
</tbody>
</table>

**Tauākī whakaaweawe āhuarangi**

Endorsement of the preliminary design for the Myers Park stage two project - Mayoral Drive underpass
Climate impact statement

33. This project will contribute to Te Tūruru-ā-Tāwhiri: Auckland’s Climate Plan by improving access to green space for Aucklanders and supporting a healthy and connected natural environment (priority one in the plan) at the northern end of Myers Park.

34. The project will also provide climate resilience by maintaining the current provision for stormwater storage in the park in the case of an extreme flooding event.

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

35. A project steering group has been established to provide project oversight and guidance. The group comprises representatives from the Development Programme Office, Public Art, Community Facilities, Healthy Waters and Park Services.

36. The project will impact on the existing Greys Avenue car park that is operated by Auckland Transport. Staff estimate that 13 parking spaces will be removed permanently, and an additional 28 parking spaces will be removed temporarily during construction. Auckland Transport previously consented to these works in April 2017.

37. Since then, several parking spaces have already been removed due to problems with the ground conditions in the car park. The project team will work with Auckland Transport during design development to communicate timing and minimise the impact to car park users.

38. The Mayoral Drive overpass structure and crib walls are Auckland Transport assets. Feasibility and detailed design reports will be submitted to Auckland Transport for approval to fix the artwork to the underside of the Mayoral Drive overpass and to construct the new Mayoral Drive/Queen Street stairs adjacent to the existing crib wall.

39. Development Programme Office staff are in contact with Panuku Development Auckland regarding the scope and redevelopment of the Greys Avenue car park. The redevelopment of the car park is not currently in Panuku’s programme of works.

40. Development Programme Office staff have shared a project update with Regional Facilities Auckland for their information in the context of the development of the Aotea Precinct masterplan.

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

41. Myers Park falls within the Waitamata Local Board boundaries and the board has the delegated authority to approve the use and activities undertaken within local parks in the area.

42. The project is well aligned with the Draft Local Board Plan 2020 and particularly supports Outcome 1: Māori are empowered and their identity and culture is visible and Outcome 3: High quality urban development that is accessible, versatile, and sustainable public and private spaces.

43. Staff presented the draft design package to the Waitamata Local Board at its workshop on 28 April 2020. Board members expressed the following key points during the workshop discussion:

- general support for the project and support for the draft designs for the underpass access and Mayoral Drive/Queen Street stairs
- preference for the swale design (option two) in the lower bowl area, noting that it is aligned with the history of the park and the māra hūpara can be enjoyed by people of all ages
- support for the inclusion of event space in the park

Endorsement of the preliminary design for the Myers Park stage two project - Mayoral Drive underpass
Auckland City Centre Advisory Board
28 September 2020

Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items

Attachment A

Item 7

- the importance of accessibility and inclusivity for all users as an objective for the project
- the importance of good lighting design for perceived and real safety
- the requirement for managing litter build up adjacent to the Mayoral Drive/Queen Street stairs.

Tauākī whakaawae Māori
Māori impact statement

44. A mana whenua working group for the project has been established and draft designs were shared with the group at a hui in April 2020. The mana whenua representatives in attendance were supportive of the draft designs for the stairs and the underpass access and expressed their preference for the swale design (option two) for the lower bowl area.

45. The project team will continue to work in partnership with the mana whenua working group and project artists, Graham Tipene and Tessa Harris, to develop the designs and ensure a coherent and visible Māori narrative.

46. The public artwork concept developed by Graham Tipene is an integral part of the project. Graham Tipene was 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 Waihorotiu stream headwaters and valley.

Ngā ritenga ā-pūtea
Financial implications

47. The total budget for stage two of the Myers Park project is $8.65 million and includes:
- $7.55 million from the city centre targeted rate, endorsed by the Auckland City Centre Advisory Board in July 2019 (resolution CEN/2019/34)
- $202,000 from the Waitematā Local Board Community Facilities renewal works programme as a contribution towards the upgrade of the Mayoral Drive/Queen Street stairs. This was approved on 18 August 2020 (resolution WTM/2020/185.) This will be confirmed through the Waitematā Local Board approval of the 2020/2021 Community Facilities Renewals Work Programme in August 2020
- $900,000 from the Regional Public Art capex fund.

48. The project was identified in the Emergency Budget 2020/2021 as a project that could be deferred in response to capex budget restrictions. The local board indicated at a workshop with staff on 7 July 2020 that the project should be brought forward if possible.

49. $100,000 of the Waitematā Local Board renewals budget has been brought forward to the 2020/2021 financial year, which has enabled the Development Programme Office to fund the completion of design in the 2020/2021 financial year. Construction has been deferred to the 2021/2022 financial year.

50. A high-level cost review of the preliminary design, undertaken by a quantity surveyor, concluded that the available construction budget is sufficient. A full cost estimate will be prepared when the design is further developed.

Ngā raru tūpono me ngā whakamaurutanga
Risks and mitigations

51. The residual design risks detailed in table two have been identified for further mitigation and consideration during design development.

52. Collection of baseline data through a survey and public questionnaire on the current situation at the northern end of Myers Park has been delayed due to COVID-19. This will be rescheduled and completed prior to commencement of physical works.
53. Infrastructure and the wider construction industry are exposed to long-term critical risks and uncertainty as a result of COVID-19. There is an ongoing risk that the project could be subject to further delays or constraints as a result of COVID-19.

Table two: Residual design risks and mitigations

<table>
<thead>
<tr>
<th>Risk/Issue</th>
<th>Mitigation during design development</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nature play elements are not universally accessible.</td>
<td>Design development will consider how more accessible play can be included in the design.</td>
</tr>
<tr>
<td>Swale planting is not easy to maintain and safety or aesthetics of the lower bowl area could be compromised if not well managed.</td>
<td>Community Facilities will be consulted on the planting design to ensure delivery of design outcomes with plants that require an acceptable level of maintenance.</td>
</tr>
<tr>
<td>Litter build up in the gap between the Mayoral Drive/Queen Street stairs and 345 Queen Street building could be visually unappealing or unsafe.</td>
<td>Design development will consider how this can be managed effectively.</td>
</tr>
<tr>
<td>Upgraded underpass and seating areas could be attractive to rough sleepers and encourage gathering which may affect perceptions of safety for other users.</td>
<td>Workshop to be arranged with social service providers and people with lived experience of homelessness to explore mitigations and ensure the design and maintenance plans contribute to a safe and welcoming environment for all users.</td>
</tr>
</tbody>
</table>

Ngā koringa ā-muri

Next steps

54. Staff will present a Myers Park stage two project design update to the Auckland City Centre Advisory Board at its September 2020 meeting.

55. Further updates will be provided to the Waitemata Local Board as the design develops. The detailed design will be presented for endorsement in February 2021 prior to engaging a contractor for the physical works.

Ngā tāpirihanga

Attachesments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Myers Park Preliminary Design</td>
<td>233</td>
</tr>
<tr>
<td>B</td>
<td>Myers Park Investment Logic Map</td>
<td>247</td>
</tr>
</tbody>
</table>

Ngā kaihaina

Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Emma Bullivant – Project Manager, City Centre Programmes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Barry Potter - Director Infrastructure and Environmental Services</td>
</tr>
<tr>
<td></td>
<td>Trina Thompson - Relationship Manager/Senior Advisor Waitemata Local Board</td>
</tr>
</tbody>
</table>

Endorsement of the preliminary design for the Myers Park stage two project - Mayoral Drive underpass
Item 7

Attachment A

Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
Following on from the optioneering process the preliminary design takes forward comments from the engagement process and the MCA to the proposed design.

KEY
1. The Underpass
2. Mayoral Drive Steps
3. Dry Swale
4. Timber platform
5. Historic Waikoroa stream flow
THE UNDERPASS

The focal point of the underpass is the artwork which encompasses the whole of the ceiling, creating an immersive and sensory experience. The landscape proposal for this space aims to complement and provide a platform from which people can engage, look and experience the artwork and not to compete with it.

Furthermore, the approach for the landscape is to ensure access to Myers Park from the city centre is improved by establishing a fully accessible route from the lower level, up into the park. The sloped access maintains a 1:2:1 slope, with flat platforms allowing resting points. More direct stepped access is also available either side of the underpass. The slopes are broken up with long benches and walls enabling people to stop and relax whilst taking in the artwork. These also provide future opportunities for hosting small events, pop up screenings or performances, linking to the local theatres.

KEY
1. Long Timber Bench
2. Reclined Timber Bench
3. Pre-cast Concrete Wall
4. 1:21 Accessible slope
5. Flat landing
6. Accessible steps
7. Existing crib wall
8. Handrail
9. Overpass edge
Attachment A

Update on the Myers Park project update, Wairorotu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
**MAYORAL DRIVE STEPS**

The Mayoral Drive steps design which was endorsed by Auckland Council has been rationalised to gain the most out of the structure. Key differences between the endorsed design and the current proposed design include providing a level landing from the adjacent buildings to the steps. The proposed design reduces the size and importance of the plaza space at Mayoral Drive level and makes more of a celebration and feature of the steps. The access route remains to the crib wall side, but running alongside these are the larger, seating steps. Larger steps provide opportunities for people to sit, have lunch and linger, whilst staying clear of the access route. It was observed through site visits that people are already using the steps for this activity.

Another key change from the endorsed design is rationalising the screening along the edge of the steps, ensuring the route is visible and permeable from all angles. The proposed steps will still incorporate concepts developed by artist Tessa Harris, including patterns on the ground plane and along the screening/balustrade to the edge.

**KEY**

1. Mayoral Drive access level
2. Perforated steel edge with pattern designed by Tessa Harris
3. Accessible steps (150 x 315mm)
4. Timber seating steps (945 x 450mm)
5. Fire escape
6. Existing crib wall
7. Handrail
8. Existing oak tree
9. Proposed Pohutukawa tree
10. Proposed cabbage trees
11. Understory planting

**NOTE:**

- Steps meet the point along the steps and are only the start of the steps.
- The final design will incorporate the use of maintenance furniture to establish in detail design.
Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
LOWER BOWL

After progressing comments and feedback from the consultation, feasibility and MCA process the final design for the lower bowl comprises of a dry swale, a timber boardwalk, seating and playful elements.

As a slight alteration from the earlier swale concept, this design proposes a more inclusive, and accessible boardwalk, which allows all user groups to become immersed within the dry swale planting. The shape of the boardwalk takes inspiration from the former Waithoro stream, flowing across the dry swale and culminating at the northern edge of the park in a series of stepped platforms. These platforms enable flexible use, for gathering, seating and overlooking the park.

Playful features include concrete stepping stones and ‘rocks’ shooting off from the main walkway, allowing people of all ages to engage more playfully with the swale planting. It is the intention that further design development will be undertaken for these features, and the boardwalk, incorporating concepts already established by Maori artists Graham and Tessa to tell the story of the Waithoro stream within this space.

A few benches are situated on the platforms to allow people to sit, contemplate or gather in small groups. The bowl itself will still act as a dry retention basin, the stormwater retention capacity has been coordinated with GHD. Generally, the bowl will be a dry area, with luscious native species.

KEY
1. Timber Boardwalk
2. Stepped Platforms
3. Precast Concrete Stepping Stones & Playful Features
4. Bench
5. Dry Swale Planting
6. Retaining Wall
7. Balustrade
8. Concrete Pier System Deck
9. Red Chip Footpath
10. Relocate Wayfinding Board
11. Stormwater Manhole
12. Understory Planting
Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items.
PLANTING PALETTE

TREES
Careful consideration has been given when designing around existing trees. The proposed design results in the removal of two trees, however it is intended that two new trees will be planted in replacement of these. The puriri tree in the centre of the lower bowl will be removed and a new Pohutukawa tree planted towards the back of the Mayoral Drive steps.

A flowering cherry will also be removed from the western side of the lower bowl to make way for an access pathway to the steps on this side. This tree will be replaced with a new Taiwanese Cherry tree within the planted area to the edge of the existing crib wall. Refer to General Arrangement plan BM19867_102 for locations.

Further consultation will be undertaken with the project Mana Whonua working group to confirm the planting palette during detailed design phase.

KEY
1. Cordyline australis - Cabbage tree
2. Metrosideros excelsa - Pohutukawa tree
3. Prunus campanulata - Taiwanese Cherry
**UNDERSTORY PLANTING**

Understory planting species have been adopted from the previous Auckland Council tender design. These species are located towards the edges of the project site, to the lower levels of the Mayoral Drive steps, and lining edges of the red chip pathways. Plants have been selected for their hardy, native and architectural characteristics.

Further consultation will be undertaken with the project Mana Whenua working group to confirm the planting palette during detailed design phase.

<table>
<thead>
<tr>
<th>EXAMPLE/SAMPLE</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>EVERGREEN</th>
<th>DECIDUOUS</th>
<th>SUN</th>
<th>PARTIAL SHADE</th>
<th>SHADE</th>
</tr>
</thead>
<tbody>
<tr>
<td>![Plant 1]</td>
<td>Arthropodium melapouri</td>
<td>Rangaranga lilly</td>
<td></td>
<td></td>
<td>●</td>
<td>●</td>
<td>●</td>
</tr>
<tr>
<td>![Plant 2]</td>
<td>Asplenium bulbiferum</td>
<td>Horsetail fern</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 3]</td>
<td>Coprosma acerosa Red Rocks</td>
<td>Sterling coprosma</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 4]</td>
<td>Coprosma repens Middlemore</td>
<td>Mirror plant</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 5]</td>
<td>Fuchsia procumbens</td>
<td>Creeping fuchsia</td>
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<tr>
<td>![Plant 6]</td>
<td>Ligularia reniformis</td>
<td>Tractor seat</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
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<tr>
<td>![Plant 7]</td>
<td>Macropiper excelsum</td>
<td>Kawakawa, NZ Pepper tree</td>
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<td>●</td>
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<tr>
<td>![Plant 8]</td>
<td>Miotrocephalus perfoliata</td>
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<td></td>
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<tr>
<td>![Plant 9]</td>
<td>Muehlenbeckia astonii</td>
<td>Shrubbery, 'margaret'</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 10]</td>
<td>Muehlenbeckia complexa</td>
<td>Potthoris, creeping wire vine</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 11]</td>
<td>Phormium cookianum Emerald Gem</td>
<td>Flax</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
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<tr>
<td>![Plant 12]</td>
<td>Phebe angulata</td>
<td>Pohutukawa</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 13]</td>
<td>Pseudopanax arboreus</td>
<td>Five finger</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
<td>●</td>
</tr>
<tr>
<td>![Plant 14]</td>
<td>Trachelospermum jasminoides</td>
<td>Star jasmine</td>
<td></td>
<td></td>
<td>●</td>
<td></td>
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</table>
### DRY SWALE PLANTING

These species have been selected for the dry swale area to create a lush and dense display of native planting. The plants are hardy, mostly low maintenance and tolerate the conditions of the dry swale.

<table>
<thead>
<tr>
<th>EXAMPLE/SAMPLE</th>
<th>BOTANICAL NAME</th>
<th>COMMON NAME</th>
<th>EVERGREEN</th>
<th>DECIDUOUS</th>
<th>SUN</th>
<th>PARTIAL SHADE</th>
<th>SHADE</th>
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<tbody>
<tr>
<td>![Example 1]</td>
<td>Acacia inermis</td>
<td>Purple Biddy</td>
<td>●</td>
<td></td>
<td>●</td>
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<tr>
<td>![Example 2]</td>
<td>Aporonema simulans</td>
<td>OIOi</td>
<td>●</td>
<td></td>
<td>●</td>
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<tr>
<td>![Example 3]</td>
<td>Astelia banksii</td>
<td>Wharawhara</td>
<td>●</td>
<td></td>
<td>●</td>
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<tr>
<td>![Example 4]</td>
<td>Carex testacea</td>
<td>Tasmanian Flexi-Lily</td>
<td>●</td>
<td></td>
<td>●</td>
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<tr>
<td>![Example 5]</td>
<td>Carex virgata</td>
<td>Puuro/Swamp Sedge</td>
<td>●</td>
<td></td>
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<tr>
<td>![Example 6]</td>
<td>Danella novoluta &quot;Little Rev&quot;</td>
<td>Tasmanian Flexi-Lily</td>
<td>●</td>
<td></td>
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<tr>
<td>![Example 7]</td>
<td>Libertia floridana</td>
<td>NZ iris</td>
<td>●</td>
<td></td>
<td>●</td>
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<tr>
<td>![Example 8]</td>
<td>Lobelia angulata</td>
<td>Papakakake</td>
<td>●</td>
<td></td>
<td>●</td>
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<td></td>
</tr>
<tr>
<td>![Example 9]</td>
<td>Muellerbeckia collinsii</td>
<td>Creeping Wire Vine</td>
<td>●</td>
<td></td>
<td>●</td>
<td></td>
<td></td>
</tr>
<tr>
<td>![Example 10]</td>
<td>Primula prostrata</td>
<td>New Zealand daphne</td>
<td>●</td>
<td></td>
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</table>
Update on the Myers Park project update, Waitemata Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
Update on the Myers Park project update, Wairorotu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
MYERS PARK STAGE TWO – MAYORAL DRIVE UNDERPASS
INVESTMENT LOGIC MAP

PROBLEMS/OPPORTUNITIES

PROBLEM 1: SAFETY
The Mayoral Drive/Queen Street stairs are due for renewal, are poorly lit and create spaces for people to hide. The underpass has a narrow through route with poor lines of sight. The environment created by these park entrances has led to anti-social behaviour and perceived and real safety issues for users.

PROBLEM 2: ACCESS
Poor access design and a lack of wayfinding in and out of the northern end of the park has led to poor user experience. As a result, Myers Park is under-utilised as an inner-city green space by the local community and visitors and does not provide the best value as a council asset.

OPPORTUNITY: PLACEMAKING
There is an opportunity for the northern end of the park to become a destination which will attract users and be a place for people to spend time, connect, and embrace the heritage and identity unique to the area.

BENEFITS

BENEFIT 1
Improved perceived and real safety issues for all users
- KPI 1: Reduction in reported crime
- KPI 2: Improved perception of safety

BENEFIT 2
Improved user experience and more people using the underpass and Mayoral Drive/Queen St stairs and spending time in the Myers Park
- KPI 3: Higher user satisfaction
- KPI 4: 100% increase in the number of people who use the underpass and Mayoral Drive/Queen St stairs
- KPI 5: Increase in people's time spent in Myers Park

BENEFIT 3
A city centre destination with higher visibility of the heritage and identity unique to the area
- KPI 6: 100% increase in number of people who travel specifically to Myers Park (as a destination)
- KPI 7: Higher visibility of Māori culture and the site’s heritage
Memorandum

16 September 2020

To: Auckland City Centre Advisory Board

Subject: Update on the Wai Horotiu Queen Street Valley Pilot

From: George Weeks, Principal Urban Designer, Auckland Design Office

Contact information: george.weeks@aucklandcouncil.govt.nz

Purpose

1. To update the Auckland City Centre Advisory Board on progress of the Wai Horotiu Queen Street Valley Pilot.

Summary

- The Wai Horotiu Queen Street Pilot is part of Auckland’s City Centre Masterplan. It will use co-design to work out how to improve the quality of the environment in Queen Street.
- The first co-design workshop for the Wai Horotiu Queen Street Valley Pilot was scheduled for 13 August 2020. Due to Auckland being moved to COVID-19 Alert Level 3, the workshop was postponed until 24 September.
- If this first workshop can be held in person, workshop participants will also have the opportunity to engage with the project team in a separate online session the following day, in case they are not comfortable meeting in person.
- A key element in the engagement plan for the pilot is the online community engagement platform, Social Pinpoint. This went live on 17 September. A social media campaign will commence on 28 September, directing people to the Social Pinpoint site, where people can share their thoughts on the future they would like to see for Queen Street.

Context

2. The Wai Horotiu Queen Street Pilot is part of the City Centre Masterplan; which was endorsed by the Planning Committee in March 2020 (resolution number PLA/2020/18). Like the City Centre Masterplan, the pilot will be shaped by extensive engagement with city centre users. A co-design process has been agreed for this.

3. The Auckland City Centre Advisory Board endorsed up to $600,000 for the pilot from the City Centre Targeted Rate at its meeting on 27 May 2020 (CEN/2020/16). At the same meeting, ACCAB appointed representatives for the pilot working group: Viv Beck, Noeline Buckland, Amy Malcolm, Patrick Reynolds and Michael Richardson.

4. Up to $1m of funding for the pilot is being provided by the Waka Kotahi NZTA Innovating Streets fund. This fund has been specifically set up to test methods and measures to improve streets for people. This allows streets to be quickly adjusted, adapted and improved through a co-design process and inform future permanent designs.

5. Staff presented the co-design framework at the Auckland City Centre Advisory Board’s July 2020 meeting. This framework will bring together the views of many different users of the city centre as options for the quality of the environment in Queen Street are explored through the Wai Horotiu Queen Street Valley Pilot.
Discussion

Co-design process

6. As part of the pilot, the co-design process was due to have its first workshop on Thursday 13 August 2020, accommodating up to a hundred participants.

7. Following the move of Auckland to COVID-19 Alert Level 3 on 12 August 2020, the first co-design workshop was postponed until Thursday 24 September. This date was chosen to increase the likelihood that the workshop could be held in person. This is consistent with the advice of the Auckland City Centre Advisory Board Reference Group – a higher level of trust can be cultivated in a face-to-face environment.

8. Auckland is currently at Alert Level 2.5, with a restriction of ten people at a gathering. There is a possibility that Auckland’s Alert Level will reduce on 23 September. If Alert Level 2 or lower is reached, a face-to-face workshop of up to a hundred people is possible on 24 September.

9. In recognition of the uncertainty posed by alert levels, the following arrangements have been made so the first co-design workshop can go ahead next week:
   - if Auckland remains at Alert Level 2.5 the workshop will be held entirely online;
   - if gathering restrictions are lifted and up to a hundred people can meet, the workshop will be held as planned at the Ellen Melville Centre;
   - for people who may not feel comfortable participating in a face-to-face environment on 24 September, an additional online session will be held from on 25 September.

Other engagement activities

10. A video has been produced to set the scene for the first co-design workshop. It articulates the high level vision for the Wai Horotiu Valley, along with the challenges posed by the current closure of the Wellesley Street/Albert Street intersection and the planned closure of the Victoria Street/Albert Street intersection in 2021.

11. The video was distributed to workshop participants on 16 September and to the wider project database on 17 September. It will also be used in the promotions to the wider public about the pilot and to encourage people to have their say via Social Pinpoint.


13. A presentation was given to the Infrastructure and Environmental Services mana whenua forum on 15 September 2020.

14. Social Pinpoint, an online tool to gather ideas and views, has been live from 17 September. Social Pinpoint is a tool that lets people provide comments via interactive maps. Wake Kotahi New Zealand Transport Agency uses it extensively for public engagement. Workshop participants and the wider project database have been able to make use of it from this date. The launch of the public engagement campaign for the Wai Horotiu Queen Street Valley pilot will be 28 September.

15. To help understand the servicing and loading requirements for ground floor Queen Street businesses, project team members are undertaking short surveys with each business. Surveys commenced on 11 September and will be completed by the end of the month.

Next steps

16. The board will be provided with a verbal update at its September 2020 meeting, by which time the co-design process will be underway.

Attachments

N/A
Memorandum

11 September 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 of the status of the Wellesley Street bus improvements project.

Summary
- Auckland Transport has been developing a Detailed Business Case (DBC) for the 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 for higher quality urban realm for bus passengers and pedestrians.
- There is currently no project funding within the recently approved Emergency Budget, so the DBC work, including planned consultation, has now been paused.
- Urgent investigations are underway into opportunities to undertake interim future-proofing works (such as utility diversions) during the current Wellesley Street closure, however the Emergency Budget decision means substantial progress will not be able to be made as planned.
- 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 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. The DBC will seek to develop a preferred design for the corridor, which provides for reliable and very frequent bus movements, as well as providing for higher quality urban realm for bus passengers and pedestrians.

Discussion
3. Funding for the DBC and then a subsequent detailed design phase had been allocated, but there is currently no project funding within the recently approved Emergency Budget. This has required that the DBC work, including planned consultation, be paused by Auckland Transport. Once sufficient future funding is available, the DBC will restart and move towards implementation with a revised timeline.
4. Auckland Transport is aware of the limited opportunity to make use of the current Wellesley Street closure for City Rail Link works and urgent investigations are underway into the potential to undertake interim future-proofing works, such as utility diversions or other enabling works, prior to the street reopening to reduce future Wellesley Street disruptions. The recent
Emergency Budget for the 2020/2021 financial year means that substantial progress will be unable to be made as expected.

5. Stakeholder and public consultation on the DBC material will not take place in 2020 as planned, but engagement on the design concepts will still occur once the DBC restarts and progresses sufficiently.

Next steps

6. More project details will be brought to the Auckland City Centre Advisory Board as the interim investigations progress.
Memorandum

To: Auckland City Centre Advisory Board

Subject: City Centre Innovating Streets For People update on successful funding applications

From: Liz Nicholls, Manager Investment Programmes

Contact information: liz.nicholls@aucklandcouncil.govt.nz

Purpose

To inform the Auckland City Centre Advisory Board of two successful funding applications through Waka Kotahi’s Innovating Streets for People Fund.

Summary

- Two city centre projects have successfully been awarded funding in the second funding round for Waka Kotahi New Zealand Transport Agency’s Innovating Streets for People Fund.
  - These are:
    - Creating Safer Streets Emily Place
    - Creating Safer Streets Tyler Street Pedestrianisation Trial
  - The fund provides an opportunity to bring forward some of the benefits of the projects in the city centre targeted rate portfolio with a potential for 90 percent co-funding contribution from Waka Kotahi.
  - These projects will be led by Auckland Council in partnership with Waka Kotahi, Auckland Transport key city centre stakeholders and the residential community.

Background

2. Waka Kotahi New Zealand Transport Agency released a contestable pilot fund to help councils create more people-friendly spaces. The fund was open to all of New Zealand councils.

3. The pilot fund is available for projects that make temporary or semi-permanent physical changes to urban streets, in advance of future permanent upgrades. The focus is on innovation, community involvement and monitoring and evaluation that can inform more permanent future street enhancements.

4. There were two application rounds for the pilot fund. Auckland Transport led the submissions for the first round where Queen Street was successfully awarded funding. The second round involved significant engagement across the council group with a project team from Auckland Transport, Auckland Council and Panuku providing a joint submission.

5. Waka Kotahi announced successful funding for two of the city centre applications submitted for round two;
   - Creating Safer Streets Emily Place
   - Creating Safer Streets Tyler Street Pedestrianisation Trial.

Discussion

Strategic alignment

6. The projects will trial ways to make safer and more accessible places within our city centre which contribute to the ‘Belonging and Participation’ outcome in the Auckland Plan.
7. Both projects are also strongly aligned to key outcomes in the City Centre Masterplan particularly:
   - Outcome 2 Connected city centre – these projects will look at how these places connect to the wider pedestrian, active mode and transport network
   - Outcome 3 Accessible and Inclusive city centre - Potential for the creation of rest and recreation areas
   - Outcome 5 Public life - There is an opportunity for community connection through improved shared spaces and places for outdoor dining
   - Access for everyone concepts will be tested by reallocating space in favour of people, operations and street functions. Specifically, it will look at the space allocated to carparking and how servicing and loading could be better managed.

Project summary

Creating Safer Streets Emily Place project overview

8. Project budget: $223,100.00. Funded (90%) by Waka Kotahi Innovating Streets for People Fund and 10% City Centre Targeted Rate Emily Place budget line.

9. Vision: Emily Place has great potential to be transformed into a vibrant urban space for residents, breakout space for office workers, and an attractive walking connection between Britomart Station and the universities. We would like to explore and test some of the ideas we have to improve the space and look forward to hearing ideas from the residents and business community.


Creating Safer Streets Tyler Street Pedestrianisation Trial project overview

11. Project budget: $159,850. Funded (90%) by Waka Kotahi Innovating Streets for People Fund and 10% City Centre Targeted Rate Tactical Urban Initiatives budget line.

12. Vision: Working with the Britomart and Tyler Street community to determine and trial innovative reconfigurations of the street to create a safer more inviting environment for people and to support recreation and dining in the area.

13. Planning is underway from October – Nov 2020 with temporary physical changes to the street expected in late 2019/ early 2020 to coincide with planned activation activities in the area.

Co-design and engagement

14. These projects will use a tactical urbanism approach to test ways to improve our streets through a co-design approach with the local resident and business communities.

15. Tactical urbanism provides an opportunity to trial new layouts. The projects will help inform future permanent design which significantly reduces future design costs and reduces the risk of an ineffective and costly permanent solution being implemented without testing.

16. Engagement will be concentrated with members of the residential community in Emily Place and with business owners in Tyler Street.

Partnership with Waka Kotahi

17. Funding is contingent on working closely with Waka Kotahi as our project partners.

18. We are being offered support for the development of the projects in a number of ways including membership of a nationwide community of practice supporting delivery of the funded projects and developing capability and capacity in this type of project delivery across New Zealand.
Next steps

19. Project planning has commenced and the board will be updated on the progress of the projects as they progress.

Appendix 1: Innovating Streets Pilot Fund – Round 2 successfully funded activities in the Auckland region

1. Papatoetoe West Low Traffic Neighbourhood
2. Make it Safe, Make it Playful and Celebrate Tāmaki
3. Maximising Mangere – Time to Thrive
4. Safe and Healthy Streets South Auckland- Safe School streets
5. Project WAVE (Westhaven and Viaduct Enhancements) – In partnership with Panuku
6. Ponsonby Road - Te Rimu Tahi – returning Ponsonby Road to the people
7. Creating Safer Streets - Britomart Tyler Street project
8. Creating Safer Streets - Emily Place
9. Glen Eden Town Centre Pop-up Cycleway; Captain Scott Road
10. Community Play Streets Pilot for Tāmaki Makaurau
11. Maungakiekie Tāmaki Low Traffic Neighborhoods
12. Manukau Wiri - Safe and Healthy Streets South Auckland
13. Pukenoke Eat Streets
Auckland City Centre Advisory Board forward work programme

<table>
<thead>
<tr>
<th>City Centre Masterplan outcomes</th>
<th>Subject</th>
<th>Funding</th>
<th>Responsibility</th>
<th>Status</th>
<th>Timeline</th>
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<td>Tāmaki Makaurau - Our place in the world</td>
<td>City centre Māori outcomes and cultural facilities</td>
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<td>Access for Everyone</td>
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<td>City Centre Masterplan outcomes</td>
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<td>Waterfront Strategy Outcomes</td>
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## Auckland City Centre Advisory Board

28 September 2020

### Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items

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<th>City Centre Masterplan outcomes</th>
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<td>A liveable waterfront</td>
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<tr>
<td></td>
<td>Response to homelessness</td>
<td>Complete</td>
<td></td>
<td>August 2020</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Learning Quarter plan</td>
<td>Review</td>
<td></td>
<td>To be confirmed</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Annual Plan process (Emergency budget)</td>
<td>Complete</td>
<td></td>
<td>February to June 2020</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Long Term Plan process</td>
<td>Planning</td>
<td></td>
<td>September 2020</td>
<td></td>
</tr>
<tr>
<td></td>
<td>City centre targeted rate policy</td>
<td>Review</td>
<td></td>
<td>September 2020</td>
<td></td>
</tr>
</tbody>
</table>
Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items
## AUCKLAND CITY CENTRE ADVISORY BOARD FORWARD WORK PROGRAMME PROGRESS ON ITEMS

**Updated September 2020**

<table>
<thead>
<tr>
<th>City Centre Masterplan outcome</th>
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<tbody>
<tr>
<td><strong>Connected city centre</strong></td>
<td>Downtown programme of works (including transport)</td>
<td>The Downtown programme of works delivers a connected and accessible waterfront, prepares for the growth of cruise and ferry services and supports further activation of Queens Wharf. The programme has been brought forward to align with the America’s Cup event (AC35) in 2021.</td>
<td>To receive updates and provide feedback on the downtown programme of works. Progress to date:  - A report was considered on 18 July 2018 on the Downtown Infrastructure Development programme (resolution CEN/2018/40). A copy of the response to the board’s requests is included in Attachment A.  - The current delivery programme report was agreed by the Planning Committee on 5 September 2017. Resolution PLA2017/111  - An update on options for Quay Street East public amenity and accessibility will be provided to the ACCAB early 2019. Resolution CEN/2018/19  - 22 May 2019 workshop: Queens Wharf workshop  - City Centre Traffic Management Plan has been deferred (tba)  - resource concerns: timeliness and the impact on the delivery programme will be reported back after internal sign off.  - The Downtown Infrastructure Development Programme update was provided at the July 2020 meeting.  - A memo updating the board on progress was circulated in August and September 2020.</td>
<td>Regular updates 2020</td>
</tr>
<tr>
<td><strong>Connected city centre</strong></td>
<td>Karangahape Road precinct programme of works (including transport)</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 Enhancement 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.  - The report was considered on 24 July 2019, seeking support for the preferred concept design for stage two of the Myers Park project – Mayoral Drive underpass to progress to the developed design phase and noting the proposed budget increase from $6.35 million to $8.2 million, which was included in the Auckland City Centre Targeted Rate Portfolio Budget 2019/2020 for endorsement (resolution CEN/2019/34).</td>
<td>To be confirmed - 2020</td>
</tr>
<tr>
<td><strong>Accessible and inclusive city centre</strong></td>
<td>Learning quarter programme of works</td>
<td>Including works in Albert Park and streetscape upgrades in the areas around city centre university campuses.</td>
<td>- To provide input and feedback on the learning quarter programme of works. Deferred due to alignment with Learning Quarter working group work programme.</td>
<td>To be confirmed – 2020</td>
</tr>
<tr>
<td><strong>Connected city centre</strong></td>
<td>Midtown programme of works (including transport)</td>
<td>The Midtown programme of works is a coordinated programme to deliver improved pedestrian and public spaces around key transport hubs while leveraging off development opportunities from the City Rail Link, bus</td>
<td>To receive update and provide feedback on the Midtown programme of works.  - Regular updates will be provided as part of the delivery portfolio programme. Federal Street upgrade stage two project: Progress to date:</td>
<td></td>
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## Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items

### Attachment E

**Item 7**

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|                               |              | Infrastructure and the New Zealand International Convention Centre. | - The update report was considered on 23/11/18 seeking feedback on the preliminary design. Resolution CEN/2018/64.  
- The board requested staff to follow up on the Waitakaruru 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. | To be confirmed - 2020 |

**Wellesley Street bus improvements project:**

### Progress update

- A report was presented on 24/10/18 meeting on progress and upcoming 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 May 2019 meeting. Further update was provided at the 22 May 2020 meeting on DCC and the development of consultation material for Aug/Sept 2020.

- Post Emergency Budget decision, Auckland Transport staff are still working through the budget issues and will report back with a full report once budgets are confirmed.

### City Rail Link: Albert Street reinstatement

**Progress to date:**

- A presentation was provided on 21 November 2018. Resolution CEN/2018/65

- Further update was provided in February 2019.

- An update report was considered at the board’s 27 February 2019 meeting.

- A further update on the layout of planned bus bays on Albert Street was presented at the 28 June 2019 meeting supported by the board resolution CEN/2019/28

- request an update on lower Queen Street and lower Albert Street project costs.

- An update was provided to the 17 April meeting on the Albert Street and Lower Queen Street urban realm projects. A powerpoint presentation was provided at the meeting.

### Victoria Linear Park project

**Progress to date:**

- A memo was circulated to members in May. An update was provided at the August 2019 meeting agenda.

- September 2020
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| Connected city centre          | City Rail link update | The City Rail Link project is a significant infrastructure project to enhance the capacity and performance of Auckland rail services and improve transport outcomes in Auckland. There will be four new and reconfigured stations as part of the project – Britomart Station, Aotea Station, Karangahape Station and Mount Eden Station. | To be informed of the City Rail Link project.  
**Progress to date:**  
- An update on the CRLL delivery presentation was provided on 24/10/18.  
- An update was provided at the 31 August 2020 meeting. |                       |
| Residential city centre neighbourhoods | Homelessness | The council is developing its position and role on affordable housing including homelessness, and will engage with the board on the development and implementation plan. | To provide city centre community input on the council's homelessness programmes.  
**Progress to date:**  
- A report was presented on 22/08/18 on Auckland Council’s operational response to homelessness. Resolution CEN/2018/46. The board also noted that options for funding homelessness to be considered as part of the CCTR review process.  
- The report on ‘Response to homelessness in the Auckland city centre’ was on the June meeting agenda. Resolution CEN/2019/27.  
- A memo update was provided at the April 2020 meeting on initiatives to support rough sleepers.  
- A request to investigate a night shelter including funding sources and funding needs assessment process.  
- An update report on the board’s request above was presented at the May 2020 meeting. Options were given for the board to consider and resolved to receive the timeline for the Needs Assessment at the July meeting CEN/2020/17.  
- An accountability report was provided at the 31 August 2020 meeting. Issues are still to be resolved regarding the needs assessment on a night shelter for the city centre. Staff have since met with CCGR and will provide an update prior to the November meeting. | November 2020 |
| Residential city centre neighbourhoods | Public amenities | Including toilets, showers, lockers and drinking fountains. | 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 2019 agenda.  
- Request information on the status and maintenance arrangements of closed toilets and toilets in relation to bonus area resource consents.  
- A report on activities to support homelessness was considered by the board at its May 2020 meeting addressing public amenities. A proposal has been developed for a two-year pilot of e-lockers in three locations in the city centre, suitable for commuters, travelers and rough sleepers. However, funding for this pilot has not yet been confirmed. | To be confirmed – 2020 |
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| Public life                   | Activate Auckland Programme (including Tactical Urbanisation) | This programme enables a people-led place activation process which aims to transform visitor, resident and business experiences in the city centre. This is achieved by providing temporary, low-cost built form interventions to trial projects in the public realm, while providing support to people and the economy during this period of significant development. The Activate Auckland programme complements the council’s existing strategic delivery initiatives and maximises collaborations on existing and new projects. | To receive update and provide feedback on the activation programme, as part of the city centre targeted rate programme of works. | 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  
- A yearly report was provided at the 31 August 2020 meeting. | |
| Prosperous city centre        | America’s Cup 2021 | Planning and development of areas to host America’s Cup 36 (AC36 programme). | To be informed around plans for the America’s Cup 2021, including their potential impact on the city centre programme of works. | 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 agenda.  
- Further update on legacy plans request was presented at the August 2019 meeting  
- Regular updates from ATEED have been circulated as required.  
- Memo update was circulated in April 2020. | To be confirmed | |
| Public life                   | 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 confirmed | |
|                               | City centre targeted rate portfolio | The city centre targeted rate portfolio of works is the schedule of projects that are funded by the city centre targeted rate that formed part of the long-term plan. They are endorsed by the Auckland City Centre Advisory Board and approved by the Finance and Performance Committee. | 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/2018/11  
- report to Finance and Performance Committee by memo attached to this agenda.  
- final report to ACCAB for allocation.  
- The board also noted that further discussion regarding the St Matthews request will be considered at the CCTR review round clause b) iv) Res CEN/2018/114  
- workshop was held on 4 April on CCTR strategic assessment and 26 June 2019.  
- endorsement of the CCTR portfolio budget at 24 July 2019 (report) Res CEN/2019/55  
- workshop was held on 27 Feb 2020 to prepare for the annual plan process before endorsement at the March/April ACCAB meeting.  
- The COVID-19 pandemic Alert Level 4 was put in place by the Government on March 25, 2020. The restriction means that many aspects of council were not able to operate in a business as usual context, as well as having a significant impact on the council’s financial position. |
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<td>Prosperous city centre</td>
<td>COVID-19 response in the city centre</td>
<td>The city centre has been significantly impacted by COVID-19, with a marked decrease in people travelling to the city centre and in spend. ACCAB requested support from the CCTR funds to help the city centre to respond to these impacts.</td>
<td>To provide the advisory board with a process for the allocation of $400,000 from the city centre targeted rate for initiatives in the city centre related to the impact of COVID-19</td>
<td>September 2020</td>
</tr>
<tr>
<td>Access for Everyone</td>
<td>Queen Street pilot</td>
<td>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) and at the same time a Queen Street pilot was also requested for implementation by March 2021.</td>
<td>Planning a pilot of Access for Everyone principals on Queen Street, in accordance with requests by the board and the Planning Committee.</td>
<td>October 2020</td>
</tr>
<tr>
<td>City Centre Masterplan 2040</td>
<td>City Centre cleaning services</td>
<td>The 2012 CCMP set out a compelling vision for the heart of Auckland. PLA/2018/121(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.</td>
<td>To provide input and provide feedback on the City Centre Master Plan.</td>
<td>Complete</td>
</tr>
<tr>
<td>Public life</td>
<td>Public life</td>
<td>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.</td>
<td>To provide feedback for the city centre cleaning and maintenance services.</td>
<td>Complete</td>
</tr>
</tbody>
</table>

Progress to date:
- A report on a proposed package to support the city centre to respond to the impacts of COVID-19 was considered by the board at its 29 July 2020 meeting Resolution CEN/2020/24.
- A report on the $50k left over will be provided to the board.

- A report to inform the board on the Queen Street pilot was on the May 2020 agenda.
- Endorsed up to $600,000 from CCTR to part fund the project and regular updates will be provided. Resolution CEN/2020/16.
- An update was provided at the 29 July 2020 meeting resolution CEN/2020/26.
- An update was provided at the 31 August 2020 meeting.
Item 7

Attachment E

Update on the Myers Park project update, Waihorotiu Queen Street Valley Access for Everyone pilot, Wellesley Street bus priorities update, Innovating Streets funding applications update and Forward work programme/progress on items