

## Memorandum

8 February 2024

**To:** Waitemātā Local Board  
**Subject:** City Centre update – workshop 13 February 2024  
**From:** Simon Oddie, Priority Location Director – City Centre  
**Contact information:** [simon.oddie@ekepanuku.co.nz](mailto:simon.oddie@ekepanuku.co.nz)

### Introduction

1. Staff from across the city centre team who will attend the Waitemātā Local Board workshop on 13 February are:
  - Simon Oddie – Priority Location Director – City Centre
  - Jenny Larking – Head of City Centre Programmes
  - Oliver Smith – Manager Delivery Programmes
  - Graeme Gunthorp – Programme Director- Auckland Transport

### Items for discussion at this workshop:

2. There are three key items for discussion with the Local Board at the 13 February Workshop. These are as follows:

#### Item 1: Emily Place project

3. Jenny Larking and Oliver Smith will provide an update Waitemātā Local Board on the Emily Place project and next steps.  
Attachment: memo update

#### Item 2: Auckland Transport update

4. Graeme Gunthorp will give an update on Auckland Transport projects.  
Attachment: memo update

#### Item 3: City Centre Targeted rate portfolio update

5. Jenny Larking will give an overview of the city centre targeted rate portfolio update.  
Attachment: CCTR update

### Items for Information:

6. In addition to the discussion items, the following memos are provided to the Local Board to keep them informed about key topics:
  - Te Komititanga pilot update - memo attached
  - Wynyard Crossing Bridge update – memo attached.

## General updates

### City Centre Metrics

7. Infometrics has released their 2023 data for the city centre, key headlines show that:
  - City Centre economy (GDP) increased 9.2%, more than double the rate of rest of Auckland
  - City Centre employment grew by nearly 11,000 (7.3%), triple the rate of the rest of Auckland
  - Residential population increased again (by over 2,000) after declining in 2022 and 2021
8. In addition to this, MarketView data is showing that international spend (not adjusted for inflation) was above pre-pandemic levels for the first time in December. Taking into account inflation, total spend and transaction values are still down compared to pre-pandemic peaks, but have shown an increase compared to the same periods in 2022.
9. Reported crime in the last quarter of last year was still above pre-pandemic levels but down from the peak in late 2022 - early 2023. The increase in crime is predominantly driven by non-violent crime (theft).

### Auckland City Centre Advisory Panel – 26 February

10. The next scheduled meeting of the advisory panel is 26 February 2024. The proposed agenda for this meeting includes:
  - **Growing the residential population** – workshop focused on the advisory panel priority of growing the residential population in the city centre. Will consider “Ingredients” to support a growing residential population, exploring a population growth target, where and how this growth can be accommodated and supply and demand issues impacting residential growth.
  - **Integrated Transport Networks** – workshop focused on how the component parts of the transport network integrate, the programme going forward and areas of focus to resolve tension points.
  - **City Centre Investment Portfolio** – workshop focused on receiving advice from the panel on how the CCTR portfolio is responding to key priorities, to inform the update to the city centre targeted rate investment portfolio as part of the Long-term Plan process.
  - **Downtown West** – Update on the process for to secure funding through the LTP 2024-2034 for the transport and public realm outcomes to support the next phase of the regeneration of Downtown West, in alignment with the redevelopment of the Downtown Carpark site.

### City Centre Safety

11. As part of our focus on safety, the Council group is working together to create a consolidated safety action plan for the city centre that will help to enhance the city centre experience through improved safety measures and strategic investments. The initial focus will be on the implementation and continuation of tactical initiatives, with a view to further developing our safety strategies and strengthening our collective response in collaboration with our partners. A key part of this will include an integrated governance group that brings together the Council group and its partners to help guide this more integrated, inter-agency response.
12. Noting the Local Boards focus on issues of safety, a comprehensive update will be provided to the Board at the next scheduled workshop in March.

### Downtown West Regeneration

13. With the sale of the Downtown Carpark now confirmed and the development agreement executed, the Council group is now turning its focus to securing funding for the public good investment in ‘Downtown West’, as envisaged in the CCMP. As per the Governing Body resolution, staff will provide councillors with options for this investment to inform a decision on funding through the LTP (Long-term Plan) process. This potentially includes Lower Hobson

Street Flyover removal, Custom Street bus improvements (part of city centre bus plan), road network and bus upgrades and the proposed Sturdee Street Park/ Urban realm.

14. A workshop to seek Local Board views is planned for late March / early April.

### **Nighttime Economy update**

15. Work continues on the Nighttime Economy research for the City Centre. Key early findings from this research show Auckland City Centre's Nighttime economy appears to be healthy overall, but there are underlying issues existing. Strong growth from some segments is masking a significant reduction in Auckland City residents' transactions and spend.
16. Wynard Quarter precinct shows an economic benefit due to a higher-than-average transaction value but with a significant drop in transactions. This is highlighting the effect of inflation with operators increasing their prices.
17. Further work will continue with additional quantitative data including utilising data from Auckland Transport, and Heart of the City's perceptions work alongside a survey being sent out to both HoTC and K-Road Business Association members. Tātaki Auckland Unlimited are also working closely with Auckland Councils Community Impact team who are providing information on crime statistics taking place in the City Centre, to inform the research.
18. The qualitative research has commenced with interviews starting in early February and will include interviews with different business sectors across the precincts and city centre residents. Joots is on track to have the final draft to the Steering Group by mid-March with the final report and findings ready to be presented to Stakeholders including Local Board and City Centre Advisory Panel in April 2024.

## Memorandum

5 February 2024

**To:** Waitemātā Local Board

**Subject:** Emily Place Improvement Project - Update

**From:** Isabella Wang, Programme Specialist

**Contact information:** [Nicola.perry@aucklandcouncil.govt.nz](mailto:Nicola.perry@aucklandcouncil.govt.nz), Relationship Advisor – Infrastructure and Environmental Services

### Purpose

1. To provide an update on the concept design development of the Emily Place improvement project and an overview of the community engagement results.

### Summary

2. The Emily Place improvement project aims to transform Emily Place and the adjacent reserve into a pedestrian-focused space.
3. The project is currently in the concept plan and business case development phase.
4. Public consultation was conducted from August to October 2023, gathering feedback on the draft concept plan.
5. Design modifications have been made based on the community feedback, technical expert input, and collaboration with project mana whenua partners.
6. Early inputs from the local board will inform the development of the final concept plan.
7. The project team will finalise the concept plan and seek formal feedback from the local board during a Waitemātā Local Board business meeting.

### Context

8. The Emily Place improvement project aims to develop the full length of Emily Place into a pedestrian-focused space and route, allowing for placemaking opportunities, pedestrian movement, servicing, and community access spanning from its connections to Custom Street and Fort Street in the north and Shortland Street and Eden Crescent at the top of the site.
9. The project was initiated in November 2022 following the completion of a Waka Kotahi funded 'Innovating Streets for People' project in the area in 2021. Trial interventions were installed to transform the area from a vehicle-dominant space to a more people-focused space.
10. The project is currently in the concept design and business case development phase. A draft concept plan illustrating permanent improvements for Emily Place was developed from ideas and community feedback received during and after the Innovating for Streets trial project.
11. Ngāti Whātua Ōrākei and Ngāti Maru are the project partners. Hui have taken place regularly to seek general project input and work together to develop culture narratives and to inform the design development.
12. Public consultation on the Emily Place improvements project draft concept plan occurred from 18 August to 3 October 2023. Over 137 people engaged with the survey, social mapping website and workshops. Individual and group submissions were also received.

## Discussion

13. The project team have reviewed the community feedback received on the draft concept plan during public consultation. The feedback indicated support for improvements to the area, including proposed safety features and pedestrian-friendly initiatives. There is strong opposition to the removal of some exotic palm trees in the reserve and mixed views on the proposed removal of car parking.
14. Further technical input has been obtained from asset owners, service operators, and other technical experts to inform the design approach.
15. Staff will seek direction from the local board to help shape the final concept plan development through a workshop in February 2024.
16. Ongoing collaboration with project mana whenua partners is in process.
17. The project team will establish expected costs as part of the Business Case process. .
18. Any changes to the design will need to align with project objectives, technical and statutory requirements, operational considerations as well as budget constraints.

## Next steps

19. The project team will finalise the concept plan and the business case for the project over quarters three and four of the 2023/2024 financial year.
20. Formal feedback on the draft concept plan will be sought from the local board during the Waitemata Local Board business meeting in April/May 2024.
21. The project team will close the loop with the local community by producing an engagement report before initiating the future phases of the design. This will summarise the community feedback received and explain how this feedback has been incorporated.
22. Preliminary design as the next phase of the project is scheduled to commence in mid-2024.

# Memorandum

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To: Waitematā Local Board  
From: Graeme Gunthorp, Programme Director, City Centre Transport Integration  
Date: 5 February 2024  
Subject: City Centre Transport Update – February 2024

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## 1. Purpose

To inform the Waitematā Local Board of updates to transport strategies and projects in the city centre.

## 2. Context: Integrated Transport Network

Auckland Council developed the 2020 City Centre Masterplan (CCMP) to be the key guiding document for the Auckland Council whānau, setting the strategic direction for the city centre to create an accessible, inclusive, connected, safer and sustainable environment for everyone. It prioritises mode shift, public transport and people movement and was strongly supported during public consultation.

One of the key features in the CCMP is Access for Everyone (A4E) which has the core focus of creating a more walking and cycling friendly environment and providing significant priority for public transport to, from and within the city centre to ensure increased access, growth and vibrancy of the city centre, as with other world class cities.

Our integrated transport system which includes buses, trains, walking, cycling, micro mobility, freight and cars is key to this transformation. However, space in the city centre is constrained, many streets are narrow, and land is densely developed.

Our City Centre streets and transport network need to improve safety, health and access for pedestrians and cyclists, buses need to be able to travel efficiently and reliably through the city, freight providers need smoother connections to key locations including the port, and general traffic also need efficient routes and improved access.

The City Centre also needs to support businesses with critical loading and servicing needs, provide safe and efficient pick up/drop off facilities at key destinations, have vibrant streetscapes and public meeting places and support cultural activities like outdoor dining. Growing demand for all of these transport needs is increasing pressure on all road space in the city centre.

To balance the many transport needs in the City Centre, a series of interventions are underway to enable different transport corridors to prioritise sustainable movement for each mode of transport, so we can all enjoy a safe, healthy and well-connected City Centre.

## 3. Room to Move: City Centre

*Formerly referred to as the Comprehensive Parking Management Plan.*

A city centre-wide study of kerbside space use is being undertaken by AT. This is analysing current and future needs, and recommending changes that will enable the city to function more efficiently.

Kerbside space will be allocated in line with the guidelines set out by the regional Room to Move strategy in the following order of priority:

1. To ensure and improve the safety of people using the transport system.
2. To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties).
3. To support the overall movement of people and goods (e.g. allocate space for public transport, cycle and micro-mobility, walking, freight, transit lanes and general traffic in accordance with the Strategic Transport Network).
4. Specialty parking, such as mobility parking, loading zones, car share parking, cycle and micro-mobility parking, motorcycle/moped parking or low emission vehicle parking, or public space improvements.
5. All other general vehicle parking.

AT is planning to engage with key stakeholders soon, with public consultation to follow in mid-2024. Where possible, consultation will be aligned with other projects, including the City Centre Bus Plan.

The strategy is expected to be complete by early 2025.

## 4. City Centre Bus Plan

### 4.1. Indicative Business Case

The City Centre Bus Plan Indicative Business Case (IBC) is approaching completion.

It recommends the creation of four key priorities bus corridors, re-routing more bus services to these four key corridors (including through-routing of northern and isthmus bus services to bus layover spaces on the city fringe: Wynyard Quarter and Quay Park off-street facilities and Victoria Park on-street, and having less on-street bus layover in the Downtown area. This simplifies the network and ensures areas like the Lower Albert Bus Interchange is not overloaded.

Key parts of this IBC are already being delivered, with Albert Street, Wellesley Street (Stage 1) and Pitt Street upgrades.

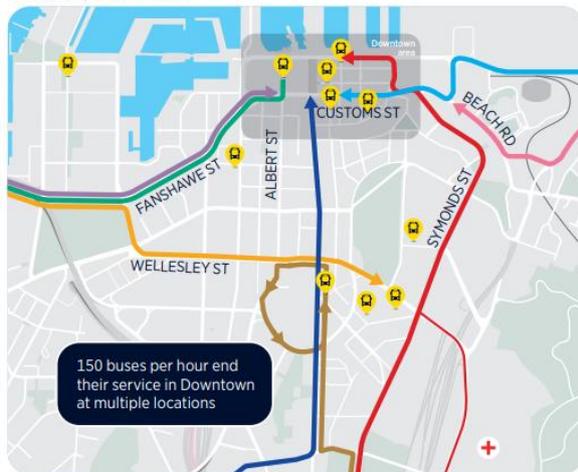
# Memorandum

## 4.2. Detailed Business Case

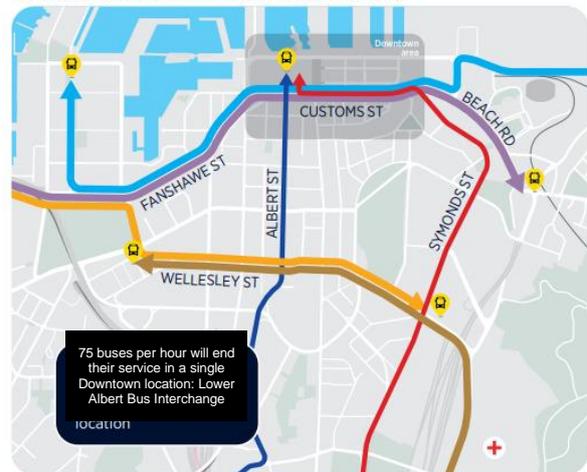
A Detailed Business Case (DBC) that will further investigate bus lanes on Customs Street and Beach Road linking new Wynyard Quarter and Quay Park bus layovers (collectively named the “Downtown Crossover” project) will soon begin.

Subject to funding, it is anticipated that the DBC will be delivered in 2026 to allow time for Design and Construction phases ahead of any circulation changes associated with the Downtown Carpark redevelopment. The Downtown Crossover will improve reliability for thousands of passengers on downtown bus services.

CURRENT SITUATION – 2021



NEW STRATEGIC APPROACH – 2028 (AM PEAK HOUR, 2 WAY)



## 4.3. Karangahape Road Bus Lanes

Data is being collected on performance of bus and other vehicles on this corridor, which will be shared with key stakeholders and businesses.

Any future decisions of changes to bus lane hours will be made in consultation with these stakeholders.

## 5. Wellesley Street Bus Improvements Stage 1

### 5.1. Access

Vector started utility works in Wellesley Street in January 2024, reducing the lanes available at the intersection with Albert Street, however there are no changes to vehicle access.

WSBI construction is planned from April 2024 to late 2025. This will reduce the lanes available between Albert Street and Queen Street to one each direction, and all bus stops will be moved westward, closer to Federal Street.

Wellesley Street between Elliot Street and Queen Street will become bus only 6am-11pm, during which time eastbound vehicles must turn left onto Elliot Street, and then left onto Victoria Street, creating a local zone. East-west movement should be undertaken on Mayoral Drive or Victoria Street.

Following feedback from key stakeholders, including Heart of the City, AT is delaying any decision on any future vehicle restrictions for this area. This is planned for early/mid 2025, so the effect of Albert Street reopening can be assessed, and stakeholders can be canvassed further.

### 5.2. Loading and Servicing

During construction, no loading will be available from Wellesley Street, however the contractor will work with Father Teds pub to enable delivery of heavy items.

In the immediate area, loading zones are available on Elliot Street, Darby Street, Queen Street and Lorne Street.

It is expected that Elliot Street will see high demand for loading. AT is investigating solutions to encourage higher turnover of loading zones and discourage long-term parking and other non-compliance.

### 5.3. Taxi, pick-up/drop-off (PUDO)

Enabling PUDO in the Aotea Arts precinct is considered a key enabler for the success of WSBI.

AT are running a customer-focused project to provide improvements, such as more useable and legible zones in multiple areas near locations of interest, such as theatres and restaurants, as well as enhanced wayfinding and communications. Key stakeholders like Auckland Live and Heart of the City will be included in the process.

Examples of this are the Civic Car Park, where new PUDO zones were installed. Others are being considered on Elliot Street, Wakefield Street and Queen Street.

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## 6. Hobson, Nelson, Fanshawe Safety

The current project scope involves the installation of soft measures in key areas. Speed limit threshold markings are now complete, with the exception of three areas on Hobson Street and Nelson Street that are being coordinated with the maintenance programme. Speed limit repeater signs have been installed, and installation of electronic signs and high friction surfacing are in progress.

The project team has prepared a monitoring and evaluation framework plan and is tracking speed data from radar, TomTom, red light cameras and corridor segment travel time.

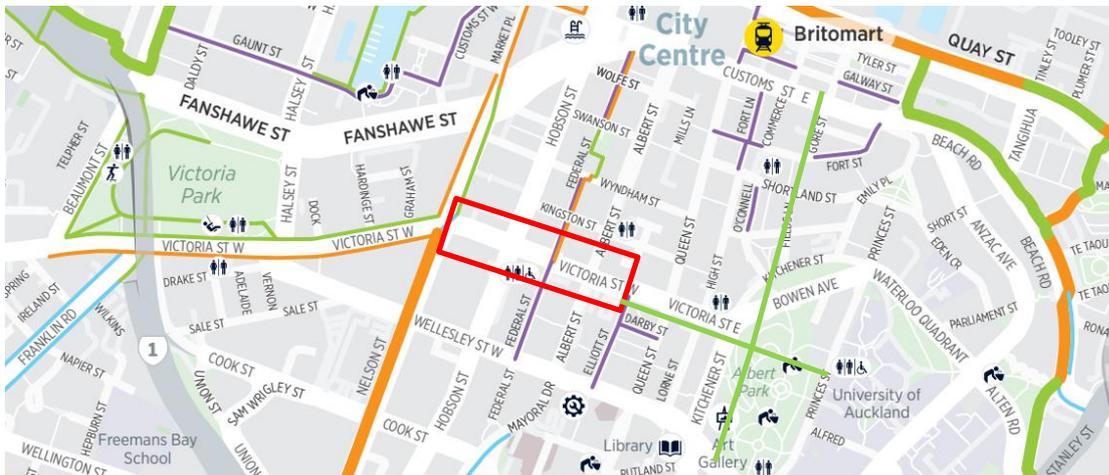


## 7. Victoria Street Cycleway Link

The creation of a new cycleway link on Victoria Street (shown in red on the map below), linking the existing cycleways to the west on Nelson Street and Victoria Street West, and the under-construction Te Hā Noa to the east.

Detailed design is underway, and funding for construction is being confirmed.

Delivery is expected in 2025, to align with the opening of Te Hā Noa.

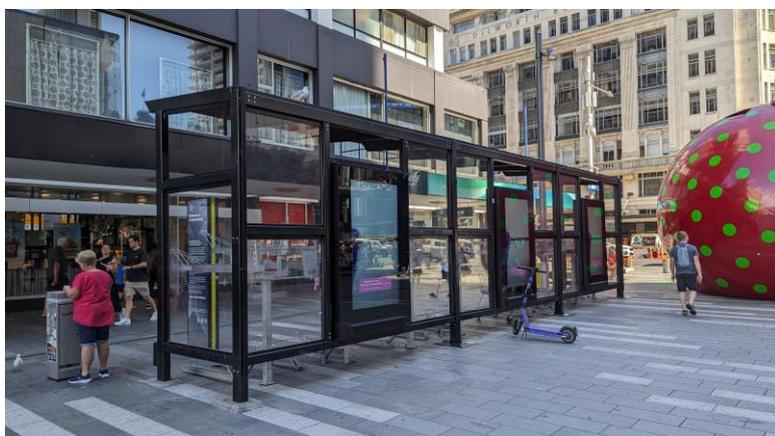


## 8. Te Komititanga Bike Shelter

AT, Auckland Council and Eke Panuku are exploring options to remove or rework the bike shelter in Te Komititanga to reduce the visual and physical impact. Alternative solutions such as repurposing or shrinking the footprint are being considered, as well as moving the unit to a train or bus station.

There are considerable financial challenges that need resolution, as the 3 digital screens and installation costs are largely unamortised, and the annual advertising revenue is material. AT does not have budget available, and alternative funding is being sought.

The project team will continue to update the Local Board of any changes and will consult if there is an opportunity to change the shelter.



## 9. Street Furniture Protection

There have been multiple instances of damage to street furniture on footpaths and in shared spaces. Instead of like-for-like replacement, AT led a review of design and placement of furniture in the most vulnerable areas in the city centre.

AT has identified where replacements are needed, where future replacements are not appropriate, and where alternative locations for replacements or new seating is appropriate.

The recommendations also include the introduction of a more robust seat design, like the one recently installed in Federal Street South at Wellesley Street, for those areas where seating is still needed.

# Memorandum

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## 10. Time of Use Charging (TOUC)

*Formerly referred to as Congestion Charging.*

AT and AC has been instructed by the Transport & Infrastructure Committee (TIC) to progress TOUC as soon as practicable ([resolution TICCC/2023/128](#)). Programme funding is subject to approval by the Governing Body under the LTP.

A political reference group will be formed, with membership made up of the Mayor, selected councillors, and an IMSB member.

Waitematā Local Board will be a key stakeholder in this project and will be consulted at the appropriate time.

TOUC requires enabling legislation to be enacted before it can be implemented. The new Government has indicated they are planning to continue this programme.



**Waitematā Local Board**

# **Integrated Transport Network Update 2024**



February 2024



- 1. Future vision: public transport, driving**
- 2. Upcoming projects**

## **Appendix**

- A. Bus plan phasing**
- B. Ferry electrification**
- C. Future train network map**



# The future transport system of the City Centre

**We are transforming our City Centre to put people at the heart and create a greener, safer, and better-connected City Centre for everyone.**

- Whether they are living, working or visiting, Aucklanders want to be able to access and move around the city centre safely and with ease.
- The City Centre is at the heart of an integrated transport system which includes buses, trains, walking, cycling, micro mobility, freight and cars. However, space in the city centre is constrained, many streets are narrow, and land is densely developed.
- The City Centre Masterplan (CCMP) was developed in 2020 to ensure the City Centre environment is:
  - Accessible
  - Inclusive
  - Connected
  - Safer
  - More sustainable
- The Masterplan prioritises mode shift, public transport and people movement and was strongly supported during public consultation.
- Access for Everyone (A4E) is the transport vision of the CCMP and has the core focus of creating a more walking and cycling friendly environment and providing significant priority for public transport to, from and within the City Centre to ensure increased access, growth and vibrancy of the City Centre, as with other world class cities.



# The future transport system of the City Centre

## **Our City Centre streets and transport network need to:**

- Improve safety, health and access for pedestrians and cyclists
- Enable efficient and reliable bus routes
- Provide smoother freight connections to key locations including the port
- More efficient routes and improved access for general traffic
- Support businesses with critical loading and servicing needs
- Provide safe and efficient pick up/drop off facilities at key destinations
- Have vibrant streetscapes and public meeting places
- Support cultural activities like outdoor dining

Growing demand for all these transport needs is increasing pressure on all road space in the City Centre.

**A series of interventions are underway to enable different transport corridors to prioritize sustainable movement for each mode of transport.**



# City Rail Link will be transformational

*The City Rail Link will open in 2026, meaning that train services can operate at far higher frequencies, making the region more connected. The increased train capacity will move the equivalent capacity of 16 traffic lanes.*

*The City Centre will be home to three train stations, expanding beyond Waitemata (Britomart) to Te Waihorotiu, Karanga-a-hape and Maungawhau. Bus services will be significantly improved to increase the connections and reach the City Rail Link provides.*

*CRL will also deliver a significant increase in access from around the Auckland region, with large travel time savings.*

- The Rail Network Rebuild increases reliability of the system ahead of CRL go-live.



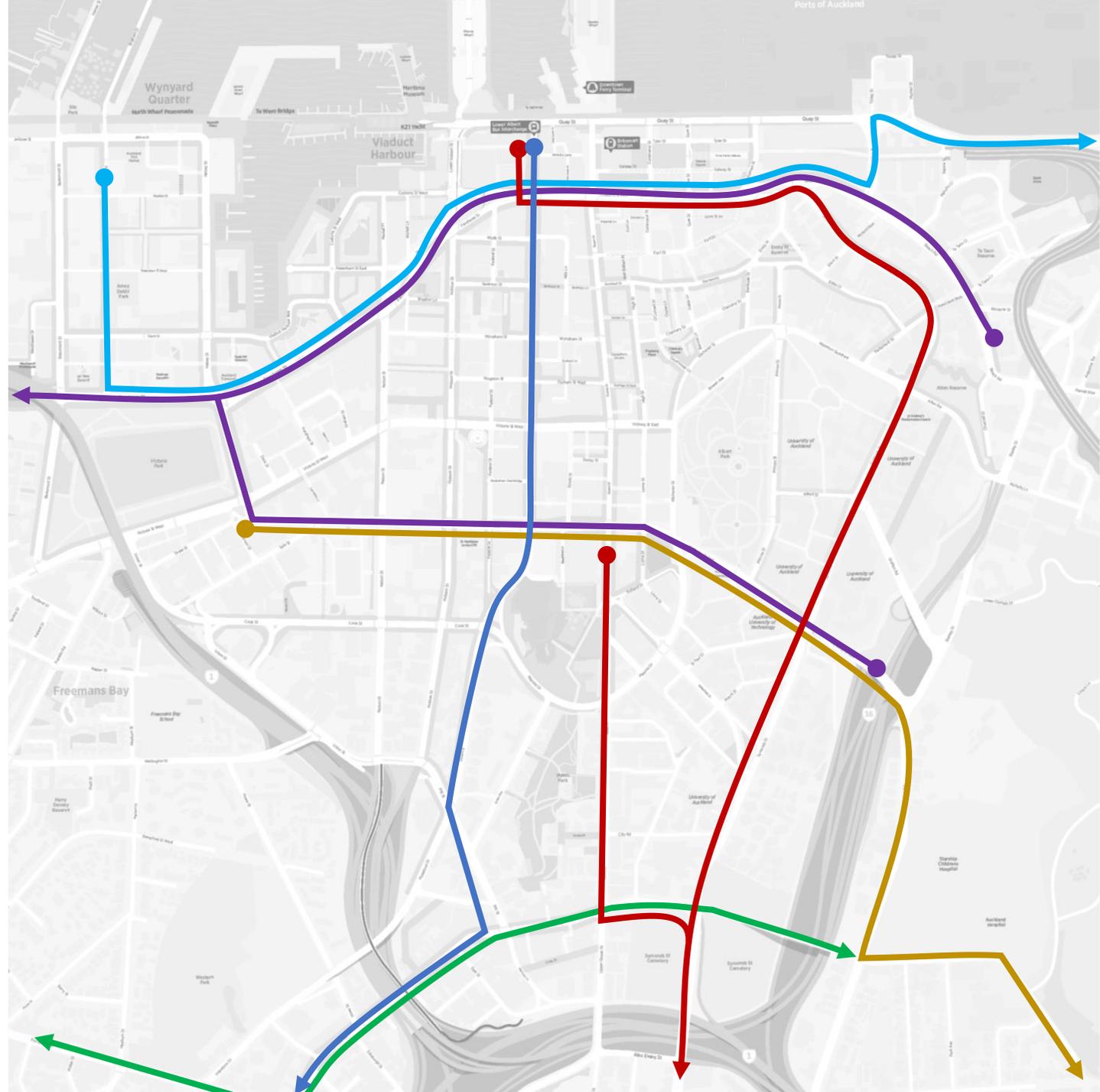
# A new gateway to the City

*The new Te Waihorotiu Station will transform Wellesley Street into a major transport interchange. It will become a thriving pedestrian and entertainment destination and new gateway to the city for thousands of people arriving by train.*



# Priority Bus Corridors

- Buses currently travel all over the city, getting caught in, and contributing to, congestion on many roads.
- Bus routes will travel through the city instead of terminating at various locations throughout it.
- On Wellesley Street, Customs Street, Symonds Street and Albert Street, buses will have the highest priority of any mode.
- Reduced congestion on other streets enables other modes like cars, freight, cyclists, parking, loading and pedestrians to be prioritised.
- Consolidation into major bus corridors also allows major interchanges with other modes.



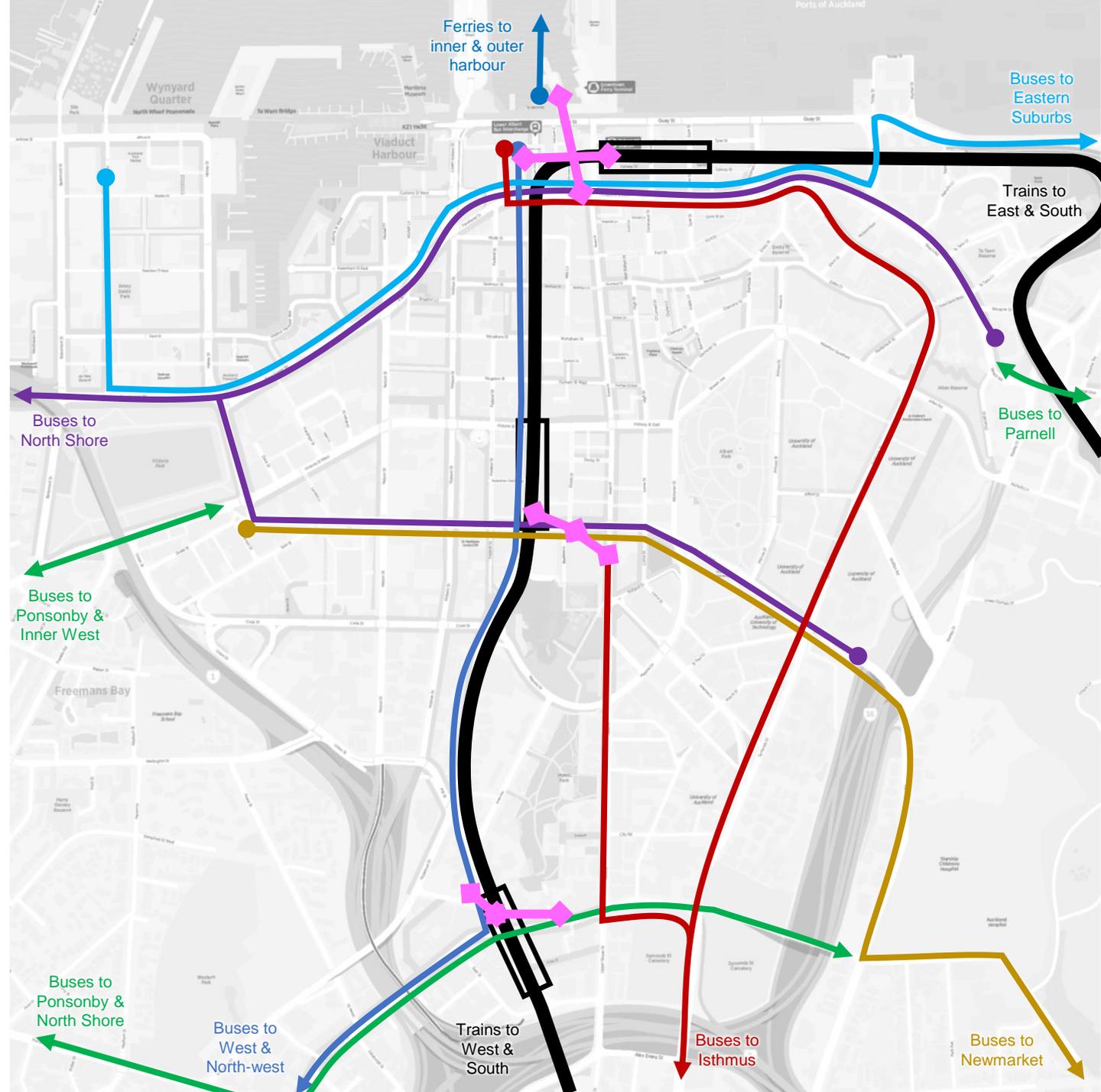
# Easy interchange between train, bus & ferry

*There will be major interchanges at train stations, with every bus route crossing at least 1 train station.*

*More high frequency services will allow passengers to turn up and go.*

*City centre remains the heart of the region, a critical connection point where much of the transport system meets.*

*Improved transfers will better access to work, learn, play across the whole Auckland region.*

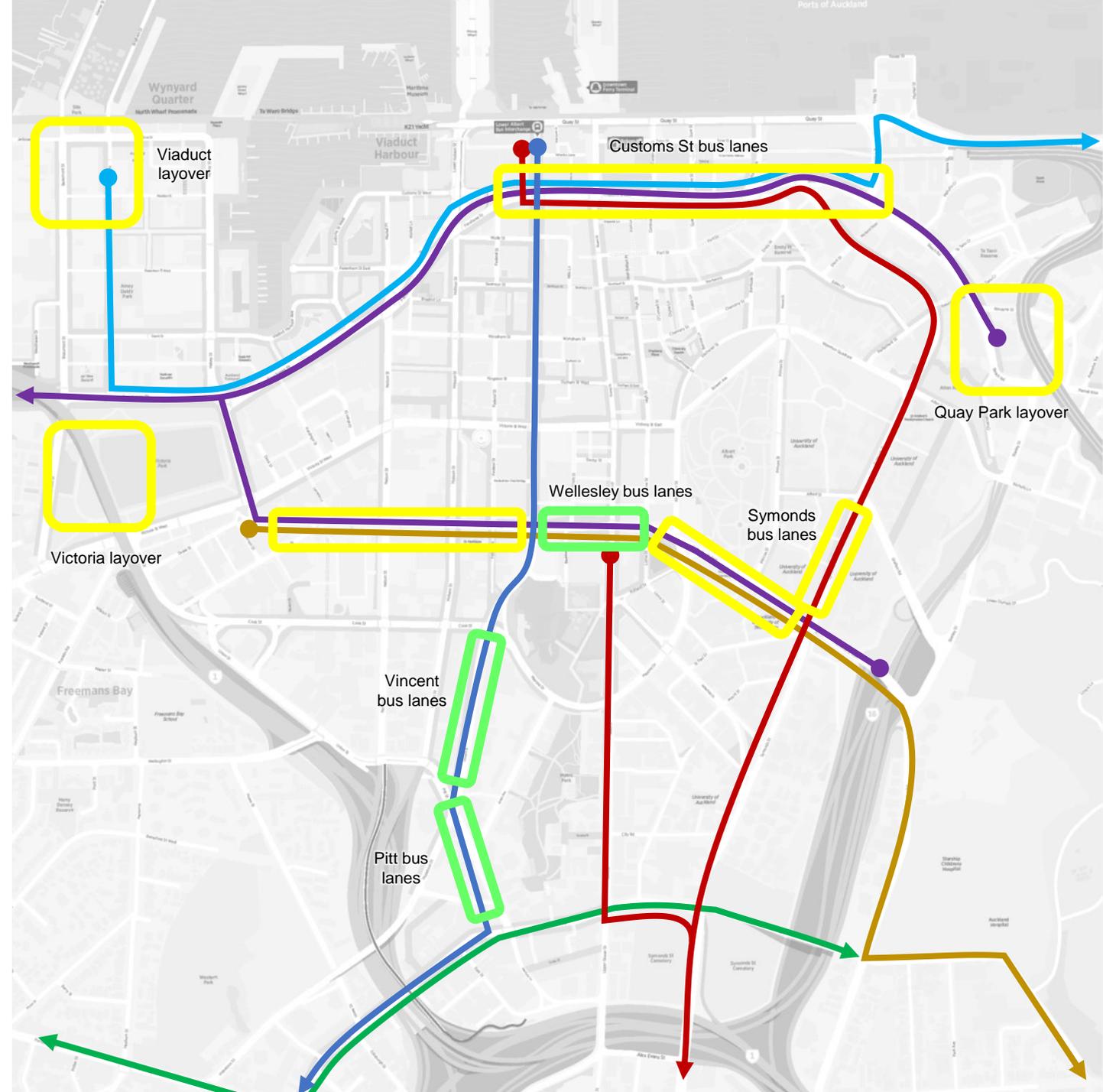


# Bus infrastructure is required to deliver benefits

*Buses layover (park) all over the city between routes/while drivers take essential breaks – particularly in the many places where routes terminate.*

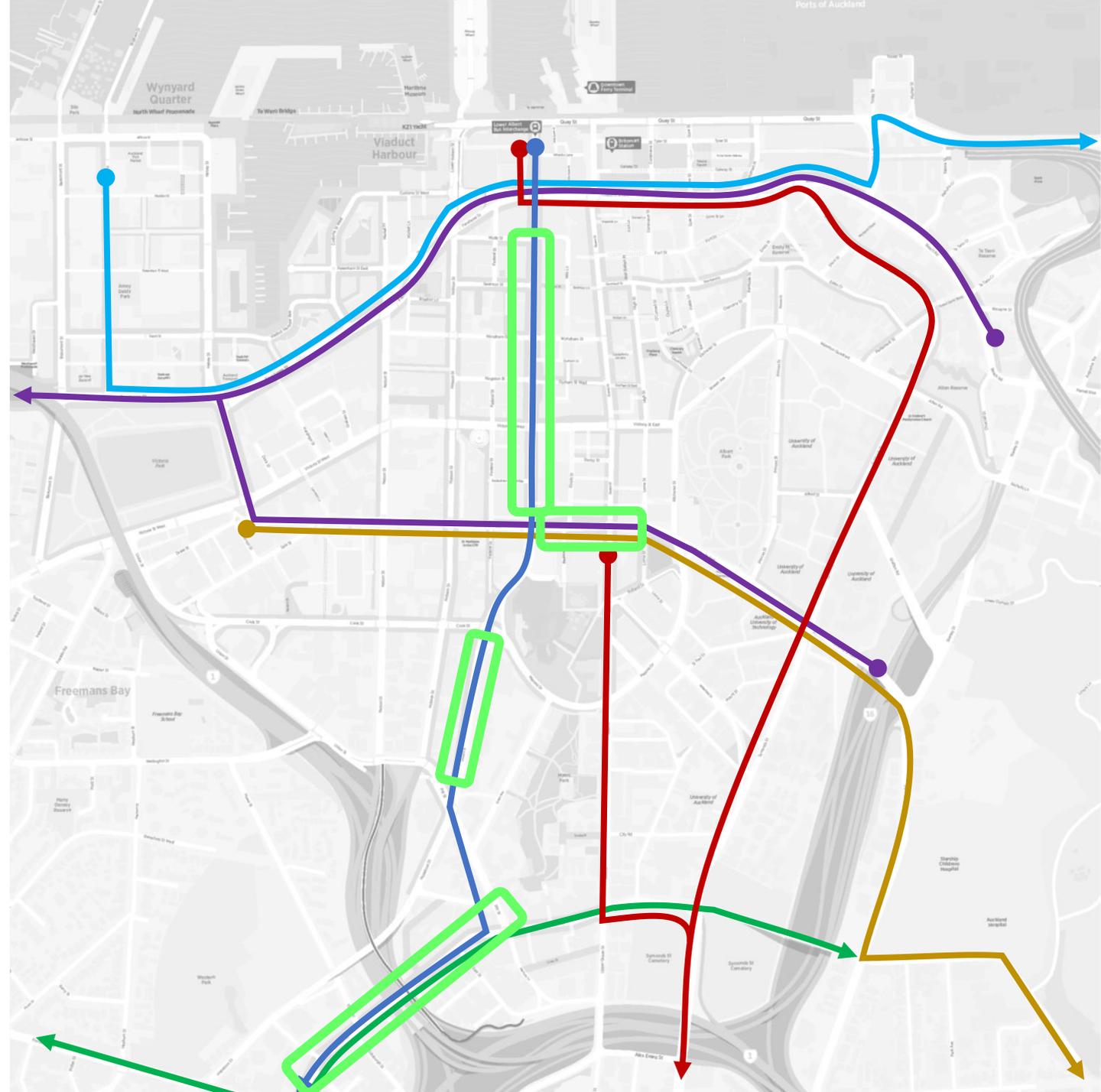
*Extending routes THROUGH the city and creating designated layover zones will reduce congestion and noise from parked buses and free up space for other road uses.*

- Multiple bus projects are underway all over the city centre – phasing plan in Appendix A.
- Planning for integration between North-west Rapid Transit and CCBP.



# Bus lane hours are being considered

- Wellesley Street will be bus only 6am-11pm during construction
  - Operational hours will be decided mid-2025, ahead of construction finish late 2025
- Karangahape Road bus lane hours are currently peak only in both directions
  - Delay data is being gathered ahead of any change
  - Key stakeholders are being kept involved in process
- Albert Street hours may be reviewed ahead of buses reverting mid-2025.
- Bus priority will be required on Vincent Street mid-2025.

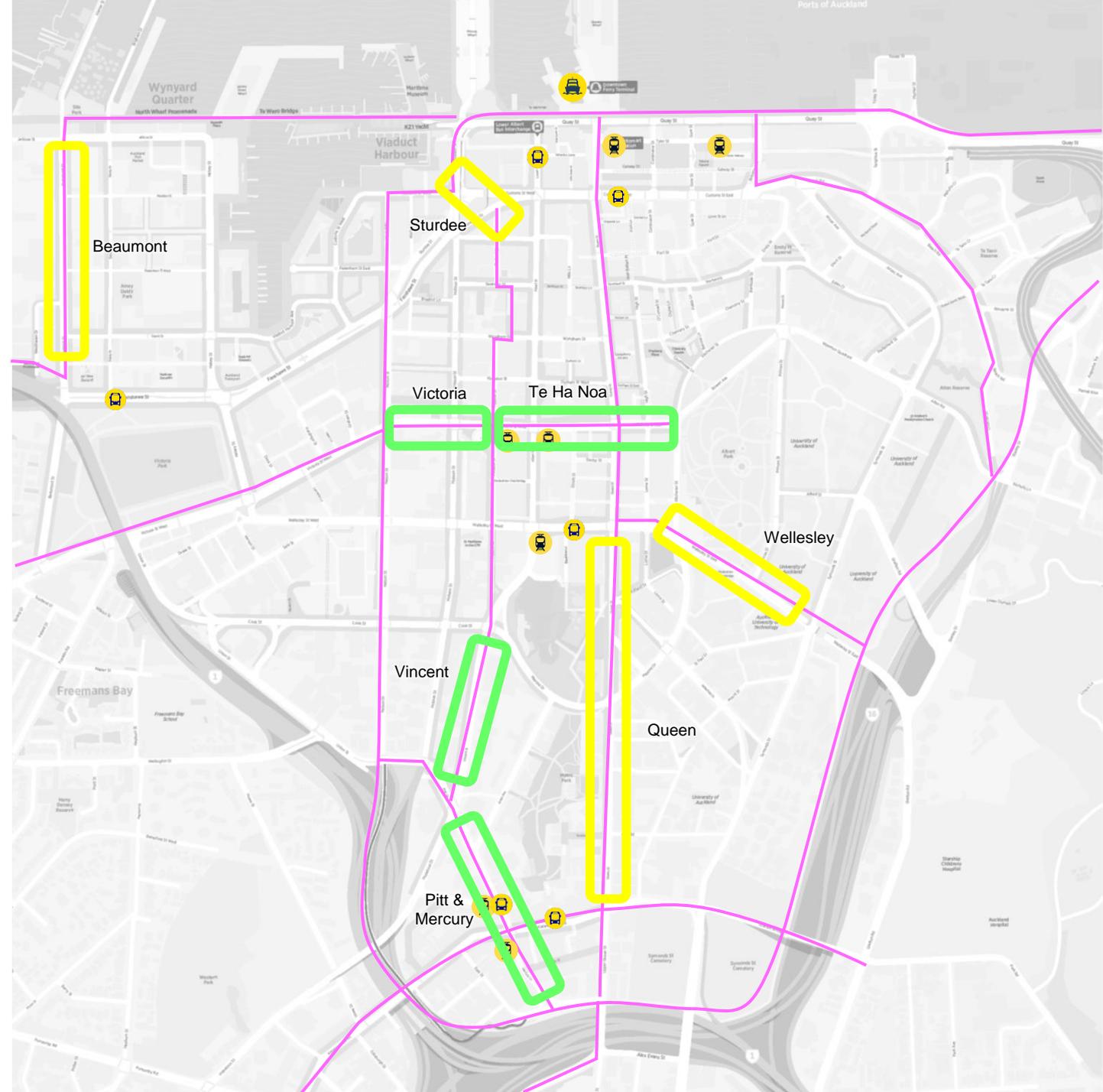


# Cycle lanes connect to transport hubs and places of interest

*A network of fully connected strategic cycleways has been planned for the City Centre, connecting to the Harbour Bridge and Grafton Gully, as well as along Victoria Street as part of the proposed linear park, and the existing facilities along Nelson Street, Karangahape Road and Tāmaki Drive.*

*Cyclists will be able to safely cycle all across the city, with options on lower traffic streets and protected cycleways on higher traffic streets. This is achieved by prioritizing cycling on different streets to buses and cars wherever possible.*

- Victoria Street cycle link is progressing to design, linking Te Ha Noa to existing Victoria Street and Nelson Street cycleways.
- Vincent Street cycleway to be delivered with new bus lanes.
- Queen Street (Wellesley to Karangahape) not currently funded.
- Beaumont Street on hold, pending government update on Waitematā Harbour Crossings.



# Access for those who want or need to drive

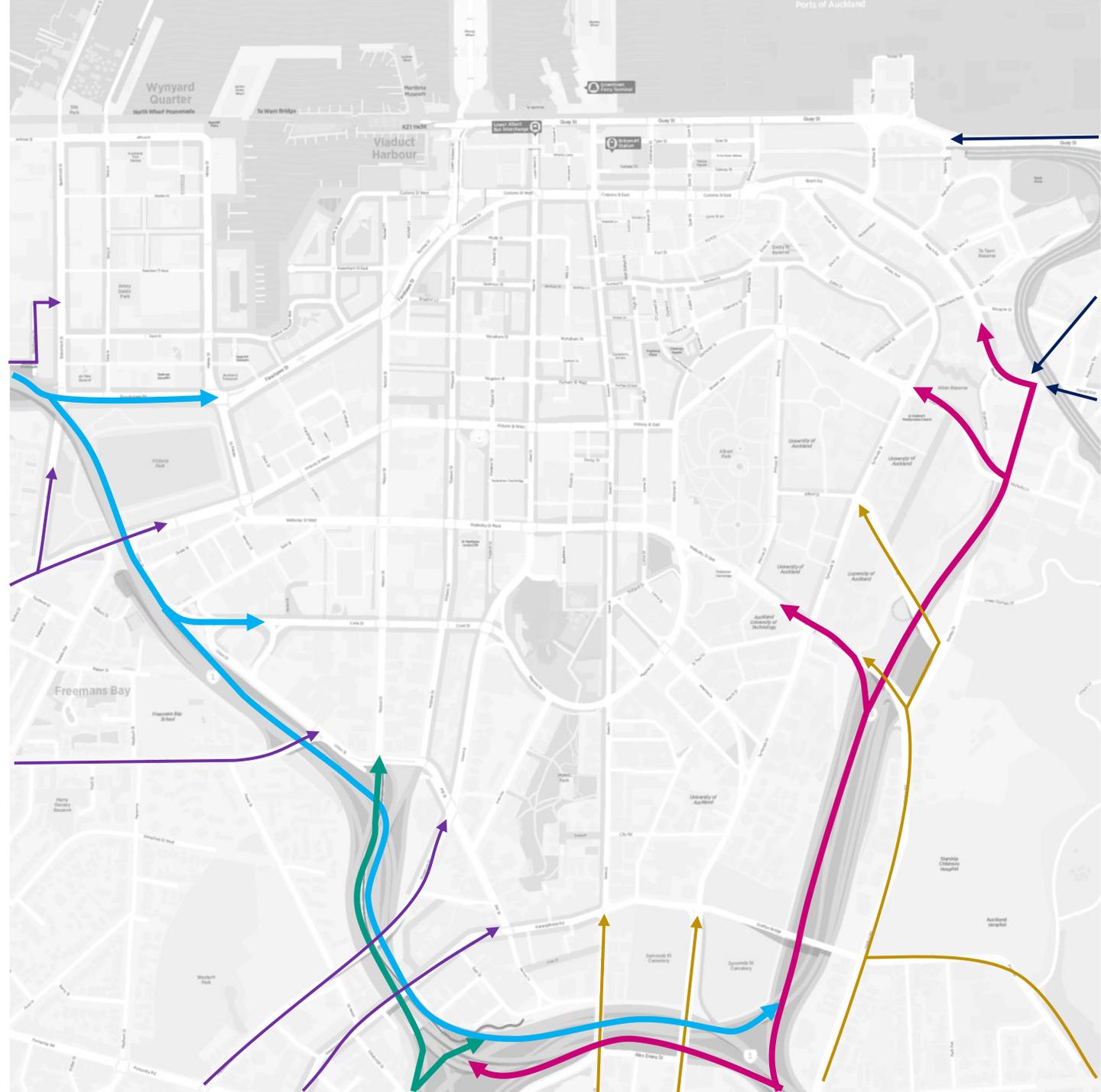
*General traffic movement will be encouraged to access the City Centre via the motorway network directly into nearby precincts. The City Centre will be prioritised as a destination.*

## Time of Use Charging

- Project starting in 2024
- Reliant on LTP funding and enabling legislation

## Waitematā Harbour Connections

- Waiting on Government direction



# Through traffic focused on main routes

- *General traffic is prioritized on two major driving routes through the city: Mayoral Drive and Customs Street*
- *The motorway ring is the most effective and efficient way to drive to/from your destination*
- *Other streets generally prioritise other road uses such as public transport, loading/servicing, taxi/rideshare pickup and drop off, cycling.*
- *Our main retail and dining destinations in the city will prioritise safe walking and access for pedestrians.*
- *Future interventions will be guided by A4E Indicative Business Case, expected in 2025*

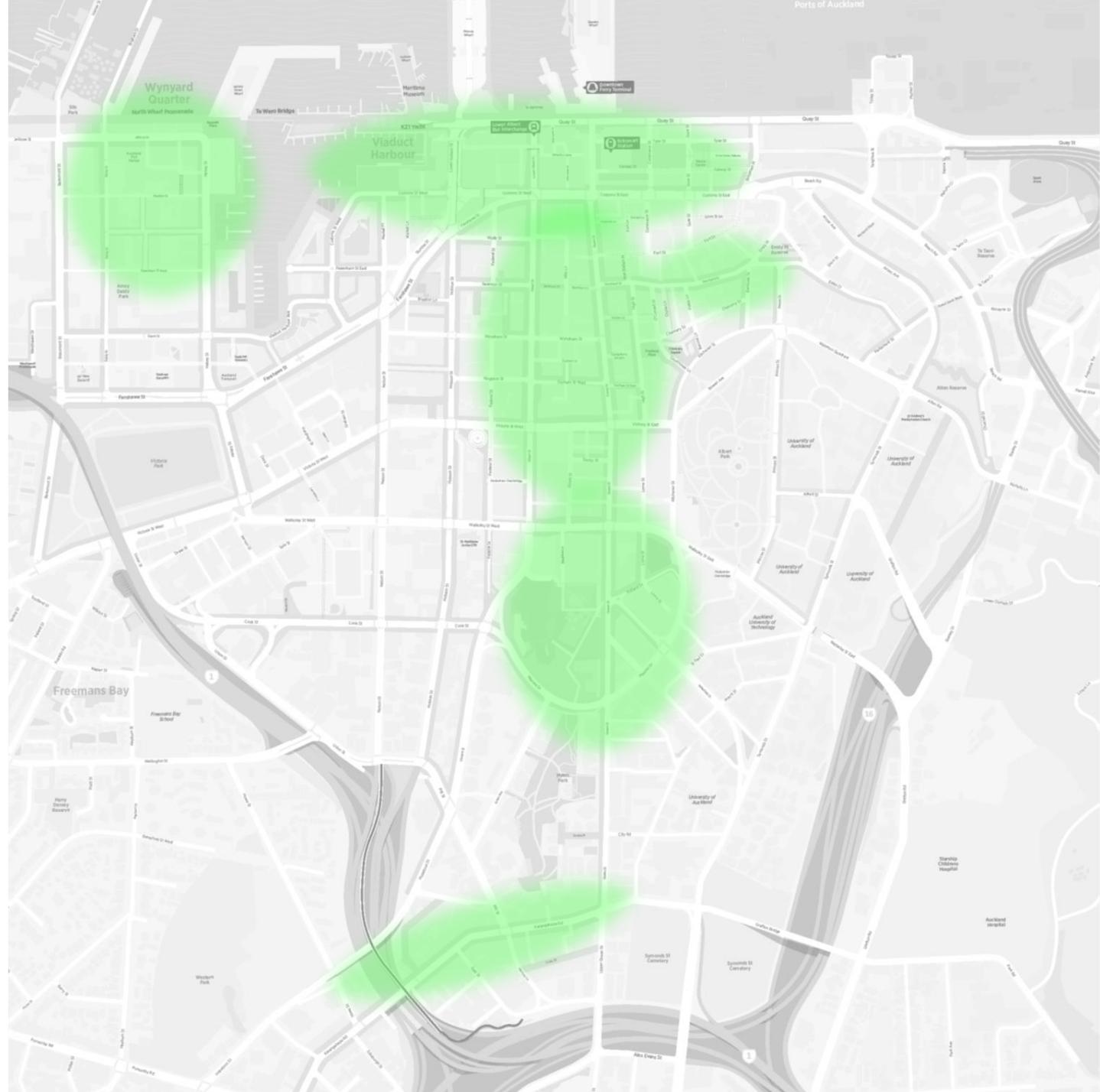


# People & place are prioritised

*The entire City Centre has been designated part of the strategic walking network, and a more walking and cycling friendly environment is a core focus for the City Centre transport system. The Queen Street Valley in particular will prioritise safe walking and access for pedestrians.*

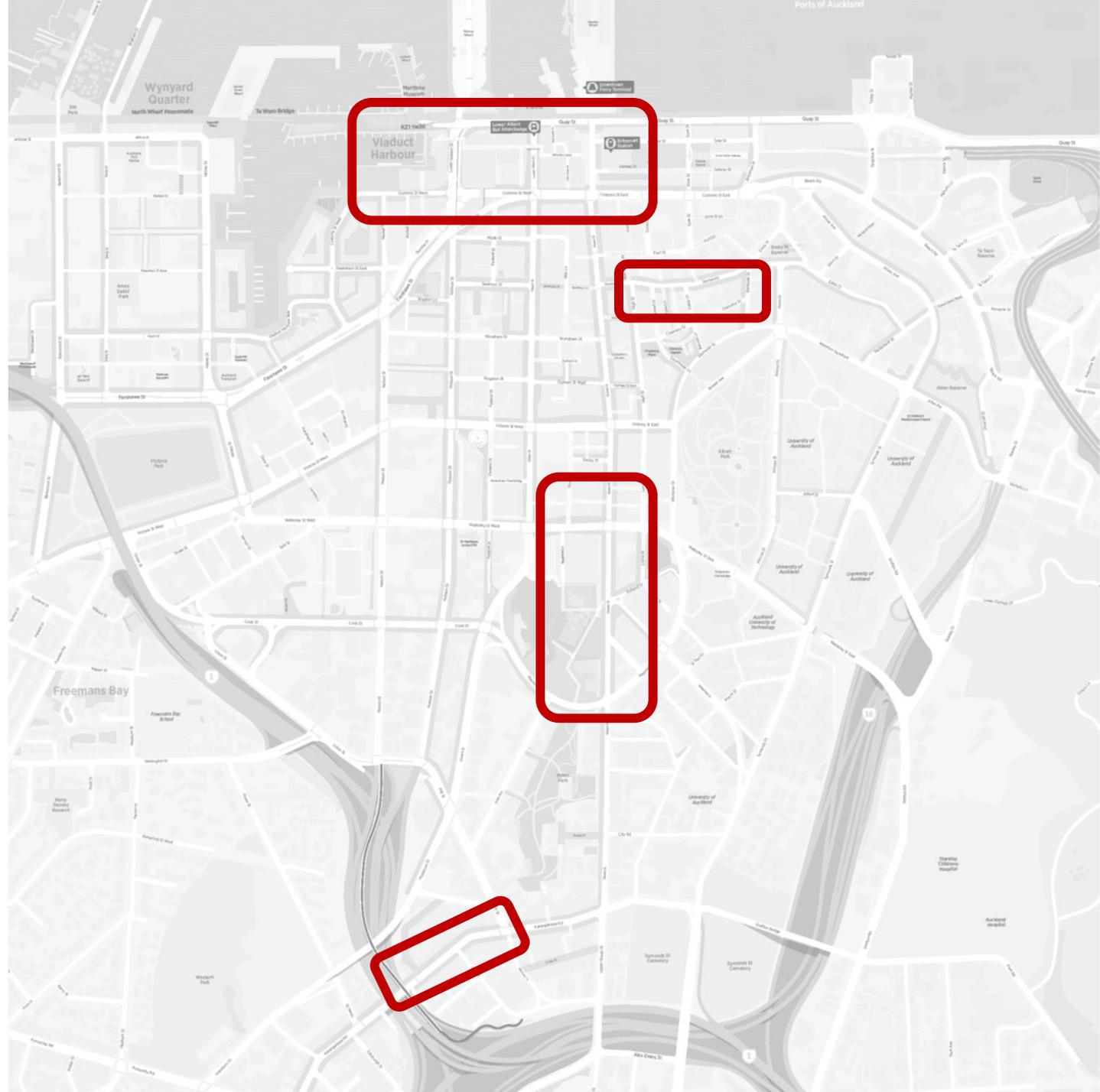
These areas prioritise:

- Safe walking zones for pedestrians
- Retail and dining (including outdoor dining)
- Great places that attract people to visit and linger
- Supporting local businesses to thrive with higher foot traffic
- Events and cultural locations



# Pick-up/drop-off hot spots

- Better solutions are needed
- Options and solutions are being developed for Midtown
- New Years Eve solution in Viaduct Harbour proved successful



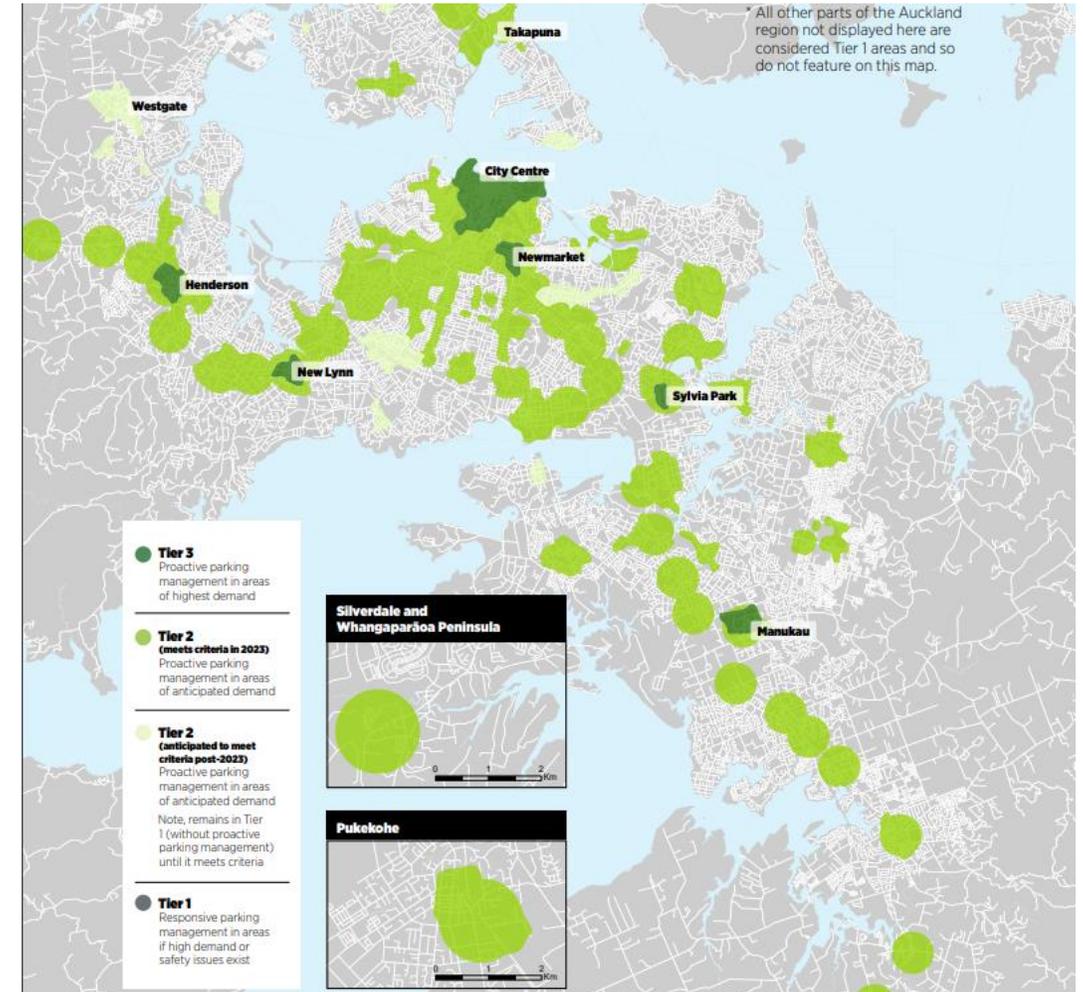


# Room 2 Move: City Centre



# Based on Regional Strategy

- Room To Move regional strategy outlined 3 tiers of parking management based on need for change and availability of alternative transport choices
- Endorsed by AT Board and Council
- Priorities for how parking/kerbside spaces will be allocated agreed:
  1. To ensure and improve the safety of people using the transport system
  2. To preserve existing property access (e.g. retain existing property accesses and also accommodate vehicle movements to access properties)
  3. To support the overall movement of people and goods (e.g. allocate space for public transport, cycle and micro-mobility, walking, freight, transit lanes and general traffic in accordance with the Strategic Transport Network)
  4. Specialty parking, such as mobility parking, loading zones, car share parking, cycle and micro-mobility parking, motorcycle/moped parking or low emission vehicle parking, or public space improvements
  5. All other general vehicle parking
- We now need to contextualize this and apply it to the City Centre



# Addressing the needs of the city centre

- Underway
  - Detailed audits considering reported issues, parking demand, future developments (public and private), impacts of future transport plans, traffic management issues and stakeholder feedback
- Next steps
  - Seeking detailed feedback from a range of stakeholders and the wider public, asking them to consider themes such as:
    - Safety
    - Easing congestion/managing competing demands for road use
    - Providing transport choices
    - Servicing and loading
    - Equity/fairness
    - Creating great places
    - Revenue implications
  - Workshop innovative solutions and stakeholder suggestions for managing biggest issues:
    - Servicing and loading
    - Parking pricing
    - Dynamic or time-based uses of road and pick up/drop off
  - Draft a formal policy and approach, for endorsement by local board, Council and AT board
  - Create specific location-based change proposals, for consultation with key stakeholders



# Appendix A

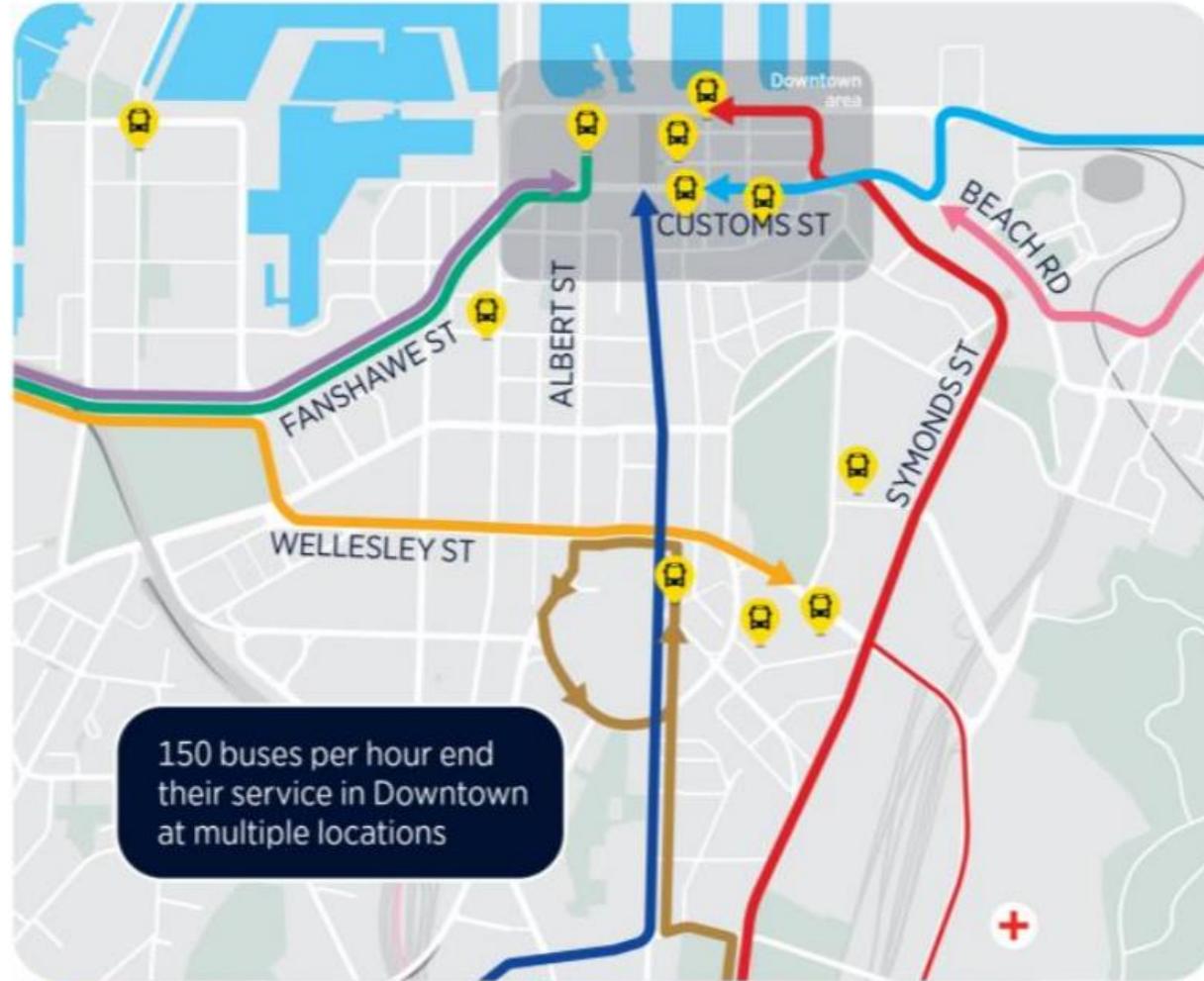
## City Centre Bus Plan Phasing

Routing & Infrastructure changes

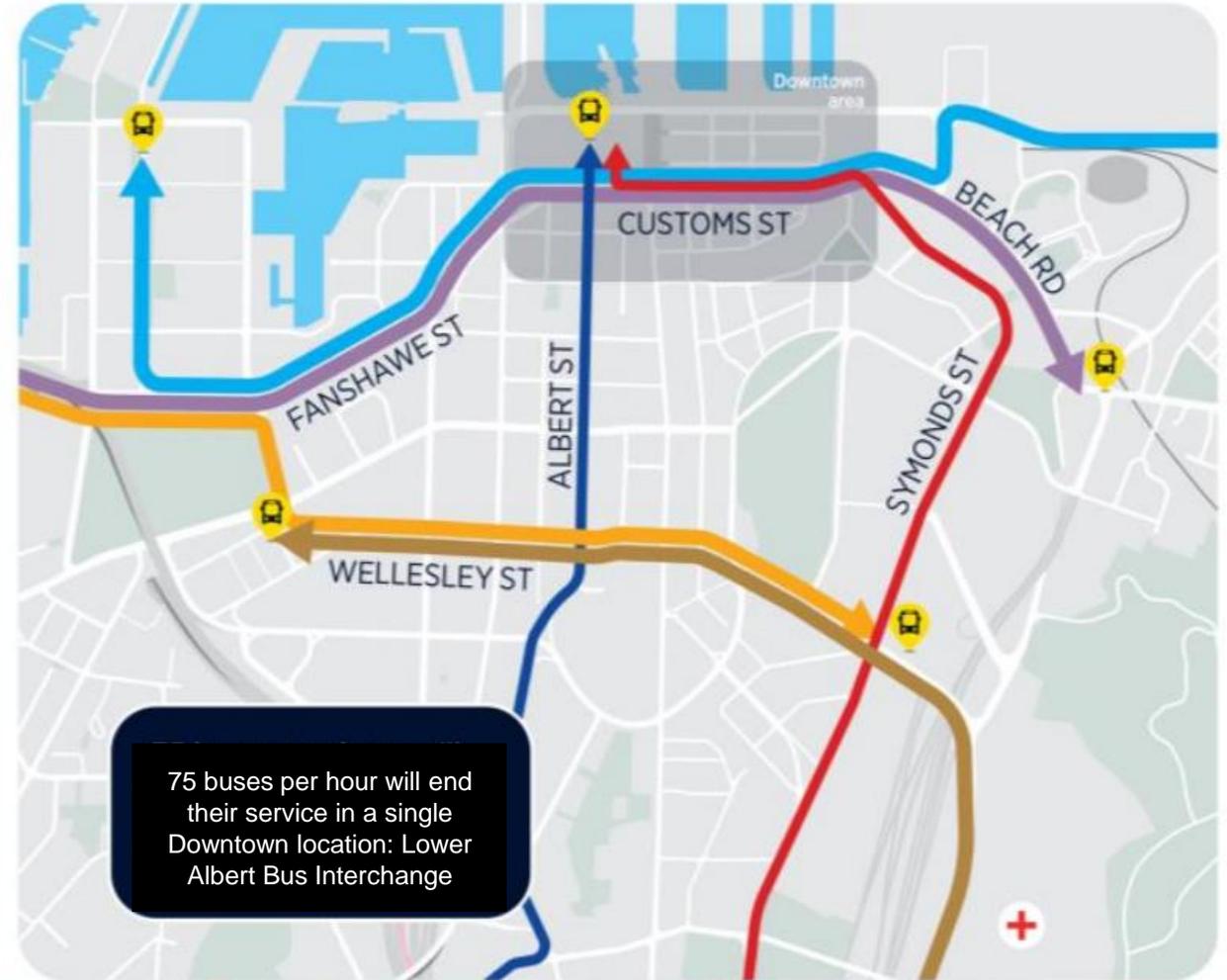


# City Centre Bus Plan

CURRENT SITUATION - 2021



NEW STRATEGIC APPROACH - 2028 (AM PEAK HOUR, 2 WAY)



- **NX1 and Onewa Road services** run along the length of Customs Street, ending at a new facility in the Beach Road area.
- **Central Isthmus services** to run along Symonds Street and Customs Street to a stop at Lower Albert Street\* rather than the existing multiple on-street locations.
- **Manukau Road services** use Wellesley Street, with a new stop at the western end of Wellesley Street.
- **Tāmaki Drive services** are extended west to serve Wynyard Quarter.
- **Western services** run along Vincent Street and Albert Street, ending at Lower Albert Street\*.

# LEGEND

## Bus Priority

- Bus Lanes
- Bus Only

## Service Changes

- Northwest Inbound
- Northwest Outbound

## Infrastructure Changes

- Ferry related investment
- ▨ Construction Disruption

### September 2024

Queens Wharf remedial and cable tray works (under wharf)

### Beginning Nov 2024 - VECTOR |

New power cables through city centre to support Ferry Terminal charging and Downtown Carpark development

WX1 Outbound

WX1 Inbound

## RAIL NETWORK REBUILD (RNR)

### Stage 3a: November 2023 - May 2024

Major upgrades to the Western Line between New Lynn and Newmarket. Train services will run on weekdays, but at a reduced frequency of 20 minutes all day. A supplement rail replacement service will run during the morning peak on weekdays only between New Lynn and Newmarket.

### Stage 3b: Jan – June 2024

More minor track drainage-focused work on the Southern Line between Pukekohe and Puhinui. Buses will replace trains after 10pm on weekdays and all day on weekends.

### Karanga-a-Hape Station neighbourhood and bus improvements

Due to begin in June 2024. Pitt St cycleway to be prioritised. Remaining areas are due to be completed by the end of 2025

# CITY CENTRE PHASING

## WX1 routing and bus priority

### 2024

# LEGEND

## Bus Priority

- Bus Lanes
- Bus Only

## Service Changes

- Northwest services
- Inner Link

## Infrastructure Changes

- Committed
- Subject to funding
- Ferry related investment
- Construction Disruption

- Jan 2025 | Queens Wharf charge building and ancillary works - Stage 1 (above wharf)
- Jan 2025 | Pier 4 pontoon modification
- Mar 2025 | Pier 5 pontoon modification
- Jun 2025 | Pier 2 pontoon modification
- Nov 2024 – Q4 2026 | New power cables through city centre to support Ferry Terminal charging and Downtown Carpark development (Vector)

Northwest services on Albert St | Jan 2025

Inner Link on Albert St | Jan 2025

Albert St complete

Te Hā Noa – Victoria Linear Park

Quay Park layover facility work begins LTP dependent

WSBI Phase 1

**RAIL NETWORK REBUILD (RNR)**  
Later stages of RNR will focus on the western line beyond New Lynn, Newmarket to Waitemata and further work on the southern line. Timing for these stages is yet to be confirmed

Karanga-a-Hape Station neighbourhood and bus improvements | June 2024 - End of 2025

**CITY CENTRE PHASING**  
Enabling works begin  
Early 2025

# LEGEND

## Bus Priority

- Bus Lanes
- Bus Only

## Service Changes

- Northwest services

## Infrastructure Changes

- Infrastructure Changes
- Ferry related investment
- Construction Disruption

Nov 2024 – Q4 2026 | New power cables through city centre to support Ferry Terminal charging and Downtown Carpark development (Vector)

## Dependencies:

- The first phase of CCBP has to be operational prior to mid 2026 (timing of downtown carpark redevelopment)
- Te Hā Noa and Wellesley St construction need to be finished before Customs St corridor works can begin

Northwest services on Albert St

Customs St Phase 1 LTP dependent

Quay Park layover facility LTP dependent

Albert / Vincent / Pitt corridor

Karanga-a-Hape Station neighbourhood and bus improvements

RAIL NETWORK REBUILD (RNR)  
Later stages of RNR will focus on the western line beyond New Lynn, Newmarket to Waitemata and further work on the southern line. Timing for these stages is yet to be confirmed

**CITY CENTRE PHASING**  
Enabling works  
Late 2025

# LEGEND

## Bus Priority

- Bus Lanes
- Bus Only

## Service Changes

- North Shore services
- Northwest services

## Infrastructure Changes

- Infrastructure Changes
- Construction Disruption
- Ferry related investment

Nov 2024 – Q4 2026 | New power cables through city centre to support Ferry Terminal charging and Downtown Carpark development (Vector)

**CRL OPENS**

**Downtown Carpark Redevelopment**

**Downtown Carpark Redevelopment & Disruption**

**Lower Hobson Flyover Removal**  
mid 2026 – end July 2027

**Waitematā**

- TE KOMITITANGA
- TAKUTAI SQUARE

**Northwest services remain on Albert St**

**North Shore services routed through to Quay Park**

- VICTORIA ST ENTRANCE
- Te Waihorotiu**
- WELLESLEY ST ENTRANCE

BERESFORD SQUARE

**Karanga-a-Hape**

MERCURY LANE ENTRANCE

**RAIL NETWORK REBUILD (RNR)**  
Later stages of RNR will focus on the western line beyond New Lynn, Newmarket to Waitematā and further work on the southern line. Timing for these stages is yet to be confirmed

**CITY CENTRE PHASING**  
CRL operational  
2026

# LEGEND

## Bus priority

- Bus lanes
- Bus only

## Service changes

- Tāmaki Dr services
- North Shore services
- Isthmus services (22,24,27)
- Midtown crossover

## Infrastructure changes

- Infrastructure changes
- Construction disruption

Wynyard Quarter Layover  
LOCATION TBC

REDEVELOPMENT  
COMPLETE

Tāmaki Dr services routed through to Wynyard Quarter

North Shore services remain on Beach Rd to Quay Park

WSBI  
Phase 2

Isthmus services to Lower Albert Street Interchange (LABI)

Beaumont St on-street Layover

Midtown crossover  
Khyber Pass routes terminate on Beaumont St via Wellesley St (70, 30, 295, 309, 309X)

**CITY CENTRE PHASING**  
Crossover network changes  
2028

# LEGEND

## Bus priority

- Bus lanes
- Bus only

## Service changes

- North Shore services (NX2 & Takapuna services)

## Infrastructure changes

- Infrastructure changes
- Construction disruption



Customs St Phase 2

Quay Park layover electrification

WSBI Phase 3

Midtown North Shore services terminate at Quay Park

## Dependencies:

- Use of the Symonds St on-ramp enables a much higher quality transfer experience and access to UoA.
- Without this the last stop for northern services would be on Wellesley and would provide a poor transfer experience.

**CITY CENTRE PHASING**  
CCBP end stage  
2031

# LEGEND

## Bus priority

- Bus lanes
- Bus only

## Major services/ route groups

- Tāmaki Dr services
- North Shore services
- Isthmus services (22,24,27)
- Khyber Pass services
- Route 75

## Major Layover Facilities

- Layover Facility

\*Note that work is underway looking at a bus-based northwest rapid transit. This may look at through-routing northwest and north shore services – and would have resulting impacts on bus corridors, service routing and frequencies and layover requirements.



**CITY CENTRE PHASING**  
Service routing – major terminating route groups  
*\*other routes and link services not shown*

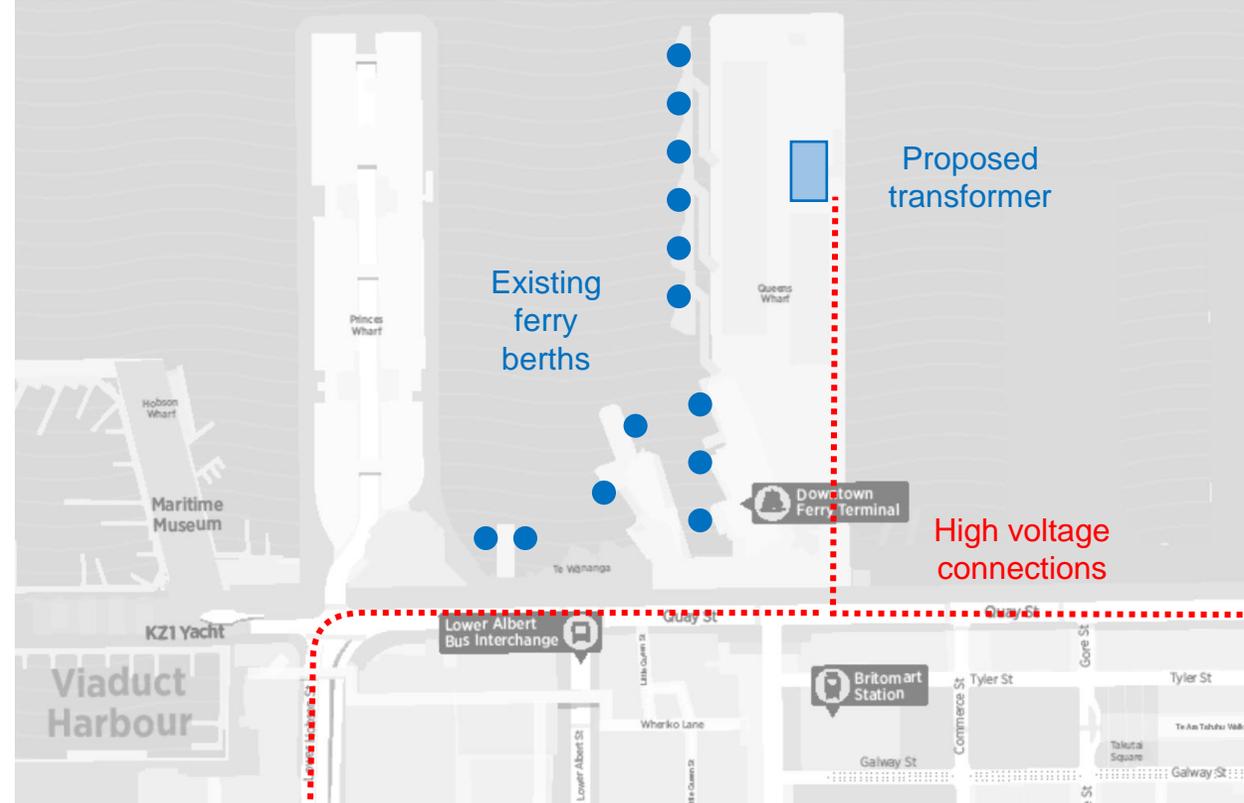
# Appendix B

# Ferry Electrification



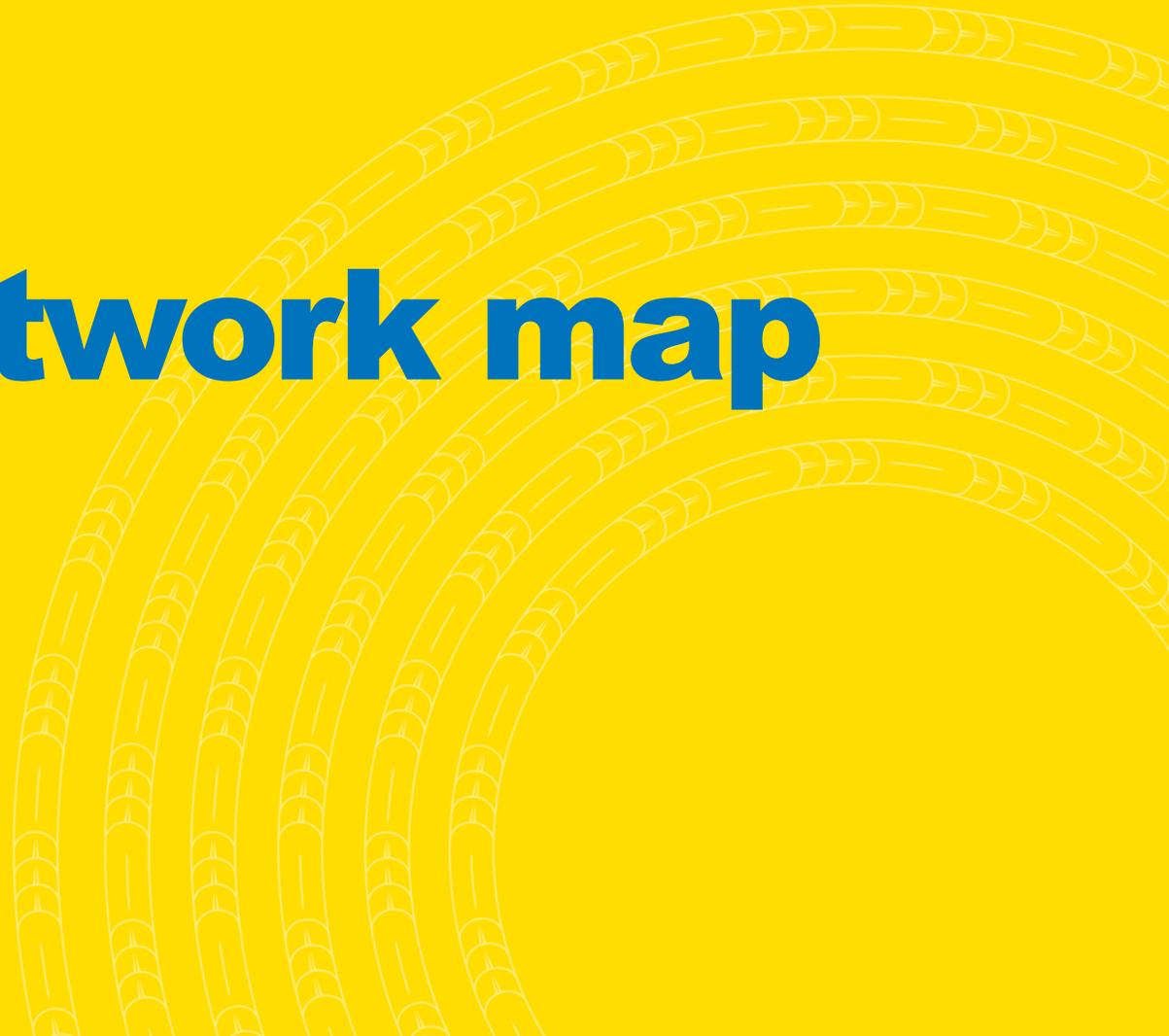
# Ferry electrification will supercharge services

- Quieter, cleaner, more reliable journeys
- First tranche of Downtown charging infrastructure expected in 2025, with more in future
- Preferred transformer location behind Shed 10
- 2 high voltage connections are expected to be needed, extending from Tinley Street and from Hobson Street



# Appendix C

## Future train network map



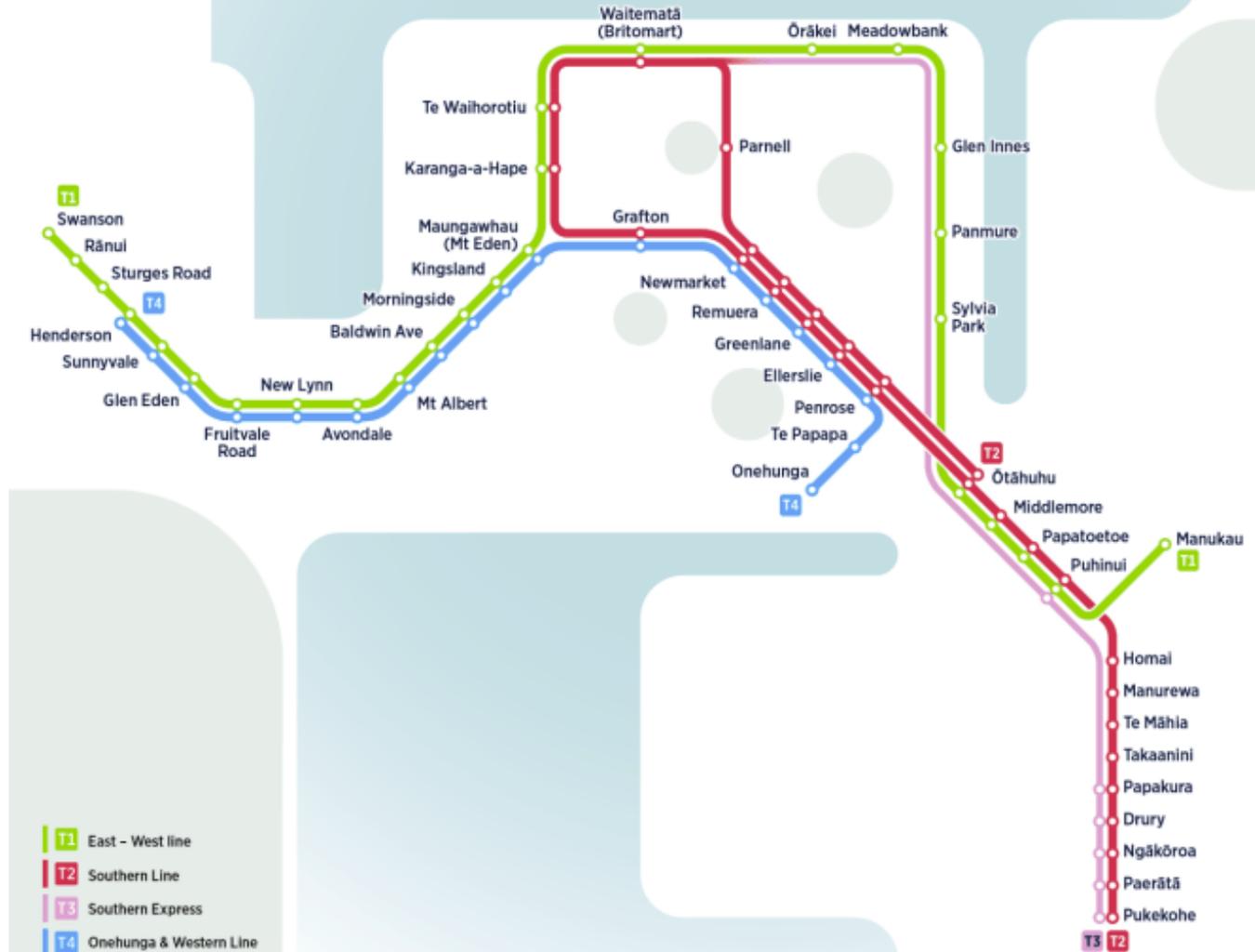
# Future Auckland Train Network

Line naming & colours subject to change



## Future Auckland Train Network

INDICATIVE SERVICE PLAN AFTER CITY RAIL LINK OPENS



## Development Programme Office – City Centre Targeted Rate portfolio update

This table provides an overview and summary of the City Centre Targeted Rate portfolio for 2023-24 financial year.

	Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
1.	AC	Wai Horotiu Queen Street Project	<p>Central Auckland's Waihorotiu Queen Street is the city's premier street – home to the highest levels of commerce and civic activity. As the busiest street in the city, surrounded by 35,000 city centre residents, Queen Street is also increasingly needing to provide a high level of urban realm and amenity.</p> <p>In March 2020, the Planning Committee adopted the refreshed City Centre Masterplan (<a href="http://www.aucklandccmp.co.nz/">www.aucklandccmp.co.nz/</a>) and the Access for Everyone (A4E) concept it contains. As part of this, the Committee requested [Resolution number PLA/2020/18] that a pilot be undertaken into operating part of Queen St as a test of A4E principles.</p>	<p>The Wai Horotiu Queen Street project has successfully concluded its redevelopment, covering the stretch from Customs Street East to Mayoral Drive. This comprehensive initiative aimed at enhancing both the appearance and functionality of Queen Street implemented short and medium-term changes and reconfigured the vehicle network. Key milestones include the completion of Zones 1 and 2 in July 2021, and Zones 3, 4 &amp; 5 in December 2022.</p> <p>In the recent construction update, work on Zone 1 reconfiguration kicked off in August after the FIFA World Cup and finished in November 2023.</p> <p>With the construction phase now complete, the project will transition into the monitoring and evaluation phase. The team is focused on assessing the impact of the redevelopment and ensuring that the rejuvenated Queen Street aligns with the intended goals. This phase will involve gathering feedback from the community, analysing the performance of the newly implemented features and making any necessary adjustments to optimise the overall effectiveness of the project.</p> <p>Monitoring and evaluation commenced in December 2023.</p>	<p>Complete (Physical works)</p> <p>In progress</p>	<p>31-Mar-2020</p> <p>Dec 2023</p>	<p>Nov 2023</p> <p>Mar 2024</p>	<p>CCTR LTP</p>
2.	AC	Galway and Tyler Streets (Queen Street to Commerce Street)	<p>This project is part of the regeneration of the Britomart Precinct that's transformed the area over the last 15 years. This urban renewal has centred on creating a pedestrian-friendly environment to enhance the experience of people working, visiting and living in the city centre.</p>	<p>The streetscape enhancement of Galway Street was completed in February 2023.</p> <p>On Tyler Street, City Rail Link Ltd previously completed utility diversions and the streetscape enhancement from Te Komitanga to the eastern façade of the Chief Post Office (CPO). The remainder of work towards Commerce Street was deferred because urgent structural repair was required to an adjacent privately owned building, and City Rail Link was unable to access the area to complete the streetscape works. The remaining Tyler Street works will commence along with the upgrade of the Waitemata Station (Britomart) plaza in mid 2024 calendar year and is currently expected to be completed in mid 2025 calendar year.</p>	In progress	Jan 2021	June 2025	CCTR
3.	AC	High Street District Improvements	<p>We are developing the High Street District framework, a place-based investment programme that will prioritise people, enhance the unique heritage and history of High Street, and contribute to a growing sense of community.</p> <p>High Street District is a key part of the City Centre Masterplan Transformational Move 3: Waihorotiu / Queen Street Valley, and the</p>	<p>The investigation for the district commenced in late August 2022 and this phase is complete.</p> <p>The next phase includes specific scoping and planning for High Street public realm improvements, as well as wider district planning. Engagement with the community is programmed for early 2024.</p>	In progress	Phase 1 has recommended an Investment Programme for the district. Phase 2 will deliver investment options for High Street and	2027	CCTR

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Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources	
		Expanded Laneway Network that prioritises pedestrians, creates a safe and pleasant environment for strolling, gathering and public life. It will also ensure local delivery access to support businesses and residents.			engagement with the community.			
4.	AC	Emily Place Improvements	<p>The project aims to provide a people focused street and reduce the dominance of cars. The project aligns with the City Centre Masterplan which focuses on making better use of city centre spaces, improve the quality of the environment and supporting urban living.</p> <p>The project builds on the Emily Place (TUI) project that was completed in 2021.</p>	<p>The draft concept plan is currently undergoing review based on the feedback received during the community engagement of the proposed design in 2023. Further technical reviews involving asset owners and subject matter experts are ongoing. The concept design will be refined with inputs from mana whenua partners (ongoing) and the local board.</p> <p>The finalisation of the concept design and business case development is anticipated to be completed in late summer/early autumn of 2023/2024.</p>	In progress	Nov 2022	Dec 2026	CCTR
5.	AC	Myers Park Underpass	<p>Myers Park is important for its historical significance as a public green space and as a valuable pedestrian connection between the Karang-a-Hape Road Precinct and the central city. The Myers Park project to upgrade the park in line with the Myers Park Development plan (2012) commenced in 2012.</p> <p>Stage one of the project which included a new play area and upgrades to lighting and footpaths, was completed in 2015 ahead of the park centenary. The first part of stage two of the project was the delivery of a new splash pad which was completed in February 2017.</p> <p>The scope for the Myers Park stage 2B project includes the upgrade of the Mayoral Drive/Queen Street entrance stairs, upgrade of the Mayoral Drive underpass and new artwork to the underside of the Mayoral Drive bridge.</p>	<p>The project, alongside the Waimahara artwork, were opened to the public following karakia with mana whenua on Saturday 16 December 2023. The karakia was well attended.</p>	In progress	10 Dec 2020	Dec 2023	CCTR WLB/CF
6.	AC	Mills Lane and Swanson Street Improvements	<p>The project seeks to enhance the functionality, aesthetics, and overall experience of Mills Lane and Swanson Street, contributing to the city centre's overall development. It will address the identified problems, optimise the utilisation of the spaces, and leverage the potential opportunities for economic growth and community engagement.</p>	<p>A feasibility study was conducted for Mills Lane, Swanson Street and Exchange Lane as part of the City Centre Service Lane Programme. The study built upon the 2019 strategic assessment and incorporated planned developments in the area. The outputs of the feasibility study included an investment logic map, options for streetscape enhancements, recommendations on concept designs, and identification of risks and issues.</p> <p>The conceptual designs and business case were delivered in early 2023.</p> <p>The preliminary design work for Mills Lane and Swanson Street commenced in October 2023 and the ensuing detailed design and consenting phases are expected to be completed in late 2024 when construction is planned to start.</p>	In progress	Oct-2022	Nov-2025	CCTR

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	Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
7.	AC	Te Hā Noa - Victoria Street	<p>Te Hā Noa will create a high-quality urban environment in Victoria Street with spacious footpaths, connected laneways, street furniture, planting, a protected cycleway, and a single traffic lane in each direction between Federal and Kitchener Streets.</p> <p>We are beginning with the section of Victoria Street between Albert Street and Kitchener Street to support the opening of City Rail Link Aotea Station.</p>	<p>The detailed business case process completed in March 2021 confirmed a staged delivery of Te Hā Noa Victoria Street linear park, with the current stage between Albert Street and Kitchener Street, to be delivered to align with the City Rail Link construction timeline for Aotea Station.</p> <p>Construction delivery commenced in April 2023 and will run into 2025. In December 2023, Victoria Street reopened to traffic with construction continuing along Victoria Street between Albert Street and Queen Street.</p>	In progress	Mar-2022	Dec 2025	LTP/CCTR
8.	AC	Midtown programme	<p>The area surrounding Aotea Square is set to become a key transport hub with the opening of the City Rail Link Te Waihorotiu Station, which will play a pivotal role in the transformation of the area and the city centre. Auckland Council, Auckland Transport, Watercare and Eke Panuku will be delivering several significant projects in the midtown area (surrounding Aotea Square) alongside CRL, utilities providers and the private sector. In particular, the programme will:</p> <ul style="list-style-type: none"> <li>improve streets around the new CRL station to support safe and effective movement for the anticipated increase in the number of people in the area (while still enabling access for vehicles needed to support business operations)</li> <li>improve the frequency and reliability of bus services into the city centre, and improve the connectivity between bus and rail (Auckland Transport)</li> <li>increase wastewater and power capacity to support anticipated growth and private sector investments (Watercare and Vector).</li> </ul>	<p>Auckland Council's Development Programme Office is leading the coordination of the programme on behalf of the council group. Progress to date include:</p> <ul style="list-style-type: none"> <li>establishment of cross agency governance group, including council groups, utilities provider and private development to oversee and coordinate construction activities.</li> <li>Overarching construction programme across all projects to support coordination, reducing rework and minimising disruption.</li> <li>Precinct level planning for traffic impact and changes, to ensure pedestrians and traffic impact are within acceptable levels, and business and properties can continue to be serviced.</li> </ul> <p>The midtown programme also includes a comprehensive development response approach, delivered by Auckland Council on behalf of the projects in the area. This includes:</p> <ul style="list-style-type: none"> <li>customer experience standards and consistent disruption mitigation expectations for construction contractors</li> <li>joined-up communications and engagement, on-street relationship management and customer advocacy</li> <li>business support approach including the Small Business Support Programme and microgrants. To date, the business connector has worked with 38 midtown businesses, and we have issued 33 small business grants.</li> <li>increased focus on street health, cleaning and maintenance, safety, security and antisocial behaviour</li> <li>Place enhancements, activations and promotion to attract people to the area during construction. Examples include the Taurima lighting installation in Elliott Street for Matariki and the midtown street parties and markets in September and December.</li> </ul>	In progress	Ongoing	TBC	LTP CCTR
9.	AC	Nelson Street Laneway	<p>The project centres around a localised upgrade of the Nelson Street Slip Lane, situated at the southernmost section of Nelson Street.</p>	<p>Preliminary design work commenced in June 2023. This includes conducting targeted investigations, updating cost estimates to align with the budget, and considering maintenance and operational requirements.</p> <p>Public consultation was conducted in September and October 2023 and sought further feedback from the community on the current preliminary design through various channels, including on-street activations, online</p>	In Progress	Mid 2025 (physical works)	Mid 2026	CCTR

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Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources	
			<p>engagement via Social Pinpoint, Zoom information sessions, and in-person drop-in sessions. These channels provided opportunities for residents, local business owners, and other stakeholders to have their opinions heard and collectively analysed.</p> <p>Their input will influence further refinements of the design before we progress to finalising the detailed design phase in mid-2024.</p>					
10.	AC	City Centre, Quay Street Upgrade	<p>The Quay Street project, previously known as the "Quay Street Harbour Edge Boulevard," is an integral part of the Auckland Council City Centre Masterplan strategy known as Move One - Harbour Edge Stitch. This initiative aims to connect the City Centre with the waterfront. Currently, the existing section of the street (Lower Hobson - Tangihua) is characterised by wide carriageways and limited activity, primarily serving east-west vehicular movement.</p> <p>The primary objective of the Quay Street Enhancement project is to prioritise pedestrians and public transport by reorganising the transportation modes. This entails enhancing the streetscape, reducing visual clutter, preserving historical street furniture and surfaces, and incorporating notable public art installations.</p> <p>Upon completion, Quay Street will transform into a vibrant waterfront boulevard centred around people. It will offer increased space for pedestrians, improved connectivity between different modes of public transportation, and a focus on accommodating local traffic, service vehicles, and cruise ship-related activities.</p>	<p>Te Ngau O Horotiu (the ferry berths) and the Quay Street Enhancements were completed in July 2021.</p> <p>While the major works were completed in 2021, there were some additional minor works undertaken in 2023 to further enhance the overall aesthetics and functionality of the area.</p> <p>These minor works included the installation of a new spire and globe to the war memorial beacon, line-marking improvements, and the installation of new planters outside the Ferry Building which were all completed in September and October 2023.</p>	Complete	2012	Dec 2023	CCTR LTP
11.		Downtown Public Spaces	<p>The project is to deliver replacement public spaces on Auckland city centre waterfront, in response to the Auckland Development Committee resolution regarding the sale of Queen Elizabeth Square.</p> <p>Located at the meeting point of Tāmaki Makaurau (Auckland) city centre and Te Waitematā (Waitematā harbour), Te Wānanga is one of the new public spaces transforming our city centre waterfront. Te Wānanga has been designed as an 'elevated tidal shelf' which provides space for human, cultural and natural ecologies to interact. Kutai (mussels) secured below the deck provide habitat and food for marine fauna, improve water quality and provide a tangible means for educating the public on the need to care for and improve the mauri of Te Waitematā.</p> <p>Compact groves of coastal forest restore endemic taonga (treasured/important) species</p>	<p>Te Wānanga was completed in 2021.</p> <p>Installation of a new planter and expansion joint maintenance to Te Wānanga commenced in September 2023 and was completed in December 2023.</p>	Complete	July 2021	Dec 2023	CCTR

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Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
		and create beautiful shady spots for people to enjoy as they relax. These groves play an important regenerative role, incorporating plants and associations from the original ecosystem of this area to re-introduce habitat and food for native fauna.					

## Central Waterfront

Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
1. AC	Te Komititanga/ Aotea Square programming	The city centre targeted rate supports expanded programming to activate these key public spaces	<p>Extending the City Centre Activation and Placemaking Programme, in 2023/2024 this allocation has supported:</p> <ul style="list-style-type: none"> <li>the Christmas pavilion and entertainment programme in Te Komititanga, and Christmas in Aotea Square programming</li> <li>Summer seating in Te Komititanga from January to April 2024, adding interest and amenity.</li> <li>Summer in the Square (Aotea) in January and February 2024</li> </ul> <p>Eke Panuku are leading a pilot collaborative placemaking approach in until April 2024 to trial aspects of a draft place plan for Te Komititanga and to engage with stakeholders and the local board about how the space will be managed in future. The pilot team have developed a programme of activations which will be trialled February to April 2024, to evaluate the different types of activity in the space.</p> <p>Auckland Live have developed a calendar of activity in Aotea Square for 2024, including Summer in the Square (January/February), April school holidays and New Zealand Music Month (May).</p>	Ongoing	-	-	CCTR

## West Stitch (Victoria Quarter)

Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
1. AC	Te kōtui i te uru West City Stitch Investment Programme (Victoria Quarter)	<p>Te kōtui i te uru – West Stitch is one of the eight areas outlined in the City Centre Masterplan. The Victoria Quarter is home to more than 10,000 residents, making it the densest residential neighbourhood in New Zealand.</p> <p>The City Centre Masterplan vision for this area is for a vibrant and desirable residential neighbourhood, that is safe and well connected to the city centre. We are developing a cohesive place-based investment programme which will outline proposed investments to help move us towards realising the vision.</p>	<p>The development of an Investment Programme for Victoria Quarter commenced in late August 2022 and this initial “discovery,” phase is complete.</p> <p>The next phase, based on the recommendations of the Investment Programme includes development of a safety and activation assessment for the Nelson/Hobson St neighbourhood. Engagement with the community is programmed for mid 2024.</p>	In progress	August 2022	ongoing	CCTR

## Citywide

Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
1. AC-DPO	Activation and Placemaking Programme	<p>The City Centre Activation and Placemaking Programme aims to enhance the environs of the city centre by bringing vibrancy, addressing perceptions of safety, and showcasing diversity. The programme is delivered through working in partnership with community, businesses, creatives and the wider council whānau.</p>	<p>Key events and festivals</p> <ul style="list-style-type: none"> <li>Matariki ki te Manawa continues to be a highlight of the Matariki festival programme with an exciting schedule of free events, activities and installations over three weeks including the return of the award winning Turama artworks and the launch of a new piece of art work suspended above Elliott St called Taurima, created in partnership with Lissy and Rudi Robinson-Cole.</li> <li>Christmas in Te Komititanga welcomed back the stunning Christmas pavilion which was host to a festive programme of entertainment across 23 days, as well as providing much needed shade and seating in the square, delivered in partnership with Heart of the City. The programme in Te Komititanga was complemented by regular performances on Queen Street and the Christmas in Aotea Square programme helping to bring festive cheer across the city centre.</li> </ul>	Ongoing			CCTR LTP

Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources	
			<p>The city centre targeted rate has also supported expanded public programming in other festivals and occasions such as Art Week in the City, New Zealand Fashion Week and Karanghape Road Business Association's Freakout Halloween.</p> <p>Placemaking and priority areas</p> <ul style="list-style-type: none"> <li>• Midtown's comprehensive development response continues with regular activations and events including two street parties which have helped to shine a light on the diverse businesses in the midtown area. The vacant stores programme has included an artist residency in the Strand Arcade attracting new audiences to the area and improving vibrancy.</li> <li>• Myers Park and Mahuhu ki te Rangi: The Out and About programme operating in both parks is bringing regular family focused activities to these city centre green spaces.</li> <li>• Highlighting our inner-city laneways with bespoke street banners that capture the character of each place as well as programme of live jazz in November and December to enliven the Vulcan lane area as the weather warmed up.</li> </ul>					
2.	AC-DPO	Destination Marketing	<p>The city centre targeted rate has supported destination marketing initiatives since 2008 through contributions to the two city centre business associations.</p> <p>At the 29 August 2022 Auckland City Advisory Board meeting, the members recognised the importance of increasing foot traffic to the city centre and were supportive of increasing the amount of funding to be made available for these initiatives.</p>	<p>Heart of the City and the Karangahape Road Business Association have received their annual destination marketing contributions. Heart of the City's programme enabled by the city centre targeted rate includes Restaurant Month 2023(August), Artweek 2023 (October) and Christmas (November/December 2023).</p> <p>Tataki Auckland Unlimited are using an allocation of this destination marketing funding to enable an improved welcome experience for cruise ship passengers.</p>	Ongoing	-	-	CCTR
3.	AC-DPO	Pedestrian monitoring	<p>In 2015 a partnership was formed with Heart of the City to maintain the city centre pedestrian count programme. Heart of the City receive an annual contribution towards the maintenance costs.</p> <p>The data is <a href="#">published on the Heart of the City website</a>.</p>	<p>The current agreement with Heart of the City will run until 1 July 2025. Annual payments are made in two instalments.</p>	Ongoing	1 July 2015	1 July 2025	CCTR
4.	AC-Public Arts	City Centre Public Art Programme	<p>The City Centre Public Art Plan was endorsed by the Auckland City Centre Advisory Board in May 2018 (CEN/2018/25).</p> <p>Key objectives for the Plan are to:</p> <ul style="list-style-type: none"> <li>• provide a vision, rationale and priorities for investment in public art in the city centre and delivery programme through to 2025</li> <li>• take into account the City Centre Masterplan, Public Art Policy and scheduled provision for</li> </ul>	<p>There were seven public artwork projects provisionally identified in the City Centre Public Art Plan to be funded from the city centre targeted rate.</p> <p>Of those seven, Myers Park, Federal Street South and the Wynyard Quarter projects have sufficient funding from the regional public art programme and /or the parent project. Opportunities for Lower Queen Street and Ferry Basin have not progressed in the way originally envisaged.</p>	Ongoing	1 July 2019	30 June 2026	CCTR

Key words: CCTR: city centre targeted rate, LTP: long-term plan, RLTP: regional land transport, WK: Waka Kotahi, WLB: Waitemata Local Board, CRL: City Rail Link Limited, MBIE : Ministry of Business, Innovation and Employment, TUI: Tactical Urbanism Initiative

Lead	Project Name	Background	Commentary	Status	Estimated Start	Estimated End	Funding Sources
		public art in the City Rail Link and Wynyard Quarter.	<p>With the Te Hā Noa project entering its detailed design stage, Public Art is working with mana whenua in the Te Hā Noa project and sought the nomination of mana whenua artists to complete stand-alone cultural artworks as part of the project. Māori artists Akatera Maihi (Ngāti Whātua Ōrākei) and Chris Bailey (Ngāti Paoa) were nominated to collaborate with the Public Art team, to conceive artworks for this project to revitalise Victoria Street. Both artists now have artwork concepts in development.</p> <p><b>Te Hā Noa Artworks</b></p> <p><b>Horotiu</b>  Artists: Chris Bailey (Ngāti Paoa) &amp; Sally Smith  The <b>Horotiu</b> project is just completing the detailed design phase and will be starting into foundry fabrication in February. The sculpture is a tuna kuwharuwharu (long-finned eel) symbolising a taniwha of the Wai Horotiu stream. The sculpted eel is 7-metres tall and curls downward to the Te Hā Noa footpath, which will be detailed with a rivulet pattern.  This bronze artwork is expected to be complete at the foundry in February 2025 and then ready for installation.</p> <p><b>Wāhine</b>  Artist: Katz Maihi (Ngāti Whātua Ōrākei)  The <b>Wāhine</b> project is a female figure wearing a korowai and giving a welcoming karanga to pedestrians arriving on to Te Hā Noa (Victoria St), via the ramp from the Te Waihorotiu Station. The artwork project is in a developed design modelling phase, where the artist is working closely with a production company/bronze foundry to understand the costs and design/scope the fabrication methodologies for realisation of the figure and the intricate korowai in bronze. The next phase should see contracting for fabrication of moulds taking place.  It is hoped that this artwork will be complete in the first quarter of 2025.</p>				

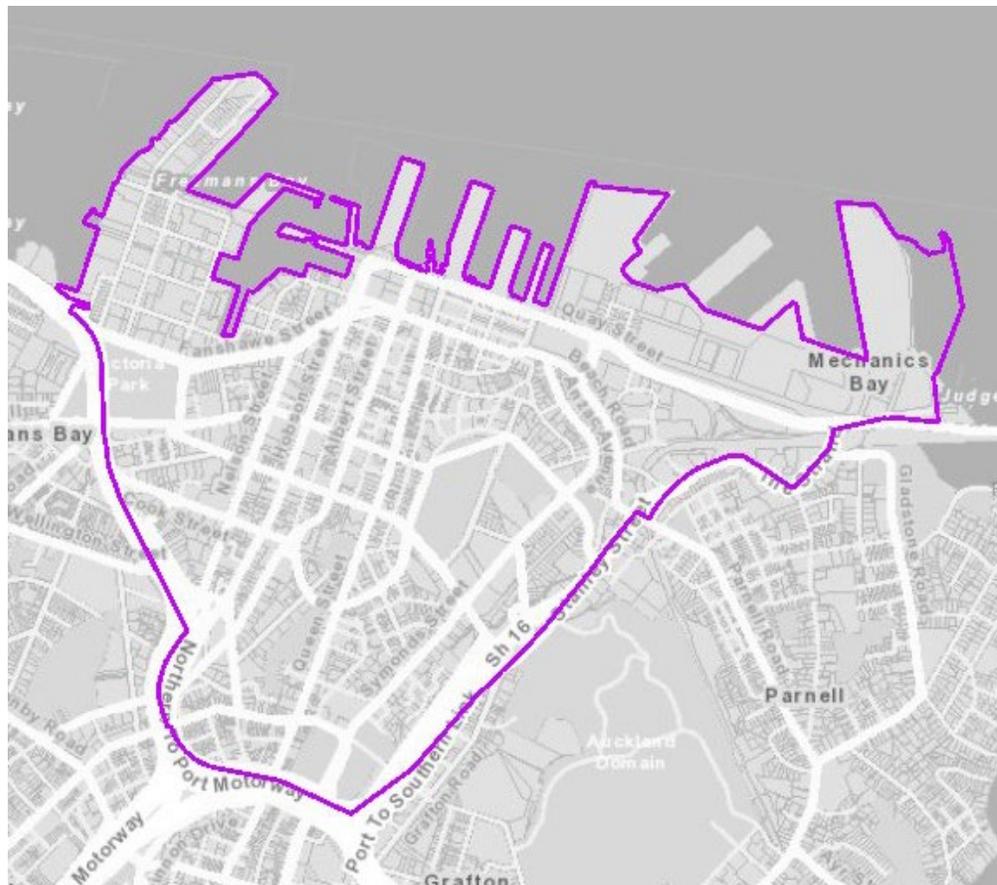
# Update on the City Centre Targeted Rate Investment Portfolio

13 February 2024

**AUCKLAND'S FUTURE IN PROGRESS**



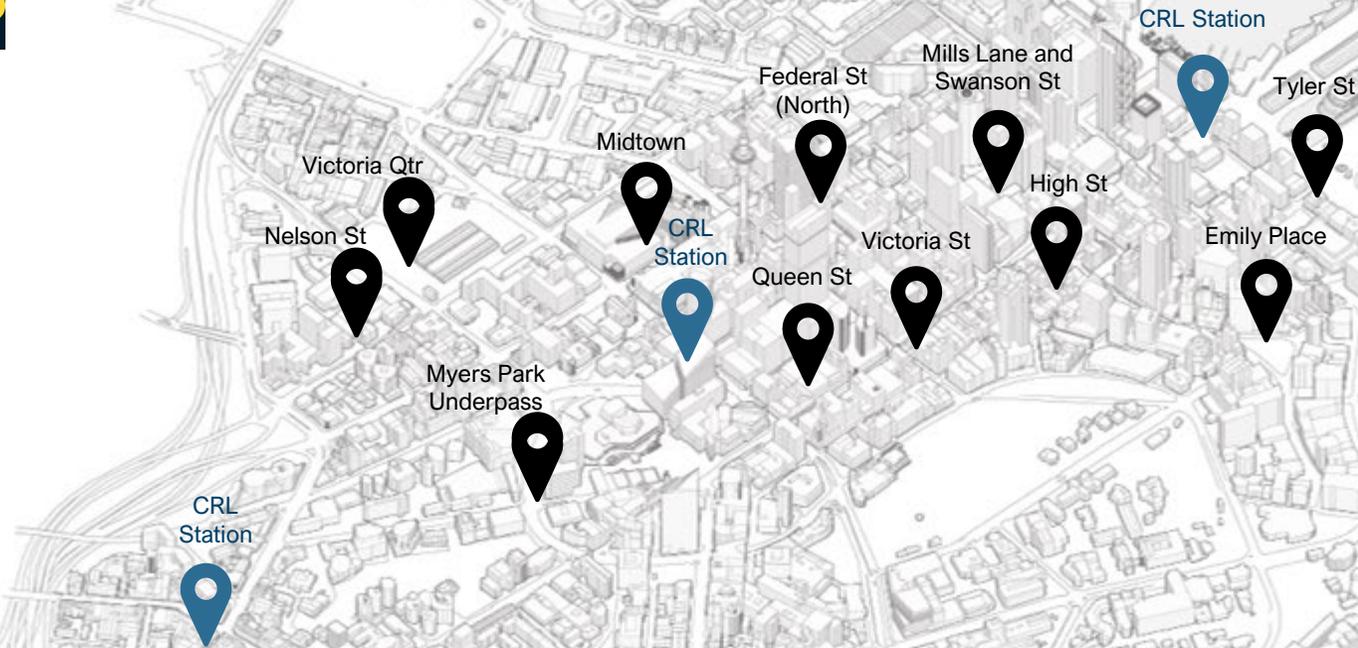
# City Centre Targeted Rate (CCTR)



- Established to help fund the development and revitalisation of the city centre and aims to enhance the city centre as a place to work, live, visit and do business
- Paid by commercial and residential property owners in city centre
- Estimated to collect \$25.7 million in the 2023/2024 financial year
- Not used for depreciation or consequential operational expenditure, such as cleaning and maintenance
- Currently confirmed through to financial year 2031



# City Centre Targeted Rate Portfolio Projects



**AUCKLAND'S FUTURE IN PROGRESS**



# Myers Park

AUCKLAND'S FUTURE IN PROGRESS



# WAI HOROTIU QUEEN STREET



AUCKLAND'S FUTURE IN PROGRESS



# TE HĀ NOA



AUCKLAND'S FUTURE IN PROGRESS



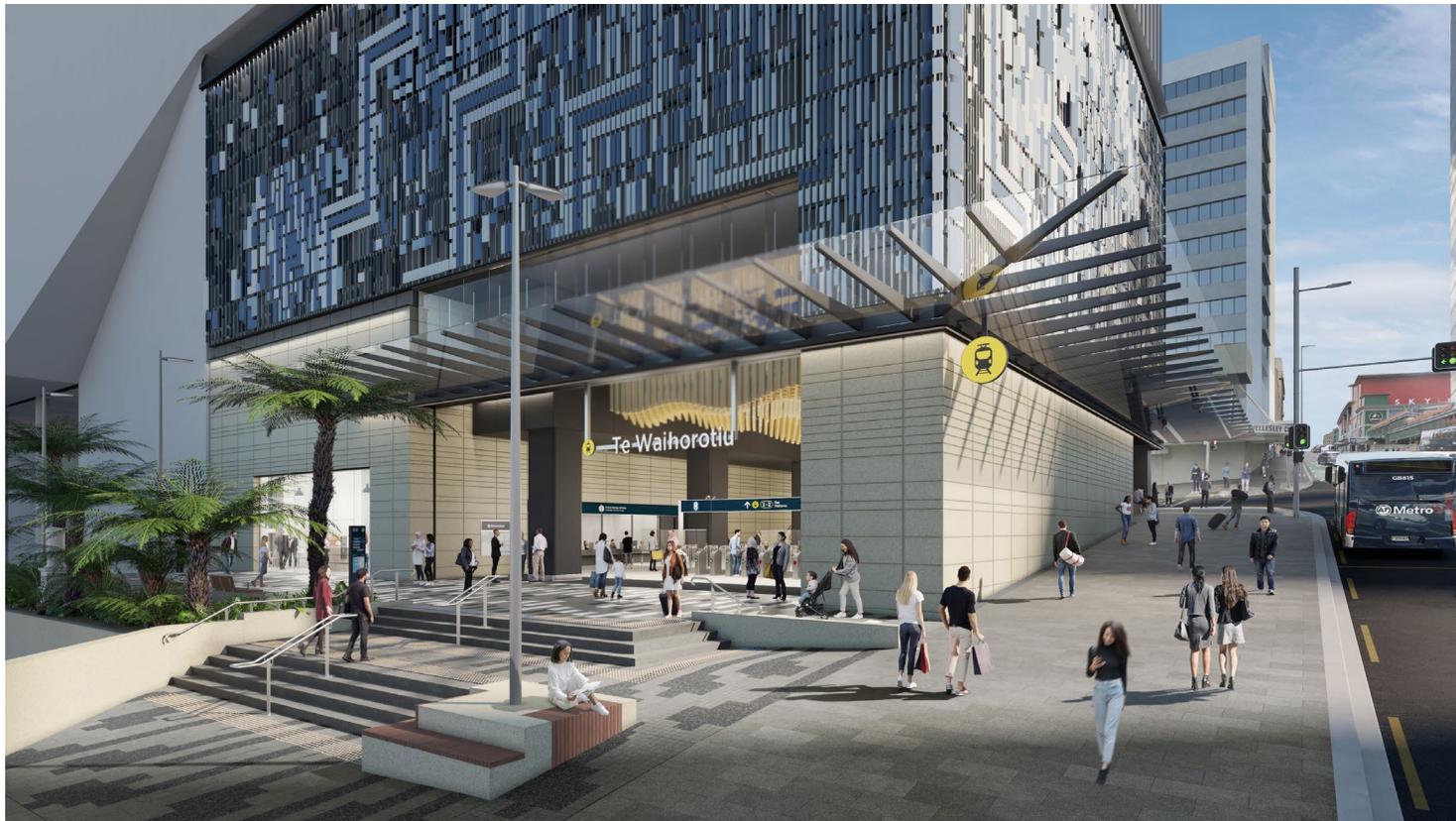
# TYLER STREET & WAITEMATĀ PLAZA

AUCKLAND'S FUTURE IN PROGRESS



# REGENERATING MIDTOWN

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- improve streets around the new CRL station
- improve bus and active mode infrastructure
- increase wastewater and power capacity to support growth



# EMILY PLACE

AUCKLAND'S FUTURE IN PROGRESS



# NELSON STREET SLIP-LANE



# MILLS LANE AND SWANSON STREET



AUCKLAND'S FUTURE IN PROGRESS



# READY FOR THE NEXT STEP

## Victoria Quarter



## High Street District



**AUCKLAND'S FUTURE IN PROGRESS**



# ACTIVATION & PLACEMAKING



AUCKLAND'S FUTURE IN PROGRESS





ARTIST: @goodhandenglish

# LUNAR New Year

AUCKLAND'S FUTURE IN PROGRESS



# Focus for 2023/2024 Financial Year

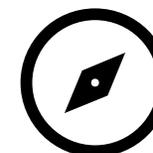
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- Tyler Street & Waitemata Plaza Construction
- Te Hā Noa construction ongoing
- Midtown ongoing coordination and development response
- Continuing activation and placemaking programme



- High Street
- Victoria Quarter
- Mills Lane and Swanson St
- Emily Place
- Nelson Street Slip Lane



- Review of the CCTR for Long Term Plan



# QUESTIONS



# Memorandum

6 February 2024

**To:** Waitemata Local Board  
**Subject:** Te Komititanga Place Pilot progress  
**From:** Frith Walker – Head of Eke Panuku Placemaking  
**Contact information:** [Frith.walker@ekepanuku.co.nz](mailto:Frith.walker@ekepanuku.co.nz)

## Purpose

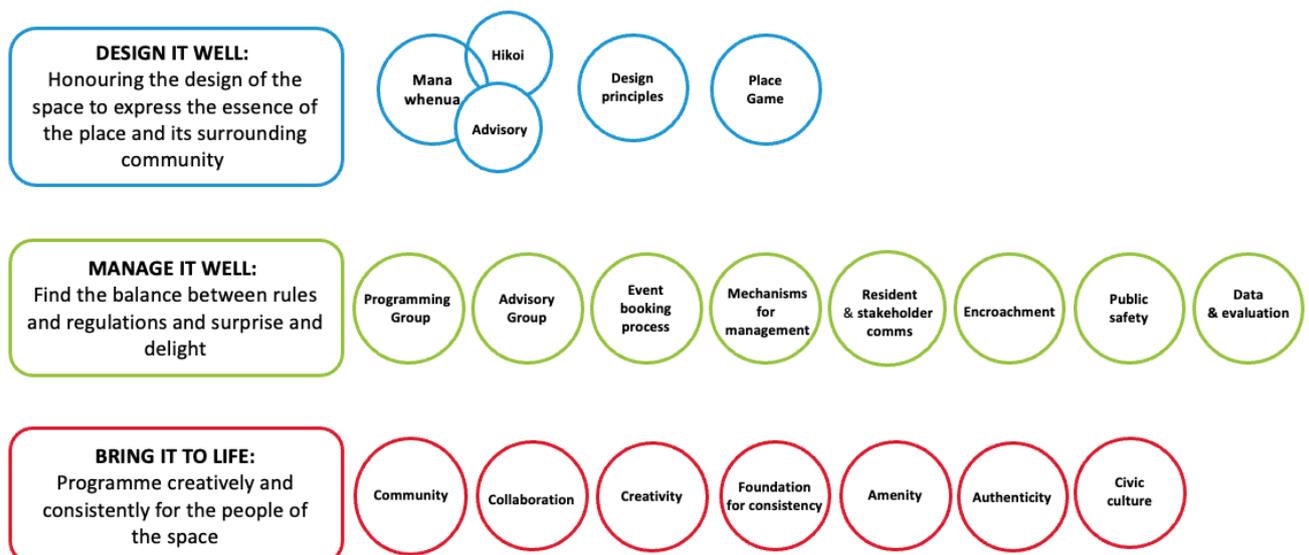
- To update the Waitemata Local Board on the Te Komititanga Place pilot.

## Summary

- The Te Komititanga Place Pilot, led by Eke Panuku, is a ten month programme taking a curated events and activation programming approach to Te Komititanga. The pilot is intended to inform a Te Komititanga Place Plan which will guide the management, operations and programming of Te Komititanga in the context of the wider city centre.

## Context

- A framework has been developed for the pilot which looks at how the original design principles and intent of the space are incorporated into the ongoing management and programming. Current management of the space is also being observed and assessed and used to help trial activities to bring the space to life.



- The pilot has a phased approach:  
 August – September: **Explore**  
 October – November: **Plan**  
 December – April: **Deliver**  
 April – June: **Recommendations**

### Explore:

5. The exploratory phase consisted of stakeholder engagement, developing an understanding of the design intent of the space and a significant amount of observation of current processes and events in the space. This helped us to understand the present realities of working in the space from both a programming perspective as well as processes around event booking and permitting, communications with stakeholders, public safety and data evaluation to better understand issues, challenges and opportunities.
6. Two key groups to support the pilot have been established - a programming group and an advisory group.
7. The **programming group** meets monthly to feed into the pilot and provide feedback on the development of systems, operations and programming. The programming group is comprised of key members from the council whānau and Heart of the City who are directly involved in delivering programming in the city centre.
8. The **advisory group** meets quarterly, and provides an opportunity for the pilot to present progress, gather feedback, foster collaboration and identify opportunities. The makeup of the advisory group includes key council whānau and city centre stakeholders representing businesses, residents and cultural institutions.

### Plan:

9. The planning phase took the learnings to date and developed a programme of activity to test and trial with input from the planning group, while continuing to observe operations and activity in Te Komititanga.

### Deliver:

10. The trial and testing of activities in Te Komititanga runs from January through to April. Alongside delivering events, activations and placemaking initiatives directly, the pilot is also observing existing planned activity by third parties and the wider council whānau (for example the Christmas Pavilion).
11. The activations and placemaking activity delivered directly by the pilot are designed to test a wide range of placemaking and activation initiatives, targeting different audiences, and collaborating with different partners.
12. There are a number of commercial activations that have been delivered and are planned for Te Komititanga. The observations and learnings from the pilot will be used to develop guidelines around commercial activity which ensure alignment with wider council strategy.
13. Evaluation of activities is also being undertaken over this period to better understand the impact on the space and feedback from stakeholders and the public.
14. Planned activities for the space include:

Month	Activity	Notes
January	Deck chairs	40 deck chairs placed around Te Komititanga (in collaboration with DPO and Commercial Bay)
February	Dance Activation	Free public dance activation
	Valentine's Day	Making Friends Cafe - free public Valentine's Day activation
	Flash Mob	Interactive flash mob
	Pride Flags	Flags (in collaboration with Pride)
	Lunar New Year	Lion Dance (in collaboration with Commercial Bay)

	Pride Parade / Wayfinding	Pop-up activation in support of Pride (in collaboration with Pride and Britomart)
	Deck Chairs	40 deck chairs placed around Te Komititanga (in collaboration with DPO and Commercial Bay)
<b>March</b>	Children's Day	Child focussed performance and hands on activities
	Furniture	Testing 6 tables and benches in Te Komititanga for four weeks (in collaboration with Te Komititanga commercial tenants)
	Moana Auckland Festival	Flags, Mermaid Parade (in collaboration with Tataki Auckland Unlimited and Eke Panuku)
	Markets	Second hand and makers market (in collaboration with Britomart and designed to complement the Britomart market)
	Wellness	Lunchtime and evening yoga
	Performance	Music performances
	Deck Chairs	40 deck chairs placed around Te Komititanga (in collaboration with DPO and Commercial Bay)
<b>April</b>	School holiday activations	Ten days of activities over two weeks

**Recommendations:**

15. Learnings, observations and data from the pilot will be documented and support the recommendations regarding ongoing management and programming at the end of the pilot which will inform the Place Plan.

## Memorandum

2 February 2024

**To:** Waitematā Local Board

**Subject:** Wynyard Crossing Bridge update

**From:** Yeshe Hegan, Senior Communications Advisor

**Contact information:** [yeshe.hegan@ekepanuku.co.nz](mailto:yeshe.hegan@ekepanuku.co.nz)

### Purpose

1. To provide an update on the Wynyard Crossing Bridge maintenance status.

### Update

2. Since 12 January 2024, the Wynyard Crossing bridge has been experiencing some technical issues within the control system which operates the bridge's function to raise and lower as well as the motor brake system.
3. Eke Panuku has ordered replacement parts, but even though the parts are being shipped by priority airfreight, it will take some time for them to arrive from overseas. While the parts are on their way, we have reinstated the previous hydraulic brake system, and are doing some extra maintenance to improve its performance. So far this has been working relatively well, and there have only been a few days since the faults began to occur that the bridge has been out-of-order. We continue to closely monitor the bridge so we're able to respond quickly if something happens.
4. We have also implemented new a system whereby if there is another unplanned issue that impacts one side of the bridge (as is usually the case), we are able to maintain the majority of pedestrian and marine traffic, as our resource consent requires. We do this by leaving the impacted side of the bridge lowered, and raising and lowering the other side as needed to allow pedestrians to cross. Fortunately most marine traffic is small enough that they can pass through with only one side open. This is heavily dependent on the weather and other circumstances to ensure safe passage, though. We may also need to manually open both sides to allow larger boats through, if needed.

### Other measures

5. In addition to replacing the faulty parts, we have also:
  - overhauled our preventative maintenance plan to improve the bridge's reliability
  - installed a new computer monitoring system to identify technical faults and their source faster
  - ordered more stock of spare parts so we can replace them faster
  - strengthened performance specifications with our suppliers to ensure faster response times,
  - and installed a new protective case for the bridge control system, which will increase its endurance against weather damage.

### Reducing the impact on pedestrians

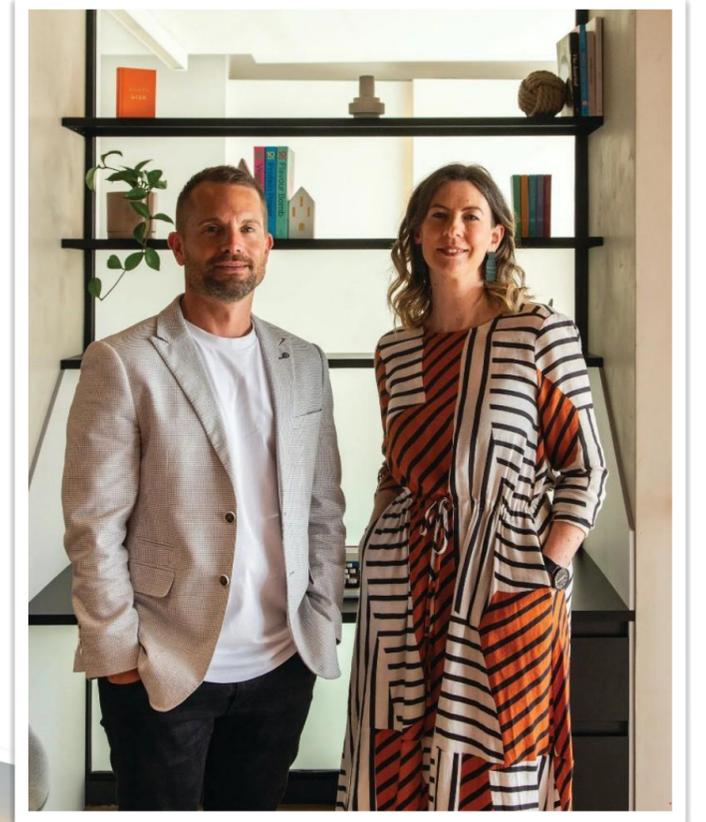
6. We understand the significant impact that these maintenance issues have on pedestrians, and we are deploying a major media campaign around the waterfront to inform pedestrians that they may need to take a detour or choose a different public transport option accordingly. We have installed electronic billboards in key sites on both sides of the bridge, so that real-time messaging can communicate if the bridge is operational or temporarily under maintenance.
7. We have set up a web page on our website to provide in depth information on the issues identified, and what we've done to address it. We will keep the page updated as new information comes in. <https://www.ekepanuku.co.nz/projects/wynyard-crossing-bridge-maintenance/>

### Next steps

8. We will provide an update to the local board on any significant changes to the situation as we reach resolution.

# 2024 Annual Report





**Uptown people**



# UPTOWN

07 What's happening on the rise 2023

A woman with dark hair, wearing a black dress and a black hat, is holding a small white and brown dog. She is standing in a room with white walls and dark wood shelves. On the shelves, there are some decorative items, including a small framed picture and some plants. The background is a simple, clean interior.

**Cheapskates**  
An icon on Khyber

**Futures Festival**  
Our neighbourhood reimagined by 550 university students

**Train in Uptown**  
Martial arts and Solstice Gym



The future of Uptown as  
imagined by architecture  
& urban design students

# Uptown

5 – 12  
July 2023

Free Public  
Event

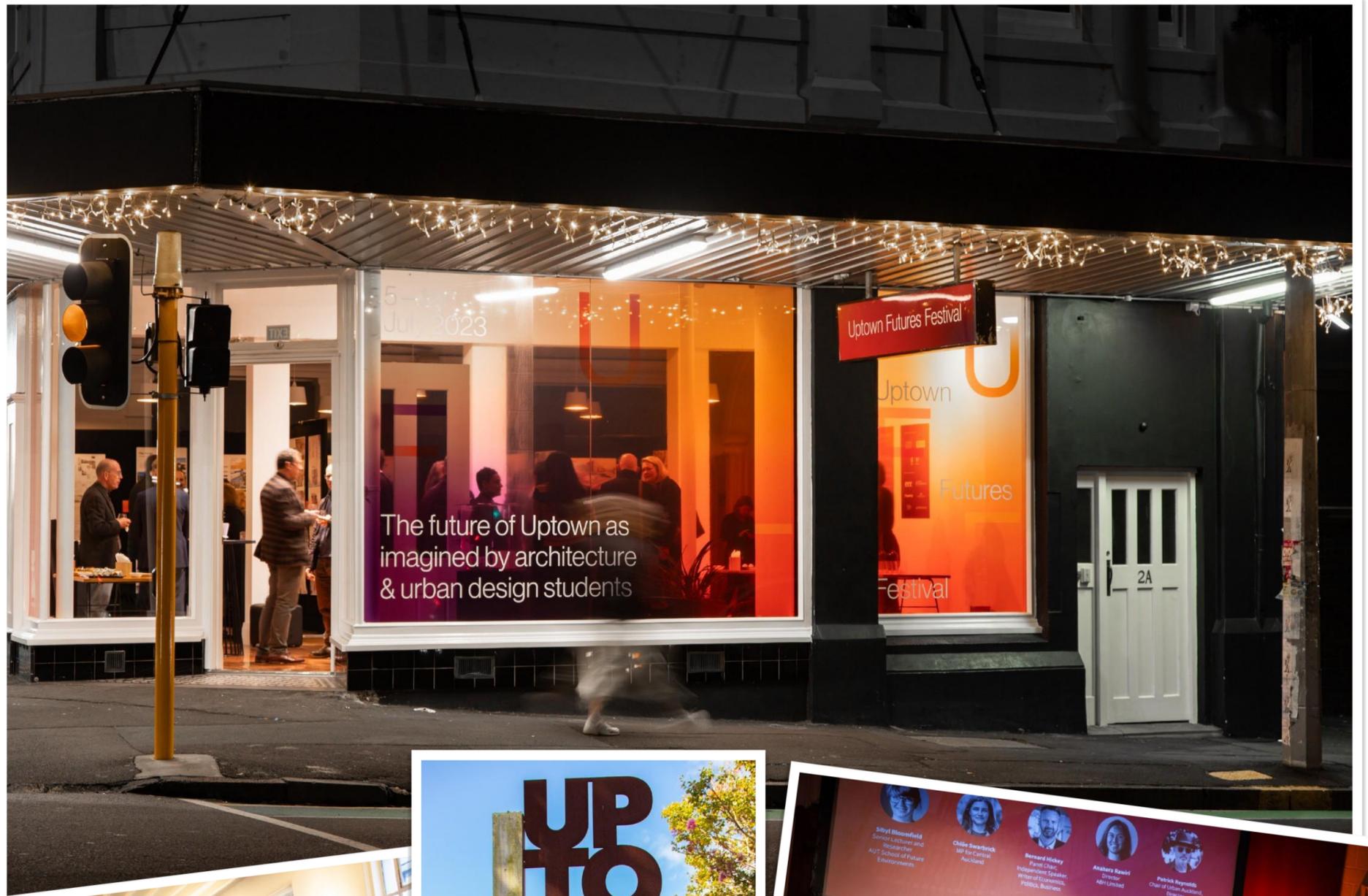
# Futures

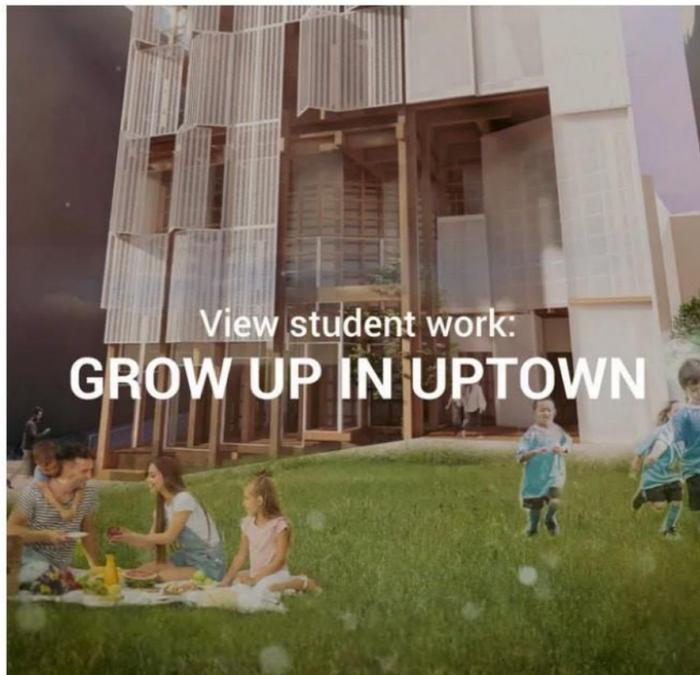
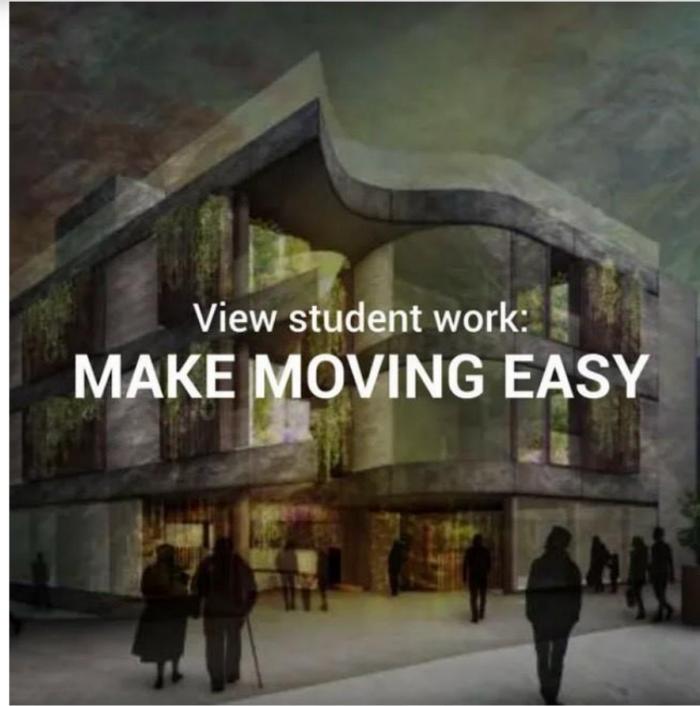
# Festival

Scan to  
learn more

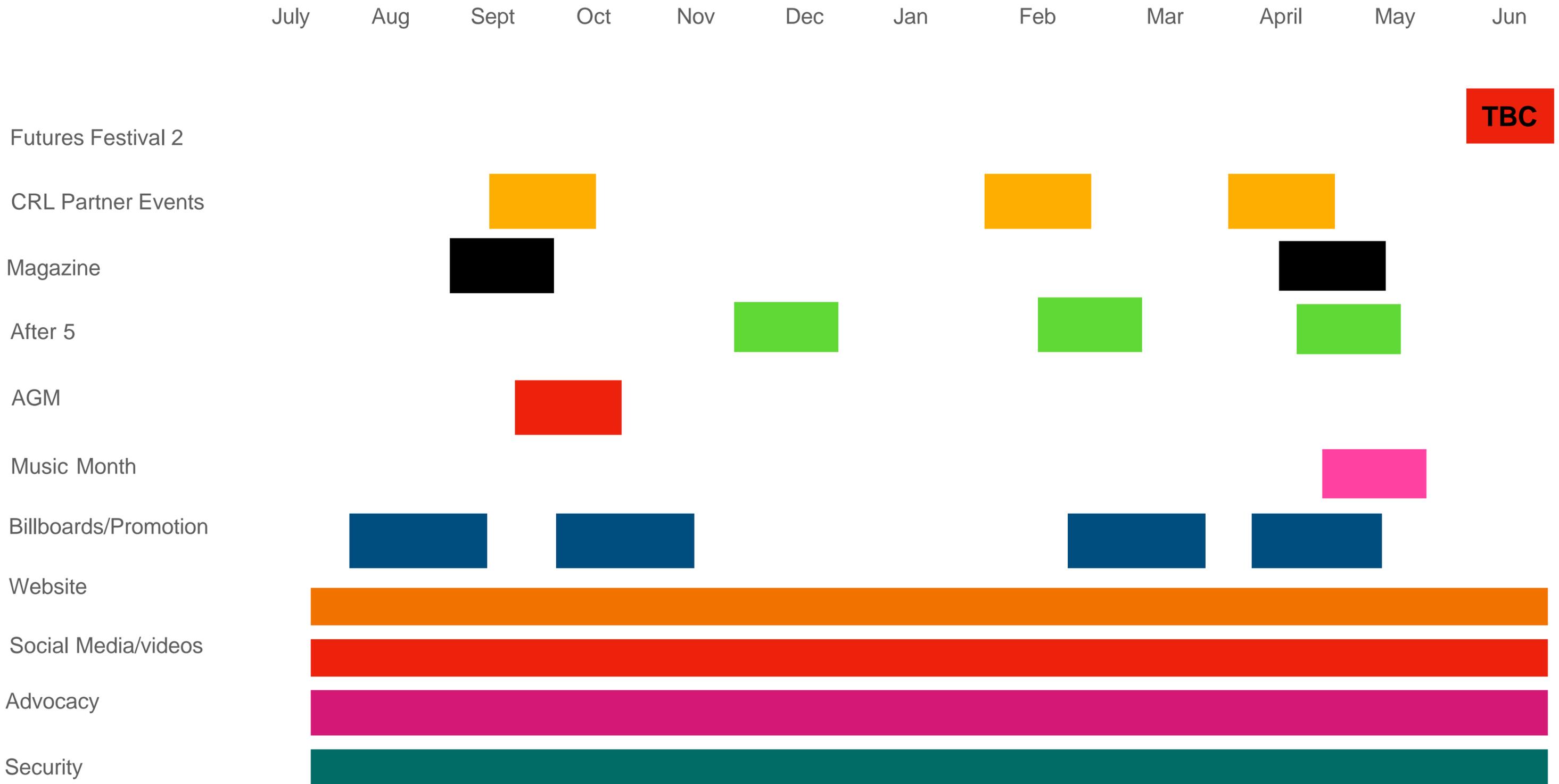


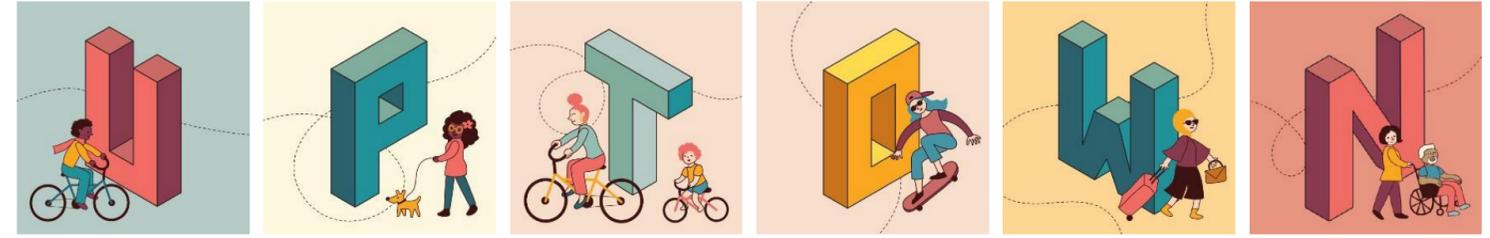
With thanks to  
our supporters:





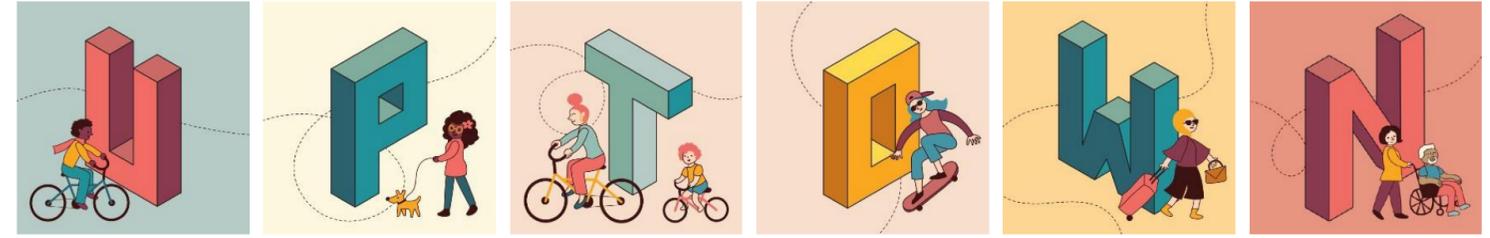
# Uptown Activity Plan 2024 - 2025





# Maintaining momentum

- Increases in budget have allowed us to increase support staff i.e. resource
- We have a consistent engagement program through our magazine, events, day to day contact. Uptown is now highly visible.
- Our activity is enhancing businesses in the precinct... hence the support.
- We have solid, productive partnerships with Local Boards, City Rail Link.
- We will continue to advocate for Uptown and exciting opportunities it offers.



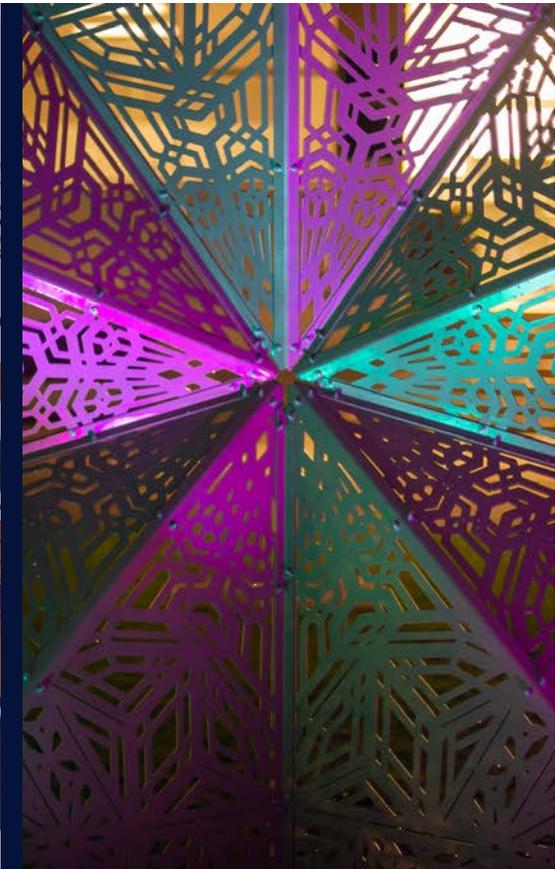
# Issues

- Eke Panuku remain in “low energy” mode and only vaguely interested in Uptown.
- Decision-makers need to understand the potential the precinct offers.
- Apartments are no longer a “transition phase”, where you live before you get a house.
- Thinking around City Rail Link needs to quickly move from disruption/cost/negativity to positive outcomes for the city. The launch will be a once-in-a-generation opportunity.
- 2024 will be focussing on families in Uptown, engagement, research & activation.
- The 2025 Uptown Futures Festival is an opportunity to work together further and activate residents and businesses.



**All Uptown financials and documents can be viewed on our website**

**<https://www.uptown.co.nz/agm-documents>**



# PARNELL BUSINESS ASSOCIATION

WAITEMATĀ LOCAL BOARD, 13 FEB, 2024



THE SPACE TO BE

## OUR GOAL

- To make Parnell the most sought - after Auckland City Fringe precinct in which to do business

# PRESENTATION INTENTION

- What the business association achieved in the last 12 months (5 mins)
- What the business association is doing or planning to do over the next 12 months (5 mins)
- Explore how PBA and the local board can work together in the 12-24 months ahead (10 mins)

## LAST 12 MONTHS

- Paul – intro Brad Jacobs who is willing to stand as chair at next AGM
- Highlights from the chair, Oct AGM
- Last 12 months -7% YOY. 2022 a bumper retail year post COVID
- Most notable drops were home décor (-22%), galleries (-13%). Drop began post COVID as people started travelling again, but exacerbated by floods. Hospo +7 % YOY

## LAST 12 MONTHS

- Last 12 months a year dominated by the awareness of ageing and inadequate infrastructure
- Supporting our members since the floods - significant and very time consuming between all the different parties/CCO's
- Since Sept, sinkhole and effects on surrounding businesses
- Crime and supported accommodation continue to be a challenge – recent focus on Kāinga Ora
  - Security budget next 12 months more \$ than marketing
- We did end the year with a new, bespoke piece of Christmas décor, but council process frustrating



# NEXT 12-24 MONTHS & WLB BOARD

## The Strand/St Georges Bay Rd

- **The Strand/St Georges and floods.** Clarity on emergency plan so we don't have a repeat of last year, made contact with all parties again, some encouraging, some not
- **Sinkhole** – needs swift resolution!!! Smelly, inconvenient, losing patience
- **New pipe that goes out via Quay Street and under the POAL.** Scheduled for completion around March, but hear it has been delayed due to the sinkhole, need an update. No response thus far
- **The Strand Optimisation Plan,** update please, and timing
- **Pedestrian crossing St Georges and like for like renewals** – update and understanding if AT budget will still accommodate this



## Heard Park

- **Installations** - Building consent? request for a meeting with the WLB, Council event permitting team, community facilities and consents re the process moving forward. I supplied a full document on the torturous process and sad we cannot go through this every time we want to put something in the park.
  - Feedback Auckland Council (events and consents), wrong links and still obtuse
  - Month long installations work for Parnell, but we cannot continue like this
  - Costs between \$25-\$70K
  - Competition from other areas including City Centre
  - What hope for communities?
  - WLB need to take some leadership here



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# NEXT 12-24 MONTHS & WLB BOARD

## Heard Park

- **Heard Park Playground.** Meeting last week positive – strong consensus around artful play.
- Design in next few months, in time for WLB June meeting
- Hope WLB will continue to financially support project over next two years and that budget cuts will not impact this.

# NEXT 12-24 MONTHS & WLB BOARD

## Brighton Rd intersection

- We did not have any issues with the proposal, but I was unaware that Holy Trinity had lots of issues, so need to be involved in future discussions.

## Town Centre Safety/cycleway etc -

- Request to have visibility on what they are planning to bring to the table.
- As noted previously, we were very happy to discuss slower speeds and other safety improvements, but not a cycleway.
- AT/ Dean Kimpton/Ben Stallworthy – community consensus?
- WLB to support PBA
- Politicians Simeon Brown and David Seymour



### Signage/Wayfinding

- Thanks for the \$86,000 contribution, but have no clarity as to next steps

### Train Station & surrounds

- Underpass construction – well completed but now what?
- Easement – present to WLB and discuss how to approach AT regarding the land and future improvements/funding since Summerset are selling the land. Same applies to the Waipapa cycleway. Long-term plan submission?

# SUMMARY

- Still committed to Parnell Plan
- Need your advocacy on many current and long - term issues
- Short term – focus on Heard Park
- Questions?

# Freemans Bay Community Hall

Future delivery model

February 2024



# Freemans Bay Community Hall (FBCH) currently



- Venue for hire & community lease
- Popular hire location with many regular groups
- Ponsonby Community Centre Inc. (PCCI) programme space – free hire
- Renewals project planned 2024/2025



## Why I am here:

**Present financial  
implications and  
procurement  
options**

Board requested staff investigate  
shift from venue for hire to  
community-led delivery

## What I need from you:

**Direction on how  
the board wish  
to proceed**

A change to delivery model  
requires formal board decision +  
investment





**Financial  
considerations**

**Procurement  
options**

**Focus today**

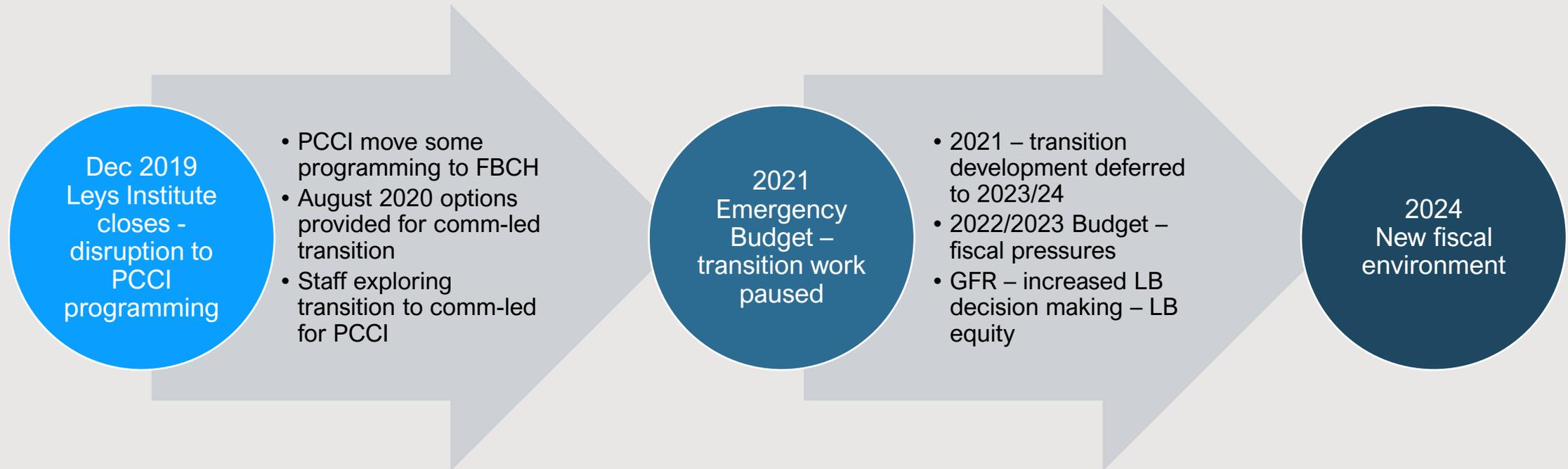


## Why is change being considered?

- Board's continued interest in shift to community-led
- Opportunity to have staff onsite to mitigate challenges arising from venue hire model
- Ponsonby Community Centre Inc. have expressed interest in running hall as community-led
- Freemans Bay Residents community support shift to community-led delivery



# FBCH community-led transition – timeline so far



# Venue hire performance – Freemans Bay

	Visitation numbers		Income	
	Booked hours	Total participants	Budgeted revenue	Actual revenue
FY 2022/2023	4,485	62,727	\$136,225	\$110,199
FY 2023/2024 (Q1 & Q2)	1,682	19,411	\$62,487	\$76,865



# Service models

- **Venue for hire**  
e.g. Grey Lynn Library Hall
- **Council led community centre**  
e.g. Ellen Melville as part of Hub
- **Community-led community centre**  
e.g. Ponsonby Community Centre



# Service model delivery assumptions

LB responsibilities	Venue hire e.g. Grey Lynn Library Hall	Council-led Centre e.g. Ellen Melville Centre as part of Hub	Community-led Centre e.g. Ponsonby Community Centre
Building renewals	✓✓	✓✓	✓✓
Revenue collection	✓✓	✓✓	x
Staff costs	✓	✓✓✓	x
Operational costs (activities, utilities, minor maintenance)	✓✓	✓✓	x
Fee setting	✓	✓	x
Performance accountability	✓✓	✓✓	✓✓
Operational responsibility	✓✓	✓✓	x



# Estimated financial implications

Annual Estimates				
	Venue hire	Council-led Centre	Community-led Centre	Source / implication
Venue Hire Revenue	+140,000	+140,000	-140,000	Revenue transferred to partner
Investment to convert space	0	0	0	LB ABS Opex
2x staff @ 40 hr/ wk	0*	-120,000*		Staffing (council / partner)
Repairs & maintenance	-70,000	-70,000	-70,000*	Continued cost to LB
Utilities:				
Rates	-1,000	-1,000	-1,000	Continued cost to LB
Building Compliance	-1,500	-1,500	-1,500	Continued cost to LB
Water	-1,500	-1,500	(1,500)	Cost transferred to partner
Power	-16,000	-16,000	(16,000)	Cost transferred to partner
Security	-12,000	-12,000	(12,000)	Cost transferred to partner
Cleaning	-3,000	-3,000	(3,000)	Cost transferred to partner
<b>Total bottom line for LB</b>	<b>+35,000</b>	<b>-85,000</b>	<b>-180,000</b>	
	<b>Nett gain</b>	<b>Ongoing</b>	<b>Ongoing</b>	

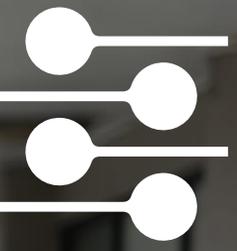
# Freemans Bay Community Hall (FBCH) community-led options

	Detail	Benefits	Implications	Local board plan alignment
<b>Option 1</b> <b>Status quo - venue for hire</b>	<ul style="list-style-type: none"> <li>• FBCH managed by Auckland Council as a venue for hire (with separate spaces as community leases)</li> <li>• PCCI book some unused hours for activation, mostly for children’s programming</li> <li>• No charge to PCCI for the room hire</li> </ul>	<ul style="list-style-type: none"> <li>• The local board collects the revenue from room hire, which was \$110,000 in 2022/2023 financial year, estimated \$140,000 for 2023/2024</li> <li>• No local board funding required for the partner to activate the space</li> </ul>	<ul style="list-style-type: none"> <li>• Venue hire aspect of hall causes challenges for nearby residents</li> </ul>	✓
<b>Option 2</b> <b>Council-managed community centre</b>	<ul style="list-style-type: none"> <li>• Council staff employed onsite to manage the building as a community centre</li> </ul>	<ul style="list-style-type: none"> <li>• Local board collects revenue from room hire, would fund council staff onsite and programming activities</li> </ul>	<ul style="list-style-type: none"> <li>• Introduces competition to nearby community-led community centres PCC &amp; Grey Lynn Community Centre (GLCC)</li> </ul>	✗
<b>Option 3</b> <b>Selection of community partner via Expression of Interest (EOI)</b>  <u>Recommended</u>	<ul style="list-style-type: none"> <li>• Open an EOI inviting community organisations to apply to manage the building as a community-led community centre</li> </ul>	<ul style="list-style-type: none"> <li>• Tests community capacity and interest in running a council venue</li> <li>• Opens the opportunity to the wider community and ensures accessibility and transparency</li> <li>• PCCI could apply</li> </ul>	<ul style="list-style-type: none"> <li>• Local board forgoes venue hire revenue</li> <li>• Requires local board ABS Opex</li> <li>• Managing venue hire challenges for local residents transferred to partner less resourced than council</li> <li>• New partner introduces competition to nearby PCC &amp; GLCC potentially limiting both community centres</li> </ul>	✓✓
<b>Option 4</b> <b>Selection of community partner via Direct Award (DA)</b>	<ul style="list-style-type: none"> <li>• Directly award PCCI with contract to manage FBCH as a community-led centre</li> <li>• PCCI assumes full management of all bookable spaces</li> <li>• PCCI sets fees and charges, manages relationships with all regular &amp; casual hirers</li> <li>• Room hire revenue collected by PCCI</li> <li>• Specified maintenance, cleaning and utilities paid by PCCI</li> </ul>	<ul style="list-style-type: none"> <li>• PCCI already activating the space and have good relationships with the local community</li> <li>• PCCI are a known, credible, and well-performing partner</li> <li>• Builds upon the capacity and capability of a current local board partner</li> </ul>	<ul style="list-style-type: none"> <li>• Local board forgoes venue hire revenue</li> <li>• Requires local board ABS Opex</li> <li>• Managing venue hire challenges for local residents transferred to partner less resourced than council</li> <li>• Potential negative community perception of a direct award</li> </ul>	✓✓

# Procurement options

	<b>Option 3 - full procurement</b> Expression of Interest (EOI) for community partner to manage FBCH	<b>Option 4 - direct award</b> Contract PCCI directly to manage and activate FBCH
<b>Council best practice</b>	Undertaken when high value and/ or high risk	Generally used for low value, low risk situations
<b>Considerations</b>	Fully transparent, rigorous process	Less transparent, requires robust reasoning + thorough proposal from PCCI
<b>Time</b>	Lengthier process, more officer time	Faster process, less officer time
<b>Political risk</b>	Lower risk	Higher risk
<b>Benefit to community</b>	New partner may offer different programming and potentially increase participant reach	Consistency of delivery from experienced partner





**A community centre may be gained.**



# Community-led centres help deliver on Local Board Plan outcomes

**Our people**

Partnering for positive community outcomes and recognising expertise

**Our communities**

Delivering for our current and future communities

**Our places**

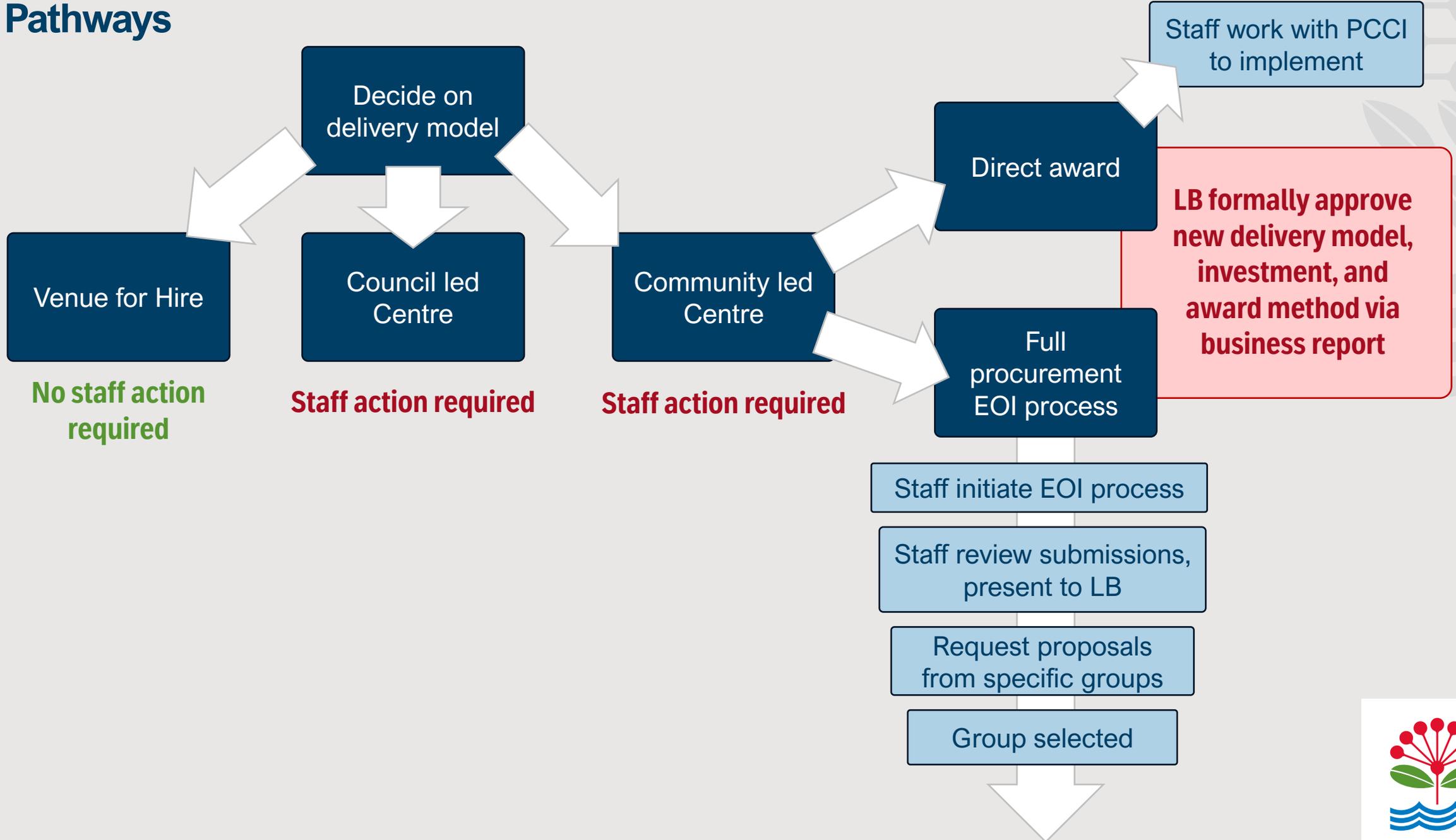
Town centres and neighbourhoods

**Our economy**

Diverse and resilient economy



# Pathways



## Why I am here:

**Present financial  
implications and  
procurement  
options**

Board requested staff investigate  
shift from venue for hire to  
community-led delivery

## What I need from you:

**Direction on how  
the board wish  
to proceed**

A change to delivery model  
requires formal board decision +  
investment



## Direction required:

1. Does board wish to move away from current venue for hire model?
2. Your thoughts about community-led community centre model?
3. If FBCH to be set up as community-led, which procurement approach would like us to follow?



# Patai / Questions



# Waipapa Stream Restoration

Mary Stewart, Senior Conservation Advisor | Environmental Services

Neil Henderson, Kaiwhakahaere Taiao | Restoration Activator | Kaipātiki Project

February 2024



# What we'll cover today

- History of the project
- Highlights from 2023
- Plans for 2024-2025



# Pukekawa / Auckland Domain



# Waipapa Historic Alignment

## KEY

-  Survey Office Plan SO 13 of Auckland Park  
Sourced from LINZ,  
Crown Copyright reserved
-  Auckland Domain 1856  
John Kinder [rs]
-  Felton Mathews 1841  
NZ Map 2664, Special Collections,  
Auckland City Libraries (NZ)
-  Survey of Office Plan SO 3933 of the Auckland Domain  
Sourced from LINZ,  
Crown Copyright reserved
-  Auckland in its natural state  
M. Johnson from Bush's ACC  
Continental History
-  City & Suburbs of Auckland prepared by C. Palmer  
Sourced from LINZ,  
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Waiparuru

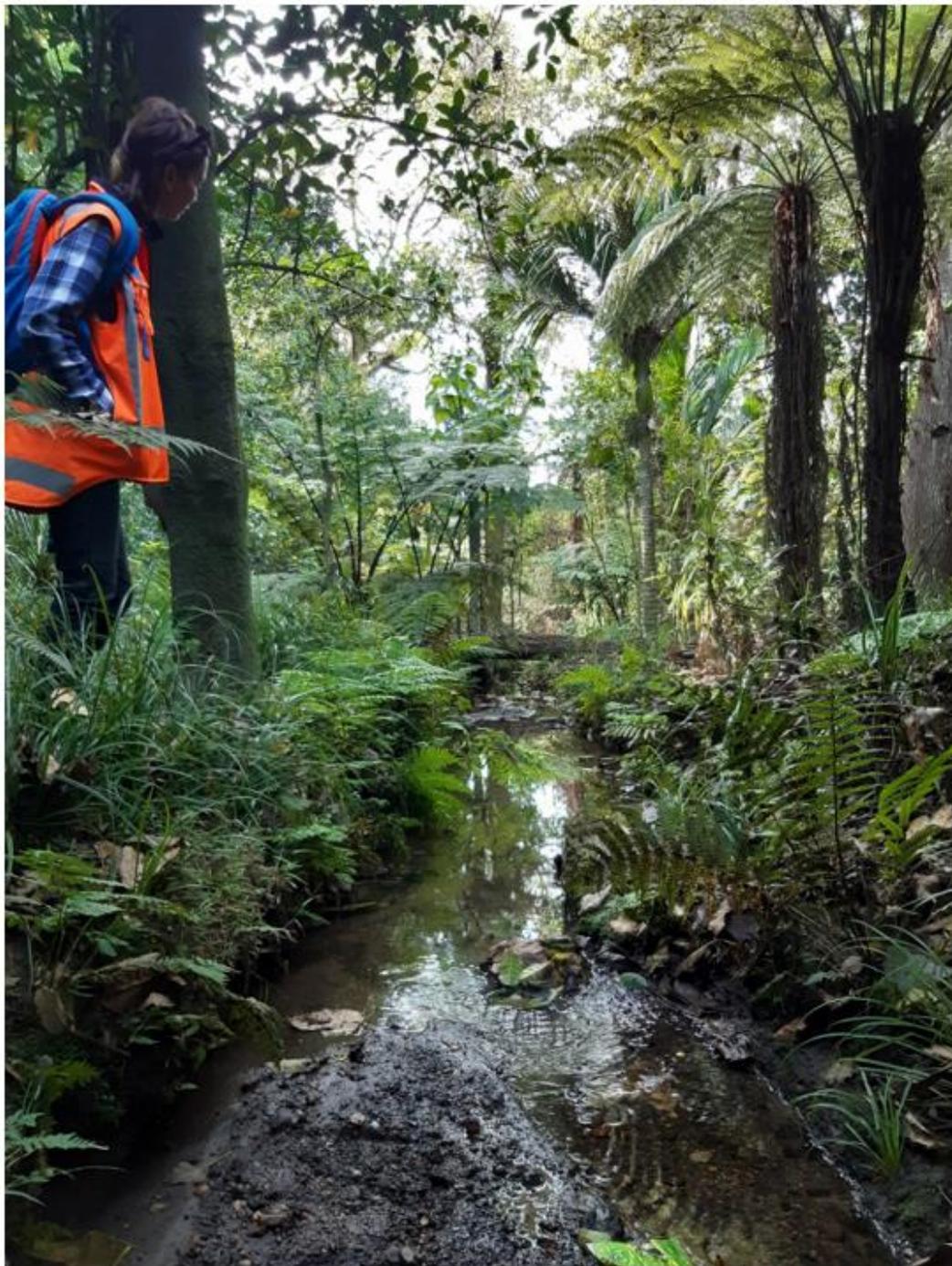
Waipapa







## A. Waiparuru Stream - Grafton Gully





2019



2023



2019



2023





## **B. Waipapa Stream - Parnell Gully**





# Highlights for 2023

- 350 plants planted
- Weeding bees and rubbish clean ups
- Schools engaged – students
  - 98 students from Parnell District School
  - 10 senior students from Baradene College and St Peters College
- Engagement events – stream workshops, night walk
- Corporate groups - Jasmax
- Chinese volunteers
- Summerset selling
- Contractor weed control continued – upstream











## Night walk to see titiwai / glow worms



# Rubbish clean up





PAUL

捕鼠志願者

greenseed.co.nz  
/trapsvolunteer



捕鼠志願者

greenseed.co.nz/trapsvolunteer



捕鼠志願者

YIYI

greenseed.co.nz  
/trapsvolunteer

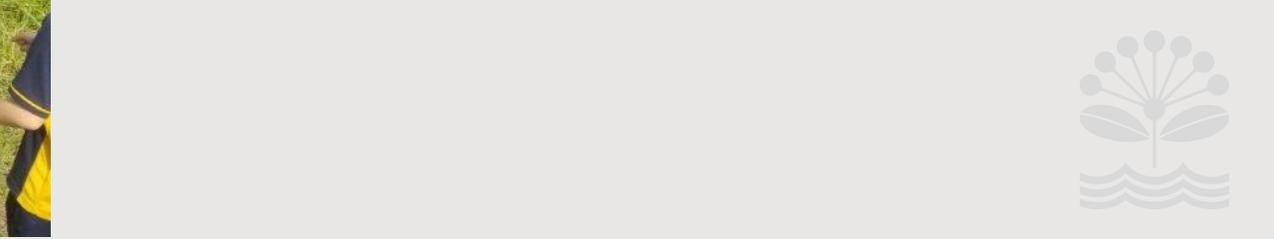
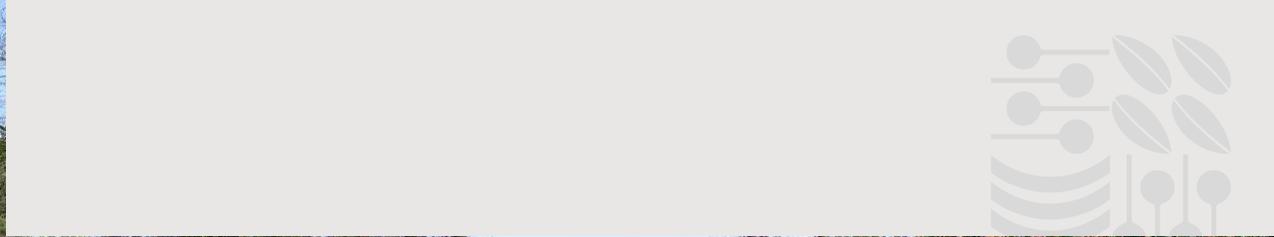


JADE

捕鼠志願者

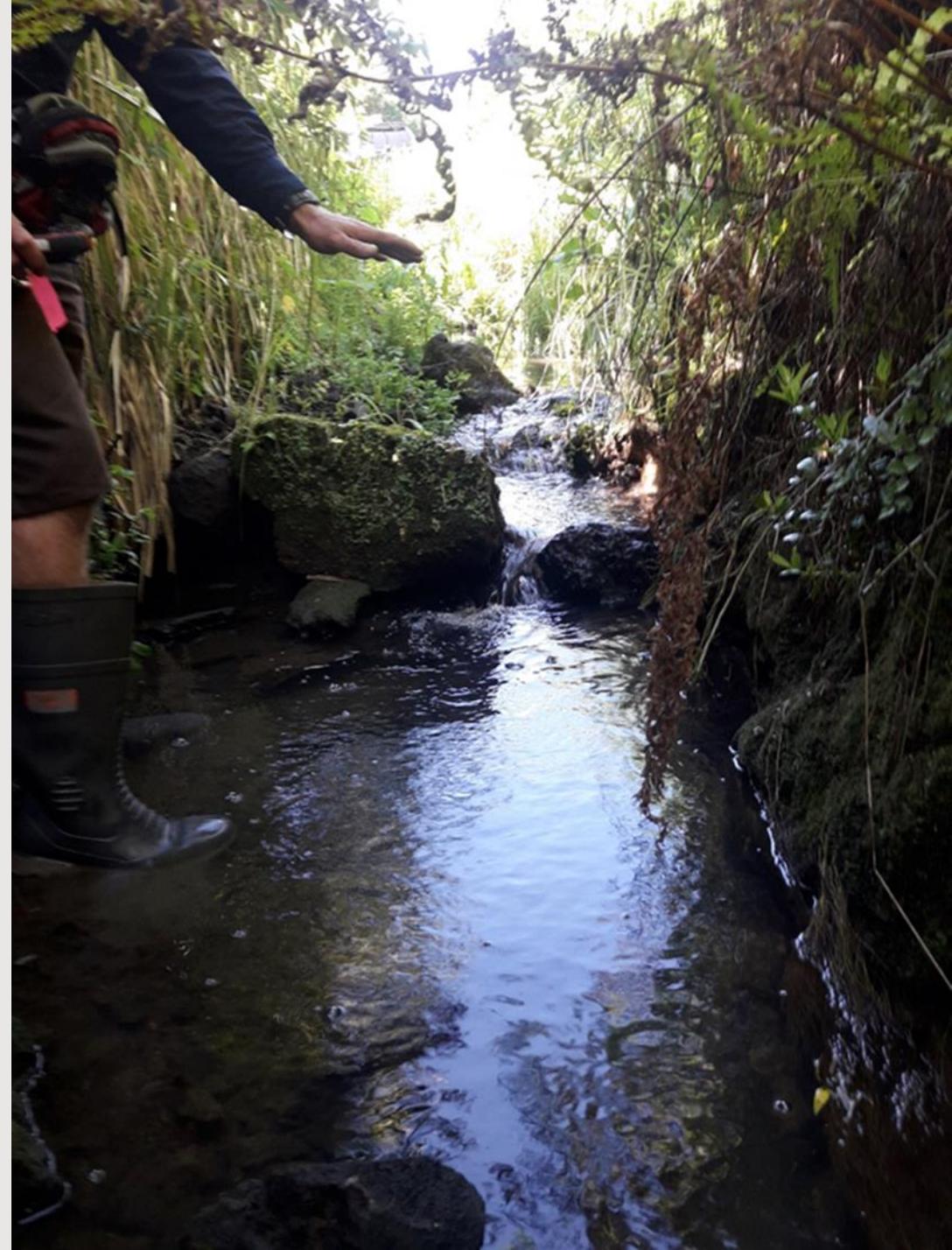
greenseed.co.nz  
/trapsvolunteer





## Plans for 2024-2025

- Collaboration with Ngāti Whātua Ōrākei and Healthy Waters – replanting section where works have taken place – potentially plant harakeke for weaving
- More connection with local schools – working with Sustainable Schools Team
- Continued plant pest and animal pest control
- Continue outreach and education in the community
- Continue to advocate for the care of the stream and the surrounding environment







Pātai / Questions ?



## Updates/discussion on the Waitematā Local Environmental work programme

Newmarket / Middleton stream restoration - Waitematā	\$6,250
Te Wai Ōrea lake and wetland restoration	\$15,000
Waitītiko / Meola Creek restoration - Waitematā	\$21,000
Waipāruru stream restoration	\$5,000

