

I hereby give notice that a meeting of the City Centre Advisory Panel will be held on:

**Date:** Monday 5 May 2025  
**Time:** 2.00pm  
**Meeting Room:** Waipapa Taumata Rau, University of Auckland  
**Venue:** 'The Great Hall', Room 101, ClockTower  
 22 Princes Street, Auckland Central

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## City Centre Advisory Panel OPEN AGENDA

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### MEMBERSHIP

<b>Chairperson</b>	Mr Scott Pritchard	Independent
<b>Deputy Chairperson</b>	Mr Patrick Reynolds	Transport sector
<b>Members</b>	Dr Natalie Allen	Urban design sector
	Ms Haehaetu Barrett	Social Sector (Lifewise)
	Ms Viv Beck	Business associations (Heart of the City)
	Mayor Wayne Brown	Auckland Council
	Ms Kiri Coughlan	Tertiary education sector (University of Auckland)
	Mr George Crawford	Property sector (Property Council of NZ)
	Mr Neville Findlay	Retail sector representative
	Ms Bernie Haldane	Arts, culture and events (Auckland Arts Festival)
	Mr Jamey Holloway	Business associations (Karanga-a-hape Road Business Association)
	Mr Grant Kemble	Mana whenua (Ngāti Whātua Ōrākei representative)
	Cr Mike Lee	Waitematā and Gulf Ward Councillor, Auckland Council
	Ms Amy Malcolm	Tertiary education sector (Auckland University of Technology)
	Mr Adam Parkinson	Residents' association (City Centre Residents Group)
	Mr Antony Phillips	Residents' association (City Centre Residents Group)
	Ms Helen Robinson	Social sector (Auckland City Mission)
	Ms Genevieve Sage	Waitematā Local Board Chair, Auckland Council
	Ms Debbie Summers	Tourism and travel sector (ID Tours)
	Mr Alec Tang	Sustainability and climate change

**Tam White**  
**Senior Governance and Relationship Advisor**  
**2 May 2025**  
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**Note:** The reports contained within this agenda are for consideration and should not be construed as Council policy unless and until adopted. Should Members require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.



## ITEM TABLE OF CONTENTS

1. Ngā Tamōtanga | Apologies
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5. Chair's report
6. Integrated Transport Networks Working Group advice: Access for Everyone
7. CCAP Central Wharves workshop notes
8. Feedback on St James Theatre restoration project to Governing Body
9. Advice and feedback to Budget Committee: Annual Plan 2025-26
10. High Street Improvements Project workshop notes



## 1. Ngā Tamōtanga | Apologies

An apology from Mayor Brown for absence on business and Kiri Coughland for absence have been received.

## 2. Te Whakapuaki i te Whai Pānga | Declaration of Interest

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

## 3. Te Whakaū i ngā Āmiki | Confirmation of Minutes

That the City Centre Advisory Panel:

- a) whakaū / confirm the ordinary minutes of its meeting, held on Monday 24 February 2025, as a true and correct record.

## 4. Ngā Pakihi Autaia | Extraordinary Business

Section 46A(7) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“An item that is not on the agenda for a meeting may be dealt with at that meeting if-

- (a) The local authority by resolution so decides; and
- (b) The presiding member explains at the meeting, at a time when it is open to the public,-
  - (i) The reason why the item is not on the agenda; and
  - (ii) The reason why the discussion of the item cannot be delayed until a subsequent meeting.”

Section 46A(7A) of the Local Government Official Information and Meetings Act 1987 (as amended) states:

“Where an item is not on the agenda for a meeting,-

- (a) That item may be discussed at that meeting if-
  - (i) That item is a minor matter relating to the general business of the local authority; and
  - (ii) the presiding member explains at the beginning of the meeting, at a time when it is open to the public, that the item will be discussed at the meeting; but
- (b) no resolution, decision or recommendation may be made in respect of that item except to refer that item to a subsequent meeting of the local authority for further discussion.”

## 5. Chair's report

Purpose: To note the Chair's February 2025 report which was circulated to the Planning and Policy Committee.

Attachment:

- Attachment 1: Chair's report of the February City Centre Advisory Panel meeting

**6. Integrated Transport Networks Working Group advice: Access for Everyone**

To endorse the advice and feedback from the Integrated Transport Networks Working Group on Access for Everyone.

- Attachment 1: Advice and feedback on Access for Everyone

**7. Central Wharves workshop notes**

To endorse the City Centre Advisory Panel advice and feedback on the Central Wharves programme of work from its workshop held on 10 February 2025.

- Attachment – Central Wharves workshop

**8. Feedback on St James Theatre restoration project to Governing Body**

To note the City Centre Advisory Panel feedback on the St James Theatre restoration project.

- Attachment – Feedback on St James Theatre restoration project to Governing Body

**9. Advice and feedback to Budget Committee: Annual Plan 2025-26**

To note the City Centre Advisory Panel advice and feedback presentation to the Budget Committee regarding the Annual Plan 2025-26.

- Attachment – Advice and feedback: Annual Plan 2025-26

**10. High Street Improvements Project workshop notes**

To note the City Centre Advisory Panel's comments and feedback from the High Street Improvements Project workshop held on 5 March 2025.

- Attachment - CCAP Workshop High Street

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## Integrated Transport Networks: Feedback on Access for Everyone (A4E) implementation and circulation plans

File No.:

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### Te take mō te pūrongo Purpose of the report

1. To endorse the Integrated Transport Networks working group feedback on Access for Everyone (A4E).

### Whakarāpopototanga matua Executive summary

2. On 19 February 2025, Auckland Transport facilitated a workshop with the Transport Working Group to provide an update on the A4E implementation plan and circulation planning for the city centre.
3. The workshop offered an opportunity for Panel members to provide feedback on A4E's role in shaping the future of the city centre and achieving the outcomes set out in the City Centre Masterplan (CCMP). The attached document summarises the Working Group's feedback for the Panel's endorsement.

### Horopaki Context

4. The Panel has identified "Maximising the Value of Integrated Transport Networks" as a key priority. This aligns with the CCMP's aim to improve accessibility within and around the city centre by leveraging integrated transport investments, including the City Rail Link (CRL), while meeting the centre's operational needs.
5. Progressing Access for Everyone (A4E) is a key focus for the Panel, with a particular emphasis on prioritising the development and implementation of clear network circulation plans.
6. The Working Group's feedback on these plans has been collated and is attached for the Panel's endorsement.

### Ngā koringa ā-muri Next steps

7. That the Panel endorses the Integrated Transport Working Group's advice and feedback.
8. A further workshop with the Transport Working Group is proposed for May 2025 to test the proof-of-concept proposals across the three horizons, with final plans to be presented to the full Panel in June.

### Ngā tūtohunga Recommendation/s

That the City Centre Advisory Panel:

- a) endorse the Integrated Transport Working Group's advice and feedback on the A4E implementation plan and circulation plans.

## Ngā tāpirihanga Attachments

9. Integrated Transport Working Group: Advice and feedback
10. A4E Workshop presentation.

## Ngā kaihaina Signatories

Author	Tam White – Senior Governance and Relationships Advisor
Authoriser	Simon Oddie – Lead Officer



# Access for Everyone Workshop – City Centre Advisory Panel

**Panel lead:** Patrick Reynolds, Deputy Chair and Transport Lead

**Date:** 19 February 2025

**Attendees:** Noelene Buckland, Patrick Reynolds, Viv Beck, Jamey Holloway, Antony Phillips, Genevive Sage, Conor Roberts (alternate)

**Apologies:** A Parkinson, A Tang, A Malcolm, B Haldane, D Summers, G Kemble, H Barrett, H Robinson, K Coughlan, Mayor W Brown, Cr M Lee, N Allen, N Findlay, S Pritchard, G Crawford

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## Overview

The recent City Centre Advisory Panel workshop on Access for Everyone (A4E) was an opportunity to reflect on progress, challenges, and the path forward. The initial request for the workshop was to outline the details of the A4E implementation plan and circulation plans.

A4E plays a vital role in shaping the future of the city centre and delivering the outcomes outlined in the City Centre Masterplan (CCMP). It sits at the intersection of numerous, often competing, priorities within the transport network. Accommodating these varying perspectives can be challenging but is central to A4E's purpose—linking transport and place outcomes to create a more connected, more prosperous and vibrant city centre.

The panel remains deeply committed to seeing A4E fully realised. However, there is a strong consensus that progress, particularly regarding the essential traffic circulation plan, has been slower than anticipated over the past four to five years. This delay has impacted the ability to inform and guide crucial street design decisions, especially in coordination with the ongoing City Rail Link (CRL) construction works. While acknowledging that the Council group's recent efforts have primarily targeted significant infrastructure projects—including the CRL, Wellesley Street bus corridor, and Te Hā Noa, which all contribute to A4E outcomes—the panel emphasises that finalising and implementing clear network circulation plans must be the top priority.

There are positive signs. Recent focus on the Aotea Arts Quarter and Midtown block has resulted in promising progress, with detailed proposals starting to take shape, including for increased number of pick-up and drop-off spaces to support the Arts Quarter and clearer road layouts to improve navigation and circulation.

These areas are emerging as tangible examples of how A4E can begin to deliver the CCMP's vision, providing a foundation upon which the wider programme can build.

A4E needs to advance on multiple levels—it is both strategic and operational. It must progress a big-picture vision while ensuring practical, street-level changes to support the daily functioning of a thriving city centre. As a change programme, A4E also requires plans that are proactive yet flexible enough to adapt to shifting contexts and emerging challenges.

The workshop reaffirmed the panel's previous advice and its call to accelerate progress.

- **Detailed circulation plan:** Producing a comprehensive and clearly articulated circulation plan remains a critical priority. Network planning outcomes from the A4E

business cases should be shared with the panel for review and feedback before the close of this financial year.

- **Clear outcomes and benefits:** The panel emphasised the need for greater clarity in communicating intended outcomes, explicitly linking project proposals to tangible community and stakeholder benefits.
- **Immediate action and continuous improvement:** There must be a sharper focus on implementing immediate, practical solutions to existing challenges, coupled with an iterative approach that fosters ongoing improvement and responsiveness to stakeholder needs.

## **Panel Discussion – Advice, feedback and actions**

The panel's priority is to see A4E actively implemented. The next workshop must provide clear and detailed outcomes, a summary of recent progress and a roadmap of upcoming actions.

- **Action:** Structure workshop presentations with immediate outcomes first, ensuring clarity on progress and next steps.

### **Evaluation of Interventions:**

The panel stressed the importance of clearly defining how interventions are evaluated to effectively communicate their benefits to communities and stakeholders. This includes being explicit about the outcomes for each package.

- **Action:** Present a clearer articulation of localised outcomes and benefits for each package of circulation plans across the three horizons. This should detail how initiatives and interventions deliver place, transport, and operational outcomes, with these outcomes clearly represented on maps.

### **Immediate implementation opportunities:**

The panel highlighted the need to focus on immediate, actionable interventions alongside long-term proposals. Greater clarity is needed on what is and could be implemented now to address current transport challenges.

- **Action:** Provide a “Horizon Zero” circulation plan outlining current and potential initiatives that respond to here-and-now issues, and show how they align with the broader A4E strategy

### **Aotea Arts Quarter and midtown block:**

The Aotea Arts Quarter remains a key focus for the panel. The level of detail developed so far was acknowledged as a positive step, and the panel seeks a clearer articulation of intended outcomes, mapped alongside enabling initiatives and timelines for delivery.

- **Action:** Present updated circulation plans for the Aotea Arts Quarter and Midtown block, including short-term implementation strategies around access, pick-up and drop-off, clarity and legibility, linked to precinct level outcomes.

### **Optimisation of modal filters:**

The Authorised Vehicle Only (AVO) area has been effective in maintaining bus travel times along Queen Street; however, it remains unclear how the current setup supports loading, servicing, and pick-up/drop-off needs.

- **Action:** The panel would like to see an assessment of options to optimise and manage modal filters to better enable these functions. This should include tangible examples to support communication of benefits to wider stakeholder groups.

#### **Temporal controls:**

The panel discussed the importance of temporal controls in achieving A4E objectives, particularly the ability to adjust operational focus in local network areas over a 24-hour period to support the city centre's diverse needs. This includes the management of modal filters like the Queen Street AVO.

- **Action:** The panel would like to see proposals developed for implementing temporal controls that optimise network efficiency and improve access to and through the city centre. This should include strategies for signal timing adjustments, dynamic management of modal filters, and the selective filtering of turning movements.

#### **Large-Scale Infrastructure and Network Improvements:**

The panel agreed that large-scale infrastructure is essential for driving improvements in the city centre and enabling A4E's higher-order outcomes. Auckland Transport is encouraged to adopt a proactive approach to circulation and network changes that complement major projects, while maintaining the flexibility to make iterative improvements that enhance network efficiency over time.

#### **Train Service Operations:**

The panel emphasised the importance of prioritising all-night train services with the City Rail Link (CRL) opening, particularly from Thursday to Saturday, to enhance access and support the night-time experience. This applies to workers' travel as much as it does to customers.

- **Action:** Provide clarification on planned CRL train service operating times once the network is operational.

#### **Zero Emissions Area (ZEA):**

The ZEA remains a key component of A4E and the CCMP. The panel stressed the need for a dedicated, proactive implementation plan rather than relying on related interventions to gradually deliver the desired outcomes.

- **Action:** The panel would like to see explicit proposals developed for an ZEA implementation plan as part of the current work, outlining the steps required to achieve the associated outcomes and benefits.

#### **Loading, Servicing and Pick-up and Drop-off:**

Loading and servicing and pick-up and drop-off continue to be critical amenity to get right for the city centre. The panel would like to see the proposals developed through Room 2 Move incorporated into the A4E implementation plans and more strongly aligned with network circulation plans.

- **Action:** Develop proposals for enabling additional loading and servicing and pick-up and drop-off on side streets along the Albert Street corridor, with commensurate kerbside management

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## **Next Steps**

- The panel remains committed to actively engaging in the development of A4E.
- A workshop with the transport working group is proposed for May to test the proof-of-concept proposals across the three horizons, with final plans to be presented to the full panel in June.



# Access for Everyone

Programme Update and Workshop

CCAP – Transport Working Group |

February 2025



# Agenda

## Purpose:

To provide an update on the A4E Implementation planning and to discuss and receive feedback on the development of A4E Implementation Horizons

## Agenda:

- The Importance and purpose of an Implementation Plan
- Principles of the A4E Implementation Plan
- The outputs and outcomes
- A4E Implementation Horizons



# Importance and purpose of an Implementation Plan

Infrastructure projects deliver A4E outcomes and can be further leveraged by operational changes

What is needed now is an **Implementation Plan** that gives effect to and builds on the benefits of major infrastructural projects

An Implementation Plan will:

- Demonstrate a proof of concept for the **A4E traffic circulation plans** – build support and alignment around their implementation
- Create a prioritised, sequenced forward work programme for city centre transport workstreams that is aligned with the City Centre Action Plan
- Support future funding bids and ensure alignment with policy and strategy
- Identify efficiencies in integrated delivery and leverage funded projects
- Provide a clear connection with the strategy/vision in the CCMP and integrate the place and movement outcomes delivered by the City Centre Place Plans and A4E Implementation Plan





# The Implementation Plan connects strategy and delivery...

- *An integrated transport plan for all movement outcomes in the city centre*
- *The “meso-layer” connecting the strategy/vision with the delivery – providing a clear plan that can inform delivery.*
- *Specific on fuction, timing and sequencing – focus on packaging around the mig moves.*

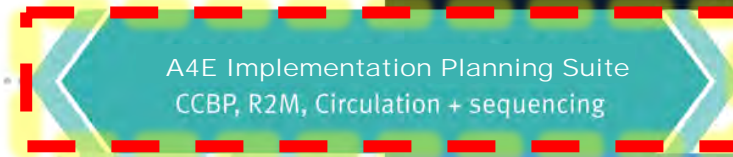
## A4E (CCITP) Investment Cases

- Gaps – where funding is needed
- Costs, economics
- Funding, cashflow
- Benefits and alignment

## Major Business Cases (eg CCBP DBC)

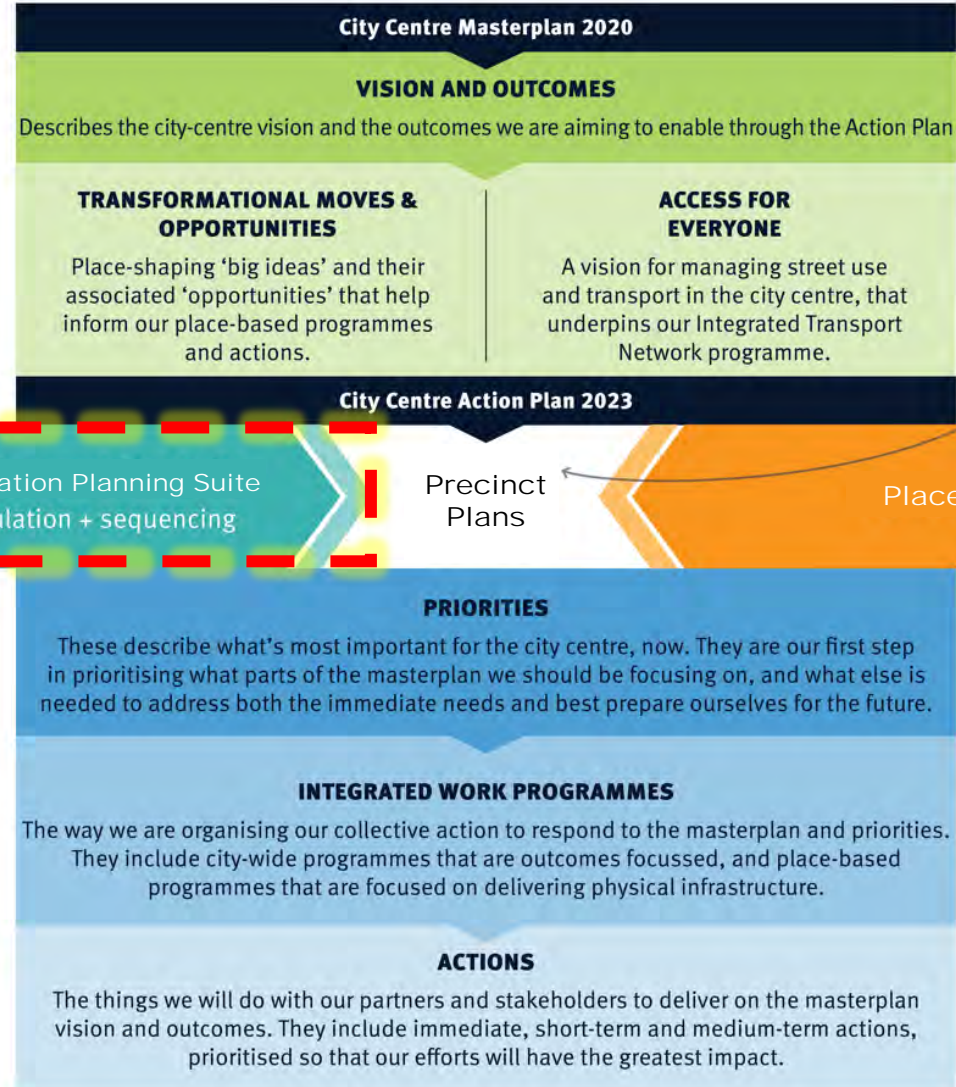
*Future Connect*

*City Centre Lead Agency  
empowered to deliver*



Comms, collateral, data,  
messaging

Sequencing, guidance, outcomes,  
change management protocols



Precinct  
Plans

Place Plans

*Connecting places to  
precincts – dealing with  
the localised links*

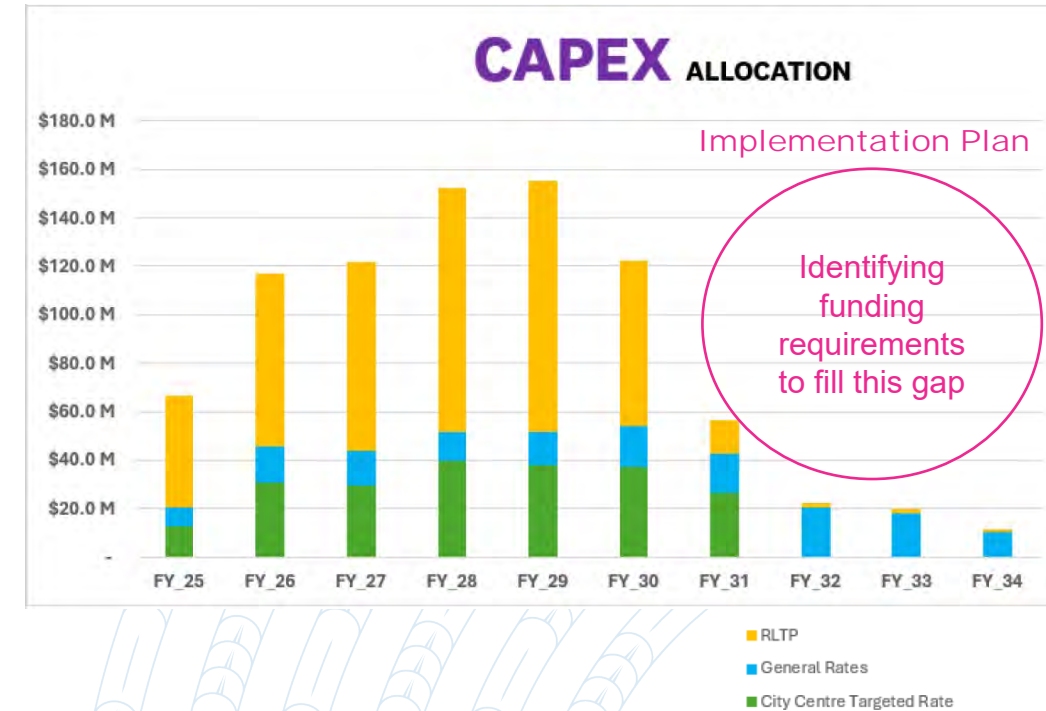
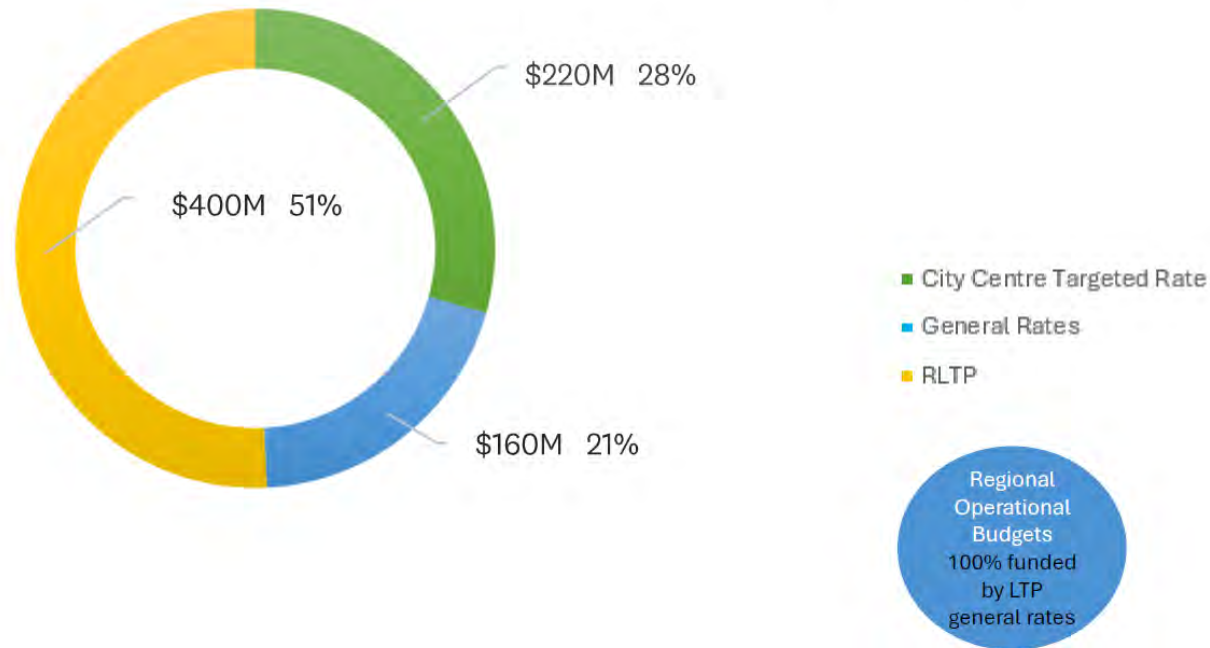
Sequencing, guidance, outcomes,  
change management protocols

Comms, collateral, data,  
messaging



# And will enable funding and programming

## AUCKLAND CITY CENTRE CAPEX



There is an additional need to ensure OPEX funding is identified and secured for operational plans – to ensure the network is optimised and responds to change and development



Access for Everyone

# Implementation Plan



# What we're doing

## Delivering A4E through leveraging infrastructure changes

A4E outcomes are being “delivered” through a number of major projects and programmes, the changes to circulation and access they create, the reallocation and prioritisation of space and the optimisation of kerbside management.

With the right operational and **circulation changes implemented concurrently**, infrastructure projects can also deliver the low through traffic neighbourhoods intended in A4E and developed by the Precinct Plans.

### Current and planned activities:

- Developing specific packages of actions in three “Horizons” that align with major project delivery to leverage off these key infrastructure changes.
- Aligning “Horizons” with future funding cycles to enable AT to secure a delivery pipeline.
- Testing the circulation plan using traffic models and a robust evidence base to confirm its effectiveness.

### What we will have at the end of the work:

- Clear **Traffic Circulation and Implementation Plans**
- A list of Actions
- Resourcing Plan
- Work programmes
- Funding requirements
- Next steps





# A4E Working Principles

## Aligning with the priorities of the City Centre Action Plan...

- Getting the **basics** right
- Maintaining delivery **momentum**
- Setting ourselves up for **success**

## ...to create working principles for development of the A4E Implementation Plan:

- Delivery and timing is **aligned** with key infrastructural projects (like CRL and CC Bus Plan Corridors)
- A4E outcomes are delivered by both **infrastructure** projects and **operational traffic circulation** changes
- A4E plans are co-ordinated and **integrated** with other plans and programmes (such as the City Centre Place Plans)
- Short term Midtown changes are implemented for CRL Day 1 (early 2026) to give effect to the infrastructural projects currently underway.



# Outcomes of the A4E Implementation Plan:

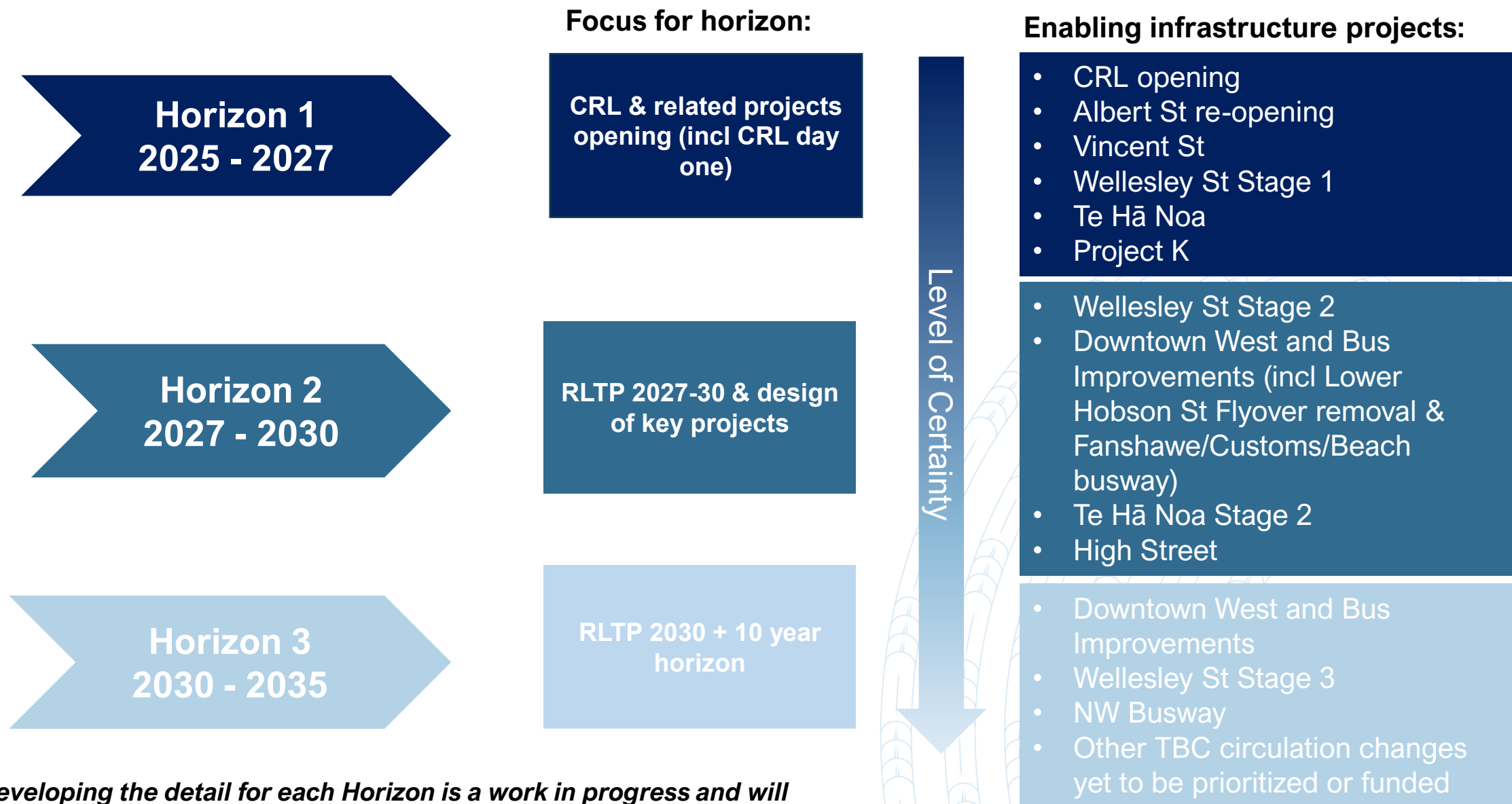
1. Delivery that leverages previous, current and proposed improvements
2. A plan that reflects the pace of change that the city centre can tolerate
3. A clear definition of the function and form of streets
4. An evidence-based plan to support investment

A4E Implementation Plan

# What this looks like



# A4E Implementation Plan Horizons:



**Note: Developing the detail for each Horizon is a work in progress and will continue to be refined**



2025 - 2027

# Horizon 1

“Now”

Working draft





DRAFT

# Horizon 1: 2025 - 2027

Leveraging projects and summary of A4E outcomes

## Existing 2025-27 funded infrastructure projects (that deliver A4E outcomes)

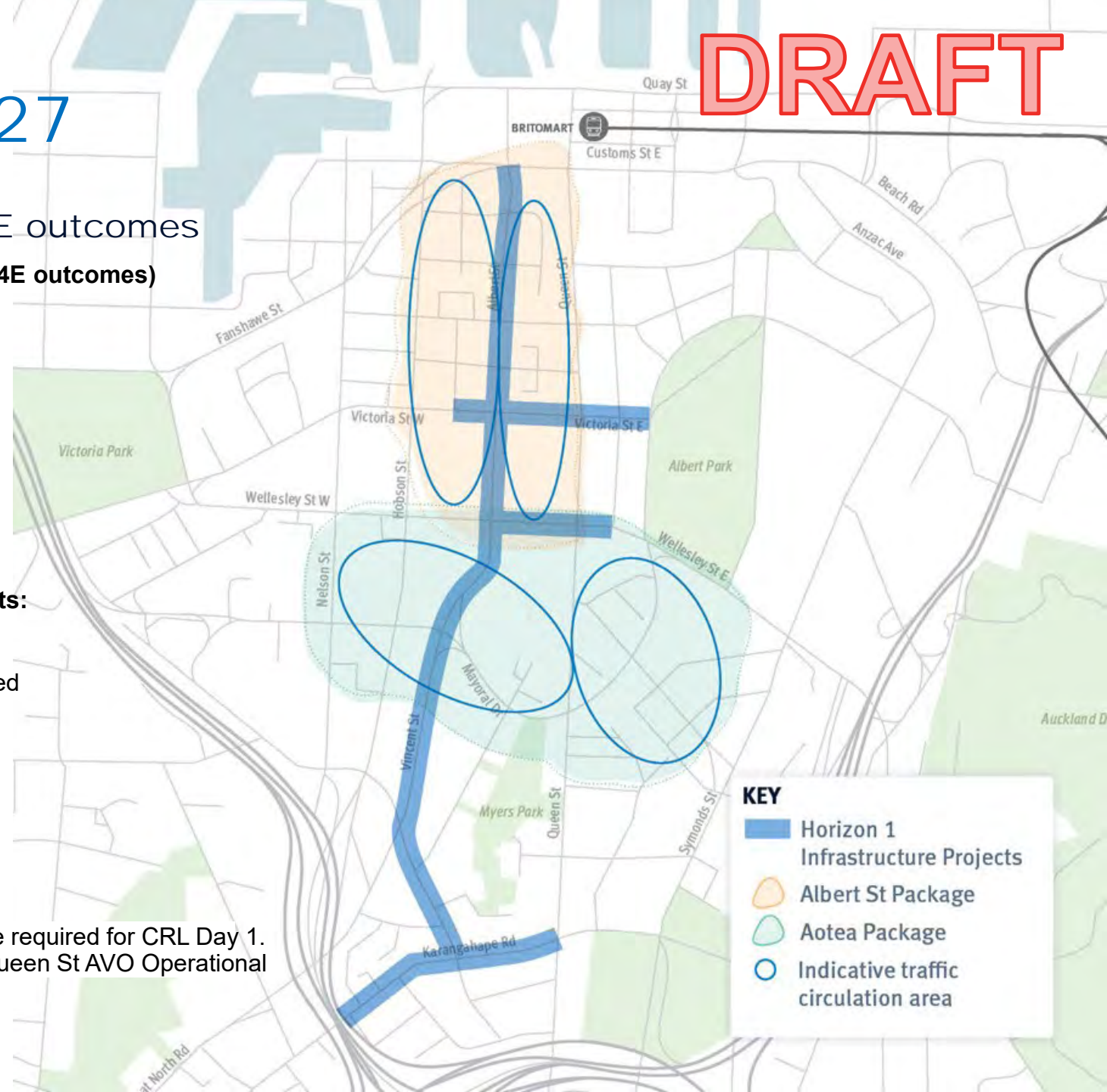
- Albert St (delivered by CRL/LKA)
- Vincent St cycleway and bus priority
- Wellesley St Bus Improvements stage 1
- Te Ha Noa
- Karangahape Rd Neighbourhood and Bus Improvements

## Proposed operational changes to enable infrastructure projects:

- Extend existing Queen St Authorised Vehicle Only (AVO) lane
- Albert St and Wellesley St bus corridors defined and implemented
- Extend existing Wellesley St AVO
- Mayoral Dr/Cook St traffic route – **a key A4E action**
- Wayfinding signage and public information
- Pick-up/Drop-off, servicing and delivery zones
- Operational plans for Albert St

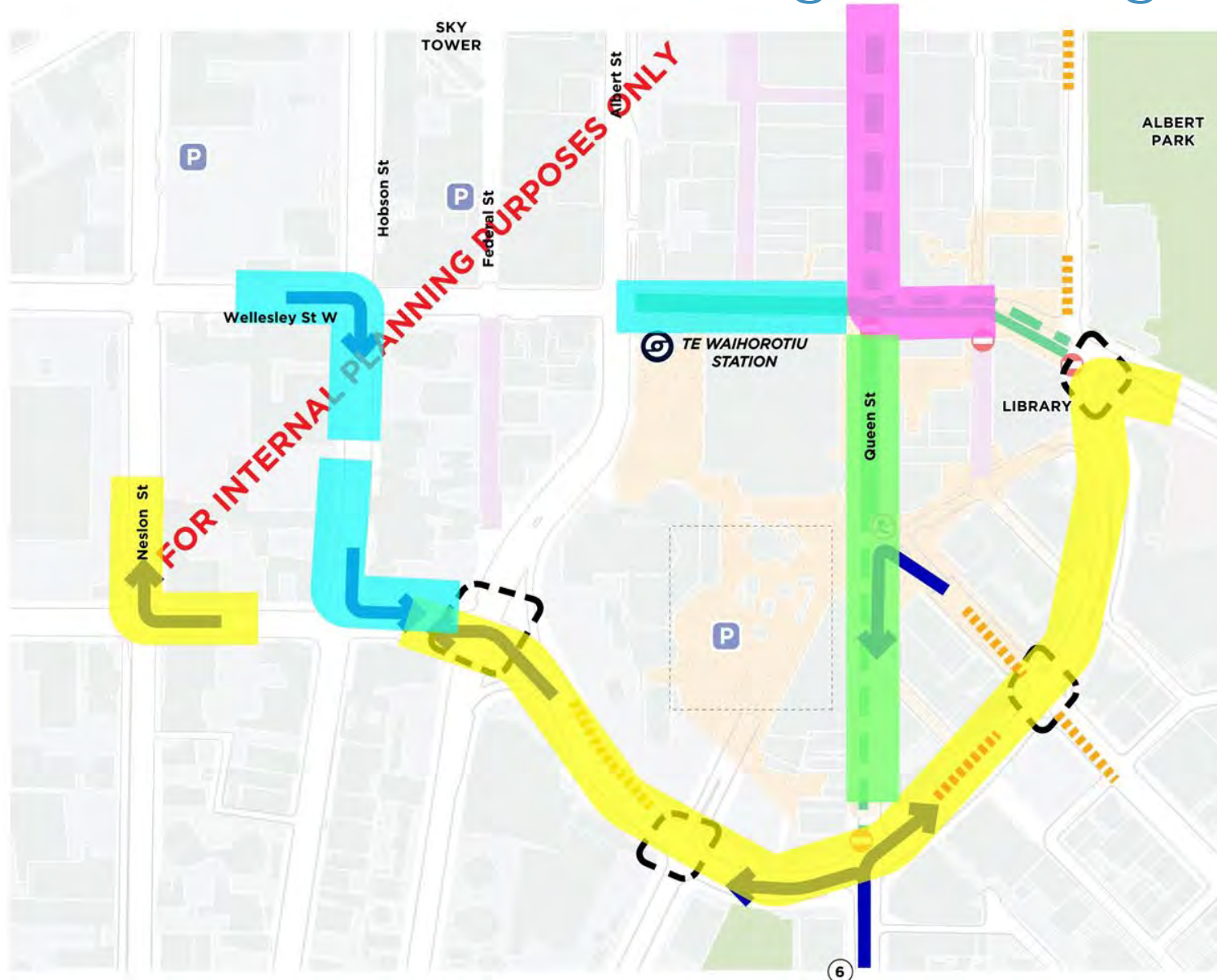
**Note:** There are several activities that have been identified that are required for CRL Day 1. These are currently being progressed with urgency (such as the Queen St AVO Operational Review) to ensure they are delivered in-line with CRL Day 1.

Work in progress – to be updated







# Horizon 1 Aotea Package Working Example

# DRAFT



## Aotea

-  **Queen Street: extend AVO South to Mayoral Dr**
-  **Wellesley St: extend new AVO to Albert St**
-  **Mayoral Drive: main traffic route**
-  **Queen St: extend AVO north to Victoria St**

## For the Aotea Package:

There are four sub-packages proposed to deliver A4E outcomes in this Horizon.

These are expressed as a work breakdown structure on the following slide.

**NOTE: Work in progress initial draft packaging**

# Horizon 1 Aotea Package Working Example

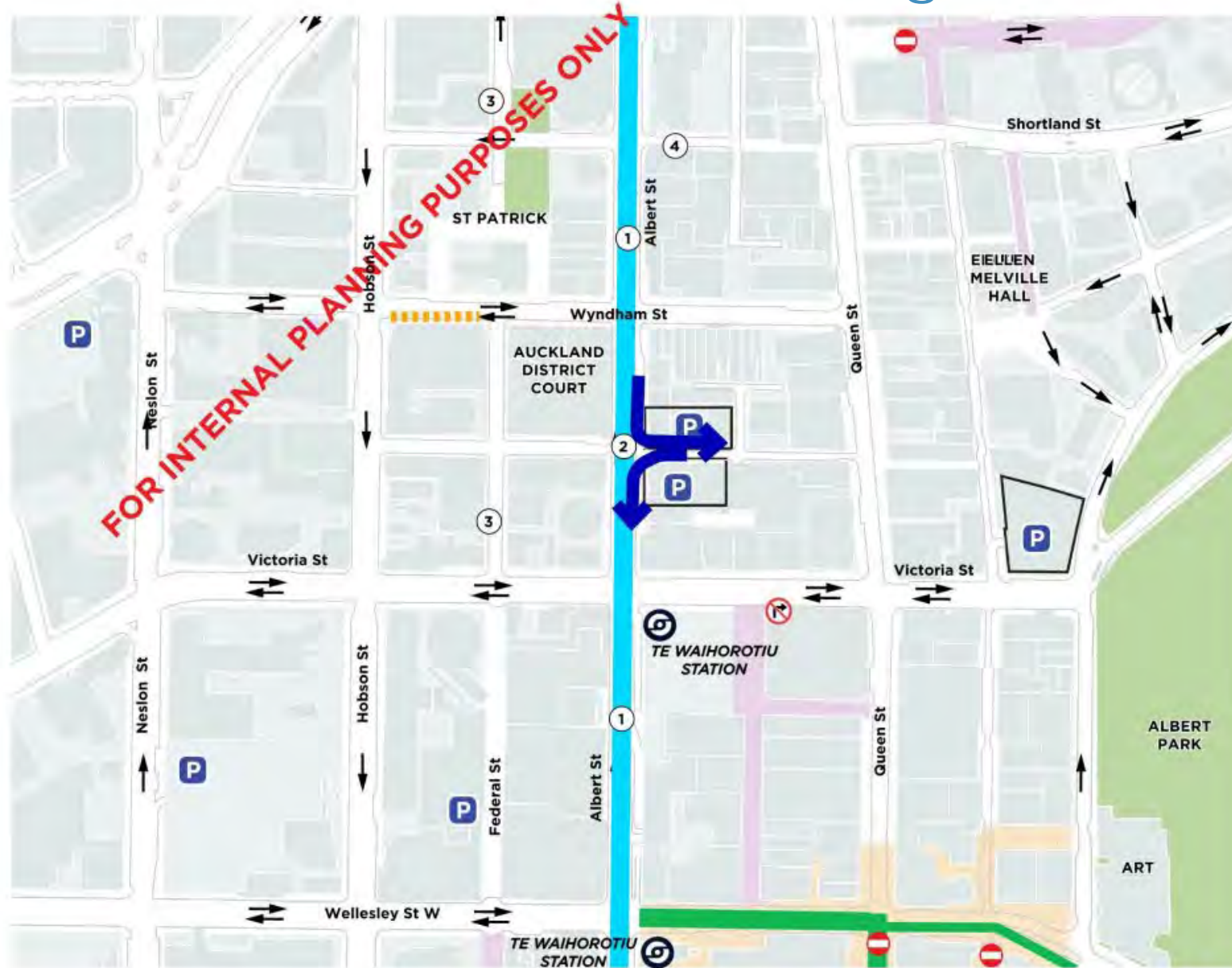
**DRAFT**

Package	Sub-Package	Action	Benefits and Outcomes Expected
Aotea	1. Extend Queen Street AVO SB to Mayoral Drive	1.1 AVO lane extension	<ul style="list-style-type: none"> <li>Reduced traffic volumes improving place function of Queen Street;</li> <li>Clear directions for drivers to avoid getting captured in existing Queen St AVO</li> <li>Improved wayfinding and direction for PUDO, service, loading/unloading; better PUDO facilities less circling/lost vehicles reducing traffic volumes</li> </ul>
		1.2 Divert northbound Queen Street general traffic to Mayoral Drive	
		1.3 PUDO, mobility access, service and delivery and other kerbside management	
	2. Extend Wellesley St AVO to Albert St	2.1 AVO lane extension	<ul style="list-style-type: none"> <li>General traffic to be diverted from Wellesley Street to allow for efficient operation of Wellesley Street as a bus corridor</li> <li>Less traffic in Elliot Street, improving place and pedestrian function as an important laneway</li> <li>Avoiding vehicles being captured in the Wellesley St AVO by providing a clear traffic route</li> <li>Improved wayfinding and direction for PUDO, facilities less circling/lost vehicles reducing traffic volumes</li> <li>Improved access to servicing and loading for business with less traffic in Wellesley St and Elliot Street</li> <li>Improved wayfinding for parking, service, loading/unloading leading to less circling/lost vehicles increased traffic volumes and emissions</li> </ul>
		2.2 Divert/facilitate eastbound Wellesley Street traffic to Hobson Street	
		2.3 Divert westbound traffic Mayoral Drive to Nelson Street	
		2.4 Access management to Elliot Street carparks	
		2.5 PUDO, mobility access, service and delivery and other kerbside management	
	3. Develop the Mayoral Dr traffic route	3.1 Mayoral Drive ring road network operations and optimisation plan	<ul style="list-style-type: none"> <li>Improved performance of Cook Street/Mayoral Drive as a traffic route providing improved journeys for traffic</li> <li>Attracts traffic from Wellesley Street, enabling more efficient bus operations</li> <li>Creates low-through traffic areas around Queen St core</li> <li>Improved network legibility and ability to access Aotea carpark</li> <li>Improved wayfinding and direction for PUDO, service, loading/unloading leading to less circling/lost vehicles increased traffic volumes and emissions</li> </ul>
		3.2 PUDO, mobility access, service and delivery and other kerbside management	
	4. Extend the Queen St AVO to Victoria St	4.1 AVO lane extension	<ul style="list-style-type: none"> <li>Queen Street has a strong place function, low traffic environment, reduce emissions, avoid vehicles from travelling end to end.</li> <li>Improved efficiency of Victoria Street for east-west movements by removing EB right turn at Queen Street</li> </ul>
		4.2 PUDO, mobility access, service and delivery and other kerbside management	

Work in progress



# Horizon 1 Albert St Package Working Example **DRAFT**



## Albert Street

### ALBERT STREET: Bus priority + local access

1. Albert Street bus priority/or AVO sections. Bus stop spacing, traffic signals, and traffic restrictions
2. Durham street carparks accessed from Albert St only (not Queen St)
3. Federal Street traffic circulation and local access
4. East side of Albert Street local access
5. Service and delivery and kerbside management
  - Taxi/uber hub and circulation
  - PUDO areas with signage, lighting, security
  - Disabled access

### For the Albert St Package:

There is one sub-package proposed to deliver A4E outcomes in this Horizon.

These are expressed as a work breakdown structure on the following slide.

**NOTE:** Work in progress initial draft packaging

# Horizon 1 Albert St Package Working Example

DRAFT

Package	Sub-Package	Action	Benefits
Albert Street	1. Bus priority and local access for Albert Street	<div><div>1.1 Albert Street optimisation and operational concept for bus priority, traffic and kerbside management</div><div>1.2 Durham St car park access plan</div><div>1.3 Federal St traffic circulation and local access plan</div><div>1.4 Local access east side of Albert St plan</div><div>1.5 PUDO, mobility access, service and delivery and other kerbside management plan</div></div>	<div><div>Immediate benefits:</div><ul style="list-style-type: none"><li>Operational and physical changes can be designed and implemented to allow Albert Street to deliver its required outcomes upon opening.</li></ul><div>Outcome benefits:</div><ul style="list-style-type: none"><li>Buses can operate efficiently to deliver the required speed and reliability</li><li>Traffic circulation can be planned to enable good bus travel times and retain access to parking facilities</li><li>Reduced unnecessary traffic on local streets and Queen Street</li><li>Few vehicles lost or circling, reducing traffic volumes, through clear wayfinding and provision for parking, PUDO, servicing and loading</li></ul></div>

Albert Street is a critical bus corridor in the city centre. It will be delivered and re-opened as part of the CRL delivery.

There is a need to carry out an optimisation plan for Albert Street to ensure that:

- The street operates in a way the achieves the capacity and reliability required for buses; and
- Delivers low-through traffic areas anticipated as part of A4E; while
- Providing access to private and public parking, loading, servicing and PUDO areas.

**This plan should consider:**

- Proposed lane arrangements and locations – bus lanes, traffic lanes, turning lanes
- Traffic turning movement allowed
- Intersection design - signal design and phasing
- Number of stops and spacing
- Access to and location of parking, servicing and PUDO areas
- Bus routing, volumes and stop allocation along Albert St
- Bus travel time performance
- Existing/proposed bus priority (including timing) along routes that use Albert St
- Planned works Downtown bus improvements – impact on Customs St, Lower Albert St and Fanshawe St
- Existing modelling reports, performance of similar parts of the network

Work in progress

2027 - 2030

# Horizon 2

"Soon"

Working draft





# Horizon 2: 2027 - 2030

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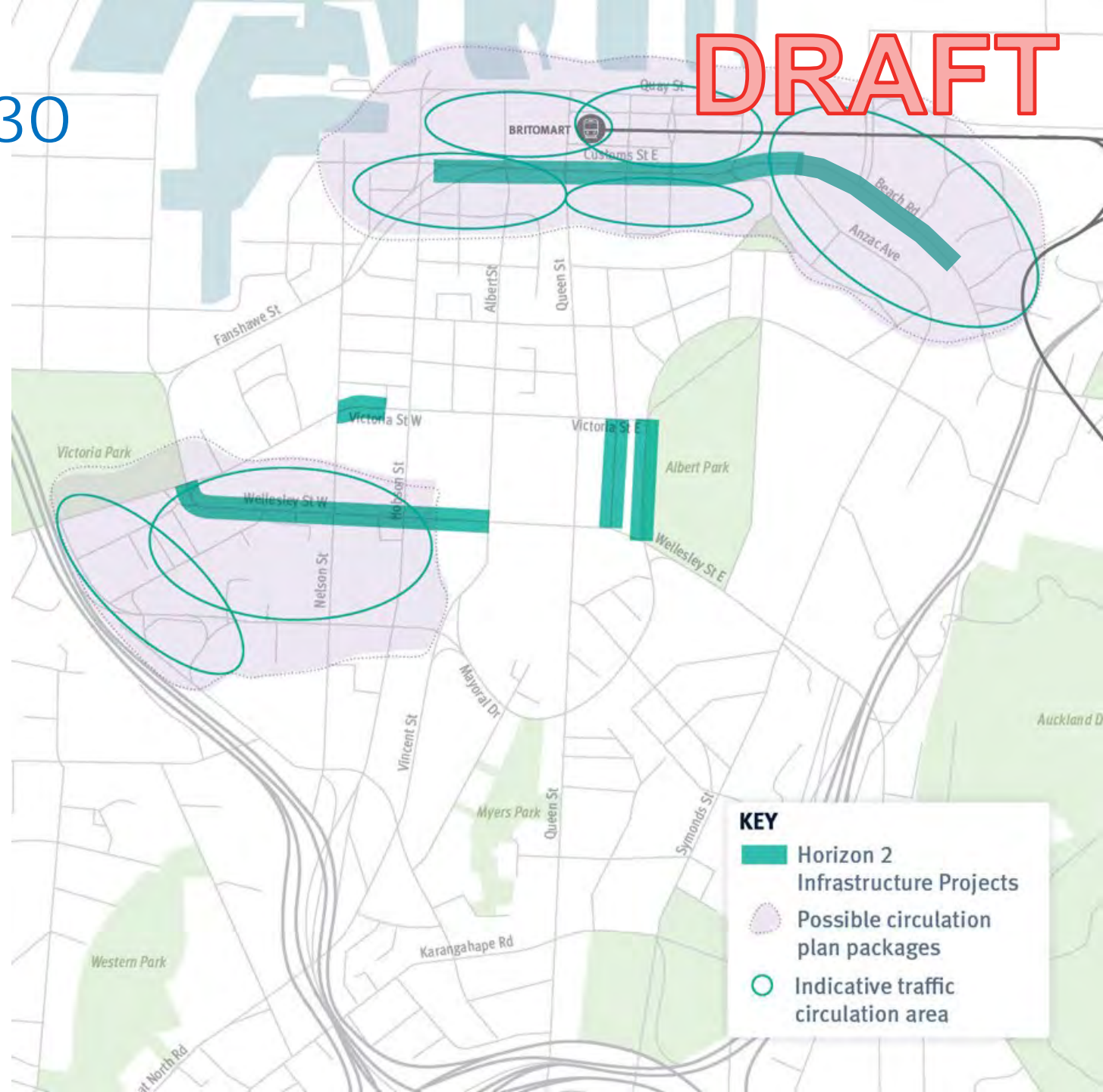
## 2028-30 funded infrastructure projects (that deliver A4E outcomes)

- Wellesley St Bus Improvements stage 2
- Downtown West and Bus Improvements
- Te Ha Noa stage 2 (Hob-Fed)
- High St

## Possible operational changes to be investigated:

- Promote and enable vehicle access using signage, maps, movement changes (lanes/turns) and signal optimization and behaviour change.
- Downtown Areas – leveraging and giving effect to Downtown Bus infrastructure changes (including Tangihua St)
- Western city centre areas (off Wellesley St, Cook St and surrounds).

*Packaging and work breakdown structure to be developed*



Work in progress – to be updated

2030 - 2035

# Horizon 3

“Later”

Working draft





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# Horizon 3: 2030 - 2033

## 2030 - 2033 horizon - existing committed infrastructure projects (that deliver A4E outcomes)

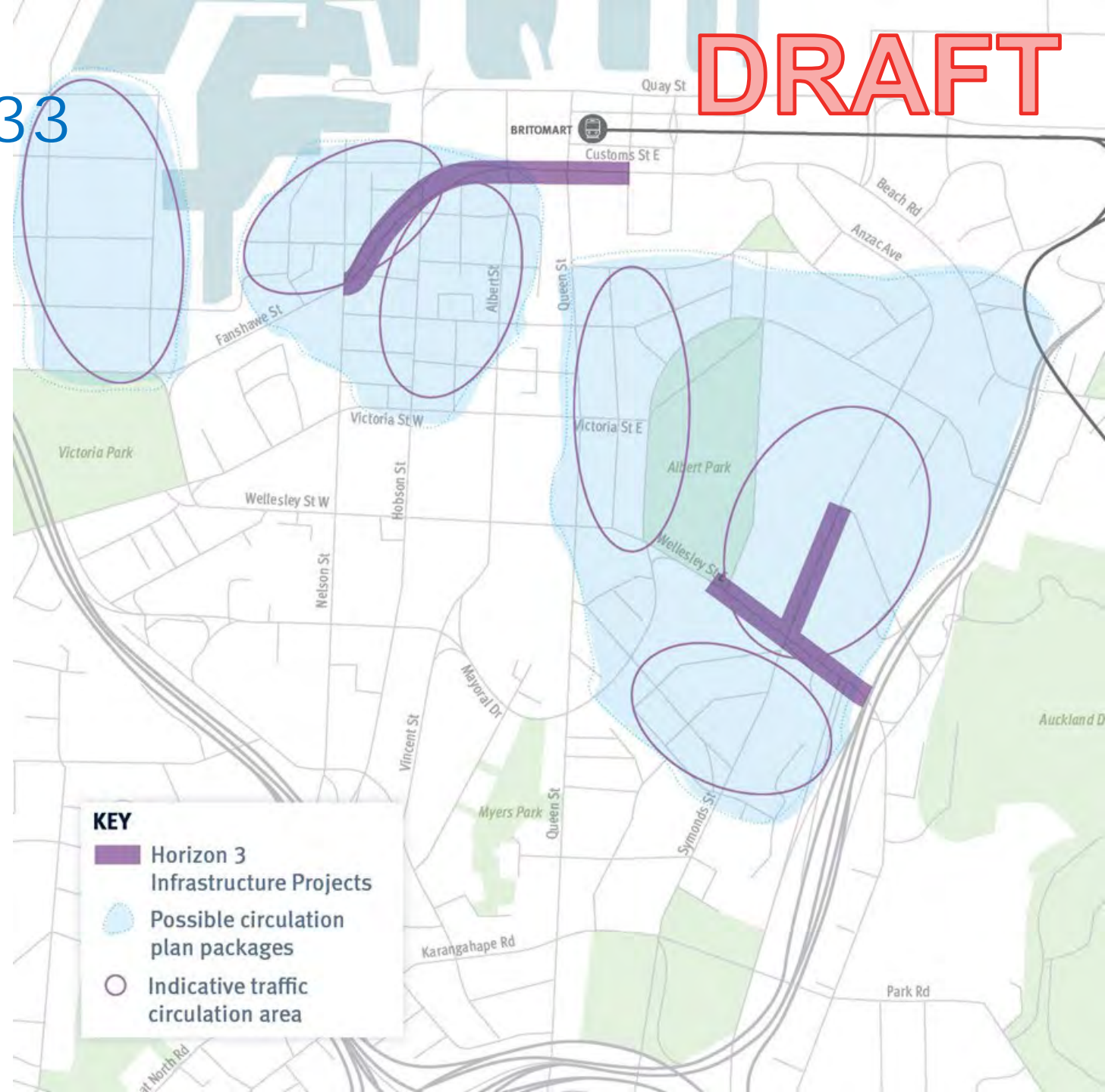
- Wellesley St Stage 3
- Downtown West and Bus Improvements
- NW Busway
- Additional projects and circulation changes to be identified by the Waihorotiu Queen St Valley Precinct Plan and submitted for funding prioritisation and approval

## June 2030 horizon – proposed traffic circulation changes to be investigated

- Promote and enable vehicle access using signage, maps, movement changes (lanes/turns) and signal optimization and behaviour change.
  - Downtown West area in conjunction with the construction of the Downtown carpark development and the completion of the Downtown Bus Improvements
  - Learning Precinct area in conjunction with Wellesley St Bus Improvements Stage 3

*Packaging and work breakdown structure to be developed*

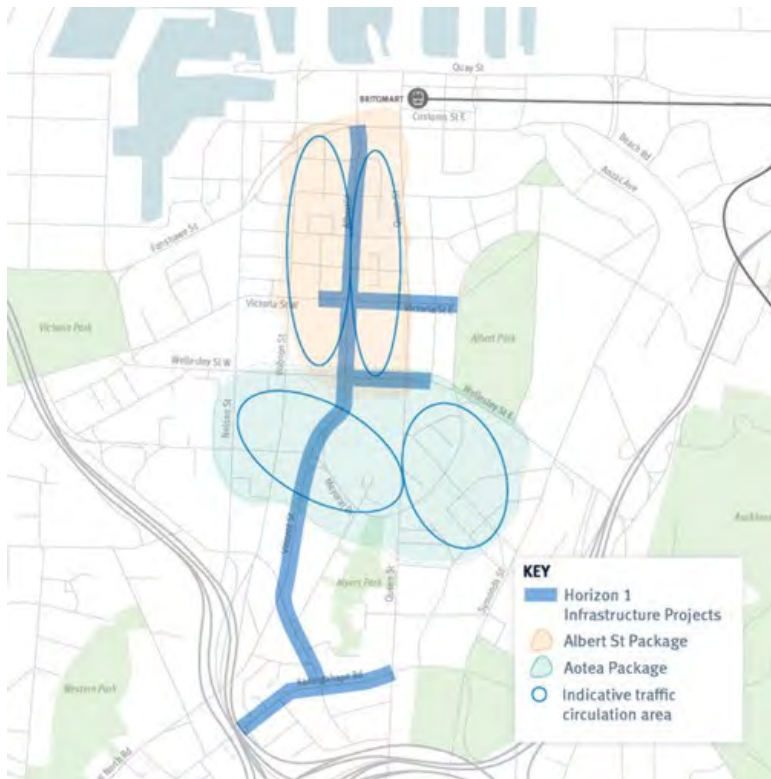
Work in progress – to be updated



# A4E Implementation across the Horizons

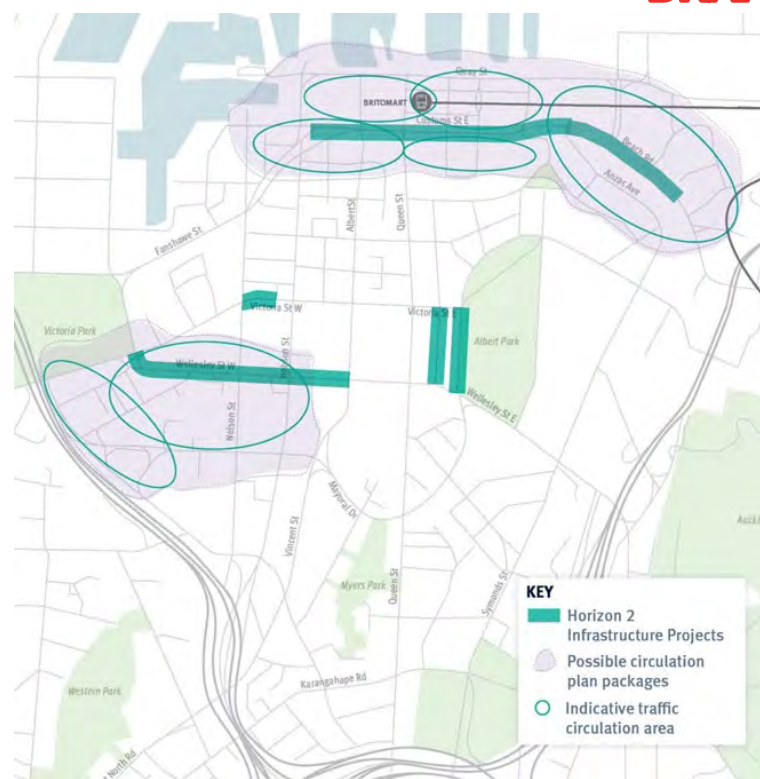
Horizon 1: 2025 - 2027

**DRAFT**



Horizon 2: 2027 - 2030

**DRAFT**



Horizon 3: 2030 - 2035

**DRAFT**



Work in progress – to be updated



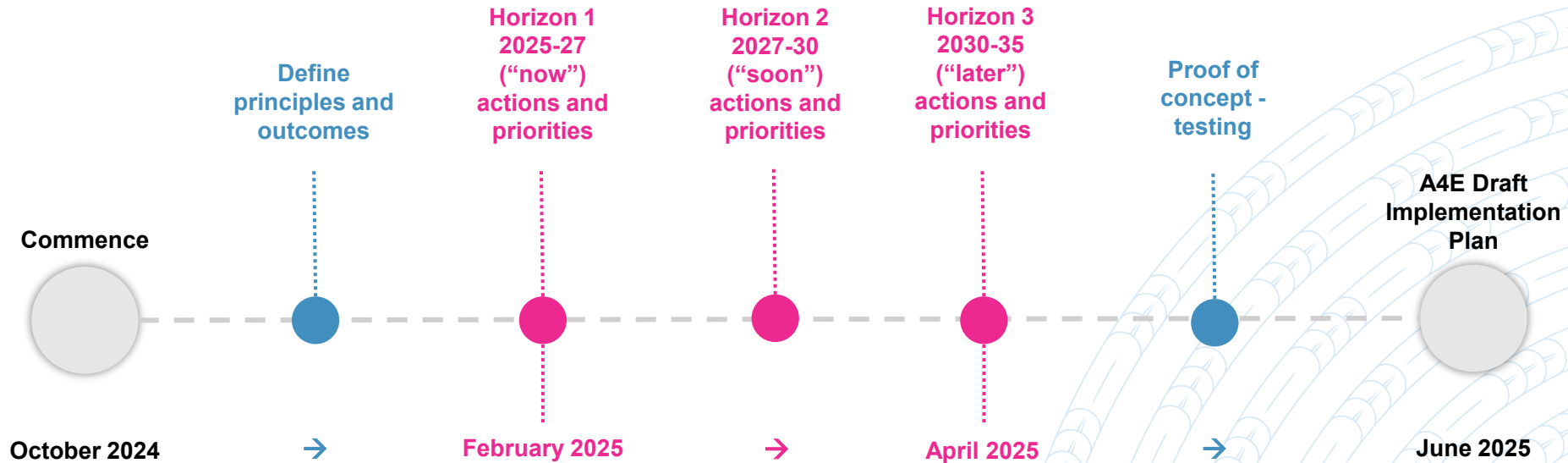


# Discussion



# Next Steps

We're developing the Horizons of the A4E Circulation and Implementation Plans



- Development will involve continued collaboration with our cross-agency Project Working Group.
- Collaboration with the City Centre Advisory Panel, Local Board, and other stakeholders
- Working towards completion in **June 2025**.





# Ngā mihi



# Appendix

Additional Information



# Review of work to date

In 2024 we undertook a piece of work exploring and reaffirming the status and role of A4E

## **What we found:**

The A4E Programme Business Case (PBC), approved in 2021, and since then, has influenced the objectives set for a number of implementation actions and governance changes.

## **Things have changed since 2021 so an update is needed that includes:**

- Completion/advancement of many actions recommended in the PBC – so an update is needed
- The City Centre Action Plan has provided updated direction

## **Also:**

- There is urgency in this space with CRL opening in 2026  
Projects have advanced in the city centre presenting leveraging opportunities which need an updated response (e.g. CRL, Wellesley Street, Room to Move, Te Hā Noa)
- There have been changes in the strategic and funding environment (GPS, RLTP) that require repositioning of the A4E programme and a need to secure future funding streams.





# Benefits of the Implementation Planning approach

While the large infrastructure projects in the city centre deliver local benefits, they also contribute to wider A4E outcomes and benefits.

With the right operational and **circulation changes implemented concurrently**, infrastructure projects can also deliver the low through traffic neighbourhoods intended in A4E and developed by the Precinct Plans, enabling:

- Improved economic development and business performance through prioritised space and time for essential servicing and accessibility
- Improved amenity and less noise for residents and business as a result of less through traffic.
- Legibility and access to parking, loading and pick-up/drop-off locations

**To achieve this, the A4E Integrated Transport Plan is proposing to:**

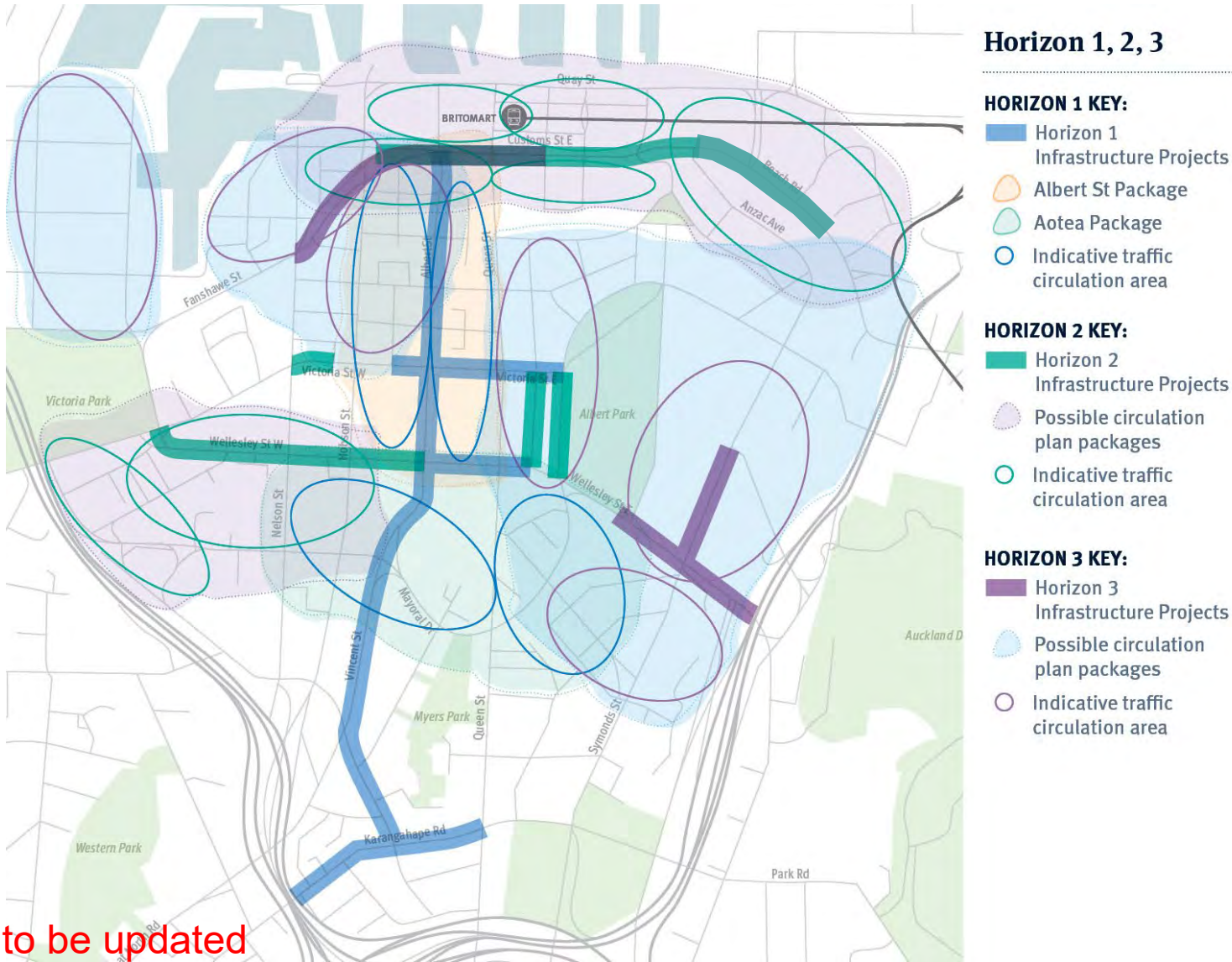
- Identify wrap-around operations and circulation changes to implement A4E concurrently with infrastructure projects
- Identify any funding or alignment of funding required if this does not already exist.
- Develop an action plan to define, fund and deliver these operations and circulation changes.





# Evolution of A4E Implentation

DRAFT



Work in progress – to be updated



Previous Presentation

# CCAP Transport Working Group

29 July 2024

*Attached Separately in email distribution*



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## Central Wharves workshop notes

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### Te take mō te pūrongo

#### Purpose of the report

1. To note the City Centre Advisory Panel's comments and questions from the Central Wharves programme workshop held on 10 February 2025 and the April update.

### Whakarāpopototanga matua

#### Executive summary

2. Auckland Council is planning to further open up the central wharves in downtown Auckland to support a range of uses that support the City Centre Waterfront. Early engagement on the opportunities and challenges for this mahi has started designed specifically at this stage to test the Framework Plan agreed by the Governing Body in June 2025.
3. The work programme was introduced by Fiona Knox, Priority Location Director- City Centre Major Projects to the Panel members through an extraordinary workshop on 10 February 2025.
4. The workshop notes, which serve as a record of the discussion points and agreed actions, are attached for the Panel to note.
5. These were circulated to the Panel in March, and no further input was received.
6. A follow up, out of cycle, workshop is being planned for June 2025 which will be designed to test scenarios that have been generated through the engagement sessions that have been held.

### Horopaki

#### Context

7. The central wharves are the Hobson Wharf Extension, Queens, Captain Cook and Marsden wharves and the promenade area along the water's edge (known as the breastworks). The masterplan scope will also consider the water space surrounding the wharves.
8. In 2024, Auckland Council endorsed the Port Precinct Framework Plan. This indicative plan considered options for the future of the whole 85 hectares of the port precinct.
9. The Governing Body allocated funding to Eke Panuku as lead agency to develop a masterplan and a project pipeline to inform future investment decisions specific to the central wharves only.
10. At the 10 February meeting the City Centre Advisory Panel provided feedback to the team working on the project and raised questions and thoughts for further consideration during the next phase.

### Ngā koringa ā-muri

#### Next steps

11. As we progress through the Framework Plan testing phase, we will collate feedback and ideas and undertake further data gathering. To date we have:
  - held five sprint workshops with Auckland Council whanau subject matter experts

- hosted two hikoi with mana whenua representatives
  - held two design wananga with mana whenua representatives.
  - The material gathered will be used to develop a variety of scenarios for further testing. These scenarios will be further refined in the second half of 2025 and built into the business case process and the draft masterplan.
  - In parallel the team is progressing the technical workstreams. This includes:
  - due diligence of assets and investigating the infrastructure challenges
  - implementing the first stage of our transitional use strategy on site.
12. We will seek an out of cycle workshop with the CCAP in June to bring this information together for further discussion.

## Ngā tūtohunga Recommendation/s

That the City Centre Advisory Panel:

- a) note its feedback on the Central Wharves programme of work from the 10 February 2025 workshop.

## Ngā tāpirihanga Attachments

10 February workshop:

- memo
- agenda
- presentation

## Ngā kaihaina Signatories

Author	Fiona Knox - Priority Location Director City Centre Major Projects, Eke Panuku
Authoriser	Simon Oddie – Lead Officer

## City Centre Advisory Panel Workshop

### Workshop notes

#### Central Wharves work programme

**Monday 10 February 2025 12.30-2pm, 135 Albert Street, Level 14 Room 10**

**Present:** Scott Pritchard, Patrick Reynolds, Debbie Summers, Noelene Buckland, Viv Beck, Kiri Coughlan, Jamey Holloway, Grant Kemble, Antony Phillips, Alec Tang, Natalie Allen.

Topic	Comments and questions	Follow up action
Importance of this area and the opportunity to refresh the masterplan	<ul style="list-style-type: none"> <li>All recognise the importance of this work, and the key role the panel will play.</li> <li>It will be important for the project team to engage widely with stakeholder groups, and the panel may be able to advise given their extensive networks.</li> </ul>	<p>Continue to engage with the CCAP throughout the project.</p> <p>Investigate the potential to take the panel on a site visit, to increase contextual understanding.</p>
Population growth and demographics	<ul style="list-style-type: none"> <li>Planning for the Central Wharves must be made in the context of aspirations for a growing city centre resident population, including attracting and inviting a growing student population to the waterfront.</li> <li>Whilst recognising growth and wanting to ensure we plan adequately for the future, we must also be cognisant that Auckland is still a relatively small city – albeit with a growing residential population</li> </ul>	
Sequencing of development	<ul style="list-style-type: none"> <li>What's the timeframe for development?</li> <li>Important that this new area does not compete with existing City Centre, Wynyard Quarter and Te Ara Tukutuku.</li> </ul>	
Agglomeration of city uses	<ul style="list-style-type: none"> <li>Great cities agglomerate activities, rather than spread out.</li> <li>Avoid the temptation to provide too much retail / hospitality / open space to such an extent that it does not get used and is not activated.</li> <li>What is special and unique that can go in this place that is not replicated elsewhere in the city.</li> </ul>	



Commercial uses and attractors	<ul style="list-style-type: none"> <li>• It's expensive to activate too much open space, so what are the supporting commercial uses that can be introduced?</li> <li>• Think carefully about the commercial uses that support public use.</li> <li>• What are going to be the key anchor uses?</li> <li>• Try to avoid replication of uses and competing or cannibalising the city centre.</li> <li>• Ensure any potential commercial options are appropriate for the timeframes of the proposed implementation</li> </ul>	
Funding	<ul style="list-style-type: none"> <li>• What could be the other opportunities for funding this – that does not rely on LTP funding?</li> </ul>	
Scale of experiences	<ul style="list-style-type: none"> <li>• Design approach needs to consider different scale/type of experiences – from being part of a busy space to being able to seek respite and peacefulness (to suit a range of users and cater to different uses across timescales).</li> </ul>	
Cruise growth and location	<ul style="list-style-type: none"> <li>• Recognition that unlocking cruise is a big part of the Central Wharves mahi.</li> <li>• Auckland is very attractive for the cruise industry and highly valued by cruise passengers. Combination of our dramatic harbour, the arrival experience, cruise berths in the heart of the city, and the attractions and excursions on offer. This needs to be considered in planning for future cruise infrastructure (e.g. Bledisloe may not be ideal if that requires passengers to bus into the city centre).</li> <li>• The cruise industry brings value to the city.</li> <li>• Noticeable when a cruise ship is in and the level of activity. What does an enhanced visitor experience look like?</li> <li>• The extent to which the city waterfront needs to cater for cruise growth is part of the test for this process.</li> <li>• Clarity around cruise statistics, trends and future growth modelling to be able to provide an informed view of how best to cater for future growth</li> <li>• Recognition of the need to provide the best cruise outcome for both the city and the cruise industry and its passengers as part of this project.</li> <li>• Agreement that cruise function should be removed from Princes Wharf, and that cruise and ferry operations should be separated.</li> </ul>	<p>TAU and Eke Panuku to provide sector information.</p> <p>Note that the cruise strategy is currently being updated by TAU – due in March 2025.</p>

	<ul style="list-style-type: none"> <li>Look into the option of cruise being offered entirely on Bledisloe, freeing up Queens and Captain Cook for other uses.</li> </ul>	
Queens Wharf – public wharf	<ul style="list-style-type: none"> <li>Recognition that designing Queens Wharf as a cohesive space, and within the context of the other central wharfs, is a significant opportunity of this project.</li> <li>Recognition that Queens Wharf’s use and functions could be improved so that it can better meet its goal of being a public wharf.</li> <li>Questions around what exactly is meant by ‘public wharf’ – is it heritage, open space, events etc, is it for Aucklanders, visitors, who? This needs to be defined through this process.</li> <li>Heritage of the wharf needs to be honoured and celebrated. Some felt that Shed 11 needs to be reinstated, and some that it should not.</li> <li>The opportunity for a more prominent cultural narrative was important</li> <li>Queens Wharf needs an attractor or “magnet” of some kind. Could be a mix of passive engagement plus a more intentional destination/activation to pull people out to the end of the wharf. Or a quiet space of respite may be the best solution – lots of users will be people eating lunch / passive.</li> <li>Discussion held on cruise on Queens Wharf - varied opinion around: <ul style="list-style-type: none"> <li>The cruise function should be removed in its entirety</li> <li>Queens Wharf could potentially act as a spillover 4<sup>th</sup> berth if needed to cater for cruise growth – but this would only be possible if Captain Cook is vacant due to the constrained water space.</li> </ul> </li> <li>Shed 10 could be used for something other than a cruise terminal, although the future use is not clear – could be retained as event space.</li> </ul>	The refreshed view of Queens wharf role and function will be further tested through our engagement process
Captain Cook Wharf – maritime wharf	<ul style="list-style-type: none"> <li>Some logic that having a dedicated cruise wharf with a terminal and associated landside infrastructure is best use for Captain Cook Wharf</li> <li>Note that if this is to be a maritime wharf then trying to add general public access brings complications.</li> <li>Recognition of the need to extend the wharf to be able to accommodate the cruise ship function. Consideration will need to be given to iwi and stakeholder views on this however – we all know that</li> </ul>	

	<p>this will be sensitive as it has been in the past with the dolphin.</p> <ul style="list-style-type: none"> <li>• All servicing of ships (trucks and buses, including turning of these) can be accommodated on the wharf, probably under the new cruise ship terminal.</li> <li>• Most of the wharf would need to be dedicated to cruise ship function i.e. limited public access. Except perhaps at the southern-most end of the wharf which could be a pick up / drop off area, or possible market space or similar.</li> <li>• Care will need to be taken to manage vehicle conflicts with high quality amenity of Quay Street / Breastworks.</li> <li>• One suggestion that the Maritime Museum be moved to Captain Cook Wharf.</li> </ul>	
Marsden Wharf – gateway wharf	<ul style="list-style-type: none"> <li>• Some commercial use would be welcome, but may not be ideal for a hotel, given its proximity to a working port and future cruise terminal.</li> <li>• May need to fully remove the northern section that is currently not fully formed / part removed, in order to justify extending Captain Cook Wharf.</li> <li>• Public access around the edge will be important. But no need for it to be a very high attractor of people. Just simple access for strolling, fishing etc.</li> <li>• Access to the water – being able to get down to touch the water – could be provided, although not necessarily attractive given the location next to the working port and any cruise function on Captain Cook.</li> </ul>	Further testing throughout the project with stakeholders and the market to inform the opportunity
Breastworks	<ul style="list-style-type: none"> <li>• The high-quality public realm treatment of Quay Street and Te Wananga should be continued in this area – create a promenade along the water’s edge.</li> <li>• Could make it look more coastal / like a natural edge to the Waitematā.</li> <li>• This area is the best opportunity for higher levels of activity due to easy accessibility and the proximity and connections to the main part of the city and the key infrastructure (e.g. Waitematā station).</li> <li>• Opportunity for retail / food and beverage offering.</li> <li>• Important to consider the edge condition as it connects to the surrounding streets and a number of residential projects also.</li> </ul>	
Hobson Wharf	<ul style="list-style-type: none"> <li>• Could be used as a base for water taxi and similar commercial operators.</li> </ul>	



	<ul style="list-style-type: none"> <li>• One suggestion it is used to house electric ferries and charging infrastructure.</li> <li>• Some suggestion it could house a multi use sports facility.</li> <li>• Having it available for events /activations to pop up and come and go may be its best use.</li> <li>• Is restricted by accessibility due to the narrowness of the entrance way.</li> </ul>	
Ferries, growth and future	<ul style="list-style-type: none"> <li>• Discussion around the future growth requirements for ferries in Auckland and the extent to which they need to be provided along the east side of Princes Wharf, containing all ferry operations to the Ferry Basin.</li> <li>• Some discussion around the potential for electric ferries and charging infrastructure to go on Hobson Wharf.</li> </ul>	AT specialists to inform this discussion through the project



# Memorandum

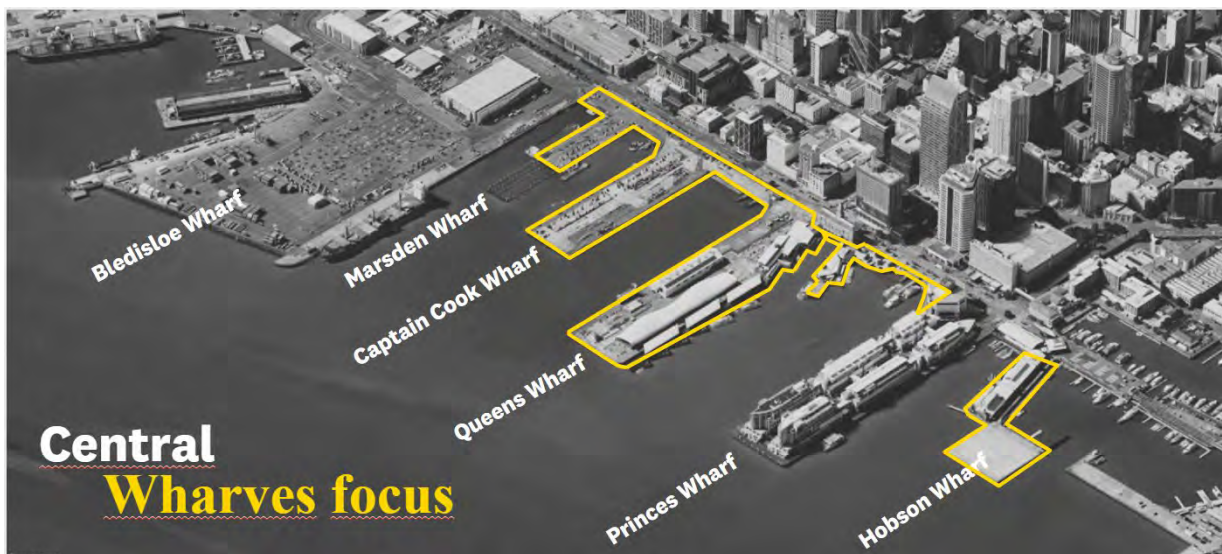
SUBJECT	<b>Central Wharves Masterplan</b>
DATE	3 February 2025, ahead of workshop on 10 February
TO	City Centre Advisory Panel
FROM	Fiona Knox, Priority Location Director – City Centre Major Projects

## Purpose

To introduce the Central Wharves programme of work ahead of our upcoming workshop on 10 February.

## Context

On behalf of Auckland Council, the Eke Panuku team is leading on a programme of work to develop an masterplan for the Central Wharves – the Hobson Wharf Extension, Queens, Captain Cook and Marsden wharves, and the breastworks along the water’s edge.



The central wharves scope

The Masterplan will be based on the [Port Precinct Framework Plan \(Framework Plan\)](#), which was developed over 2023 submitted to the Auckland Council CE and Mayors Office in December 2023 as a requirement in Eke Panuku’s Statement of Intent.

The Framework Plan, which covered all 85 hectares of the Port Land, was then presented to the Budget Committee in April and May 2024, as part of the council’s Long-term Plan 2024-2034 discussions.

Through the LTP decision making process, the Governing Body:

- Approved the Central Wharves component of the Port Precinct Framework Plan
- Resolved for the transfer of Captain Cook and Marsden wharves and the associated land from Port of Auckland Limited to Auckland Council within two to five years - subject to consents for work on Bledisloe North being granted
- Approved \$6M of opex funding over four years, to progress the Central Wharves work. This includes stakeholder engagement for the masterplan, further detailed design, business case work, regulatory approvals and related implementation planning for these public assets
- Noted that the Port Precinct Plan will be the basis from which a masterplan will be developed for Stage 1: Central Wharves.

## The work programme

At the end of 2024, there was some work to establish this project and get set up for the upcoming four years. This programme is provided in the presentation material that supports this memo.

We have identified four key workstreams outlined below. These workstreams will allow us to form a comprehensive response back to Council on design, phasing, funding and the future capital delivery and development pipeline.

1. Masterplan development; An integrated, design-led process to investigate opportunities and constraints, inform location requirements and develop an agreed way forward. This will be an iterative process inclusive of engagement and consultation with elected members, mana whenua, key stakeholders and the public. Our first step will be testing the propositions and opportunities outlined in Framework Plan. Technical issues that were addressed in the Framework plan will be further tested, including providing analysis and advice on the appropriate planning response and consenting strategy.
2. Programme Business Case (PBC) development; This will set out the case for change according to the five-case framework of the Better Business Cases model, i.e., the strategic, economic, commercial, financial and management cases. The delivery of the PBC will be staged, enabling checkpoints with decision makers. This will ensure the identification and testing of the most suitable option to achieve the vision and benefits developed through the masterplan process. The PBC will inform investment cases identified as necessary to progress key issues.
3. Infrastructure response; Comprising investigations and asset due diligence into the state of the wharves and waterspace. This will include developing an understanding of the climate response requirements, connectivity with city centre infrastructure (utilities and transport network), the development of asset management plans and the strategy required to address any regulatory requirements to enable the programme.
4. Transitional use strategy; Inclusive of a place-led approach on site that will foreshadow and communicate the potential future of the central wharves. The work will activate and test opportunities in the spaces, which will attract people to the location in a safe way.

The Head of Māori Outcomes at Eke Panuku has been meeting with the Governors of the nine iwi mana whenua who have requested engagement on this kaupapa. This kōrero will inform

our process for how we work with mana whenua in this important space. We are looking for innovation that builds on our Te Ara Tukutuku mahi and learnings. This will be an evolving process that will be integrated into our work programme and approach.

The workstreams will be supported by a communications and engagement plan appropriate for each stage.

## Testing the Framework Plan

Our first step in 2025 is to test the ideas in the Framework Plan – especially around the potential role and function of the wharves and surrounding land and waterspace.

Through this testing phase we will develop content that will inform the draft masterplan. We will also need to draw from the technical workstreams to inform what is realistic, affordable, practical whilst also being ambitious and innovative. This is a high profile and priority project and an excellent opportunity to consider this important part of the city centre in a holistic way which we have not had the chance to do for some time.

The Central Wharves Masterplan will seek to unlock some key challenges and opportunities, including creating a more suitable base for cruise ships, separating cruise from ferry activities, allowing Queens Wharf to better fulfil its role as a public wharf and activating the breastworks.

There are some interdependencies with the Port's use of Captain Cook and Marsden Wharves and the move to release these from their current operational footprint. The cross-council team will consider and align work on other related projects, including Waihorotiu Queen Street Valley precinct planning, low emission ferry charging infrastructure on Queens Wharf and the future of the Cloud.

## Our 10 February workshop

The City Centre Advisory Panel participated in an interactive workshop on the Framework Plan in October 2023 where there were discussions about the full 85 hectares of port land and the different development scenarios.

The 10 February workshop has a specific purpose of testing the Framework Plan with you as a collective. This will be a hands-on session – where members can discuss different priorities and potential trade-offs and opportunities through a spatial, community, economic, cultural and environmental lens. These will raise issues for the Council team to take away, consider and feed into the different workstreams.

In advance of the workshop some background material has been provided. Please review the [Port Precinct Framework Plan \(Framework Plan\)](#), and the attached slide deck, and consider the following questions:

- **What are the outcomes you would like to see considered and built into the plan?**
- **What do you think about the themes in the Framework Plan – specific to the Central Wharves?**



- **What do you agree with?**
- **What would you change?**
- **What's missing?**
- **Where can we build in innovation and future proofing?**
- **What other issues and challenges do you think need to be addressed?**
- **Do you have any ideas about different ways to engage with the community?**

Kaimahi from Eke Panuku, Auckland Transport and Tātaki Auckland Unlimited will join this first workshop. We have appointed Jasmax to be part of our design team for this important project, and they will also attend.

Members' views and ideas from the workshop will be documented and used to inform the development of material for the draft masterplan.

## **Next steps**

Our priorities for the next phase are:

- Ongoing engagement with mana whenua
- Testing the Framework Plan more broadly with the community and stakeholders
- Starting to create content for the draft masterplan
- Progress other workstreams, e.g. infrastructure response, transitional uses, business cases
- Continue the ongoing process of testing, refreshing and reporting content.

On behalf of the core team, we look forward to working with you, both at this first session in February and over 2025.

Ngā mihi,

Fiona Knox

**Priority Location Director – City Centre Major Projects**  
**Eke Panuku Development Auckland**

**City Centre Advisory Panel Workshop**  
**Monday 10 February 2025 – 12.30pm to 2.00pm**  
**Level 14, Room 9– Auckland Council Building**

**AGENDA**

**Central Wharves work programme**

<b>Item</b>	<b>Lead</b>	<b>Time</b>
Introduction to the Central Wharves programme of work and the team delivering it	Fiona Knox - Priority Location Director – City Centre Major Projects	20 min
Round table hands-on working session to hear your ideas, feedback and questions	All – facilitated in small tables	1 hour
Next steps	Fiona Knox	10 min
<p><b>The Objectives of this workshop are to:</b></p> <p>Test and discuss the themes and ideas presented in the Port Precinct Framework Plan, so the Council team can consider and incorporate into the ongoing workstreams.</p>		

# Central Wharves Project

Testing the

## *Framework* Plan

**City Centre Advisory Panel: Workshop - Testing the Framework Plan**  
10 February 2025



# Today's Agenda

- Introduction to the team & the *Central Wharves Project* (20mins)
  - Background and LTP decisions
  - Scope and focus
  - Background to the Port Precinct Framework Plan and the themes
  - Our expected process and approach to developing a *draft masterplan* informed by dedicated workstreams
- Roundtable hands-on *working session*  
– your ideas & feedback & questions (1 hour)
- *Next Steps* (10 mins)



# *Today's Workshop*

- **Testing the Framework Plan – Central Wharves component as a collective.**
- **What are the outcomes you would like to see considered and built into the plan?**
- **What do you think about the themes in the Framework Plan – specific to the *Central Wharves?***
  - **What do you agree with?**
  - **What would you change?**
  - **What's missing?**
  - **Where do you think we can we build in innovation and future proofing?**
- **What other issues and challenges do you think need to be addressed?**
- **Do you have any ideas about different ways to engage with the community?**



I want us to deliver to Auckland the most *beautiful* and *loved* publicly owned **waterfront** of any harbour city in the **world**, and *this is a first step.*

Mayor Wayne Brown.

Blue-green  
waterfront



Ki Tātahi

Smart working  
waterfront



Tuāhōanga  
ahū mahi

Public  
waterfront



Tauranga  
tāngata

Connected  
waterfront



Hononga  
tāngata

Liveable  
waterfront



Kia tau  
te mauri mō te ira  
tāngata ki te ao  
tūroa



# Process over 2023

## *SOI* for Eke Panuku 2023-26

- Work with the council and Port of Auckland Limited (POAL) on a conceptual plan, and staging, for the release of port land
- Prepare a preliminary framework plan by **December 2023**.

### **Out of scope:**

**Assessment of any future locations for the port, feasibility of port relocation, or port operating model.**

## *July 2023*

### Governing Body Workshop



- Discovery phase information
- Setting the scene
- High level summary of opportunities and issues

## *Oct-November 2023*

- **Introduction to the City Centre Advisory Panel**
- Introduction to the Waitematā LB

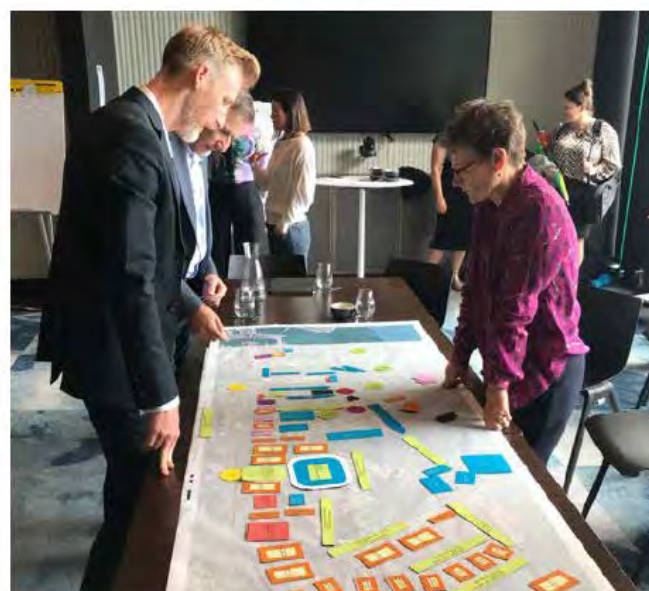
## *December 2023*

Draft Framework Plan provided to Mayors Office and Auckland Council CE



- Vision and goals
- Opportunities and issues
- Nature of the future development
- Key moves to get us there
- Staging recommendations
- Process and resourcing - what we need to develop the plan post December 2023

# CCAP Workshop – Oct 2023



Images: CCAP Workshop October 2023



# What we heard last time...

- This is a special opportunity.
- Broad support for publicly accessible spaces along all or parts of the waterfront.
- The need to co-locate cruise docks with a terminal and services incl transport access.
- Suggestions that Queens / Capt. Cook / Marsden wharf(s) could be used for cultural and/or open space/recreation use. Queens is 'People's Wharf'.
- Think about the mix of public and commercial opportunities.
- Need to balance public and operational spaces and their access requirements.
- A great opportunity to be a destination that is unique to Tāmaki and connected back to the City Centre.
- Lots of options/suggestions for the wider Port precinct's potential development but less focus on Central Wharves.



# Long-term plan approval 2024

- Three confidential **workshops** held over April-May 2024 as part of the *Long-term Plan 2024-2034 discussions*

Through the LTP decision making process, the **Governing Body**:

- Approved the *Central Wharves* component of the **Port Precinct Framework Plan**.
- Resolved for the *transfer of Captain Cook and Marsden wharves* and the associated land from Port of Auckland Limited to Auckland Council within two to five years - subject to consents for work on Bledisloe North being granted.
- Approved \$6M of opex funding over four years, to progress the **Central Wharves work**. This includes stakeholder engagement for the masterplan, further detailed design, business case work, regulatory approvals and related implementation planning for these public assets.
- Noted that the Port Precinct Plan will be the basis from which a *masterplan* will be developed for Stage 1: **Central Wharves**.

# Central Wharves

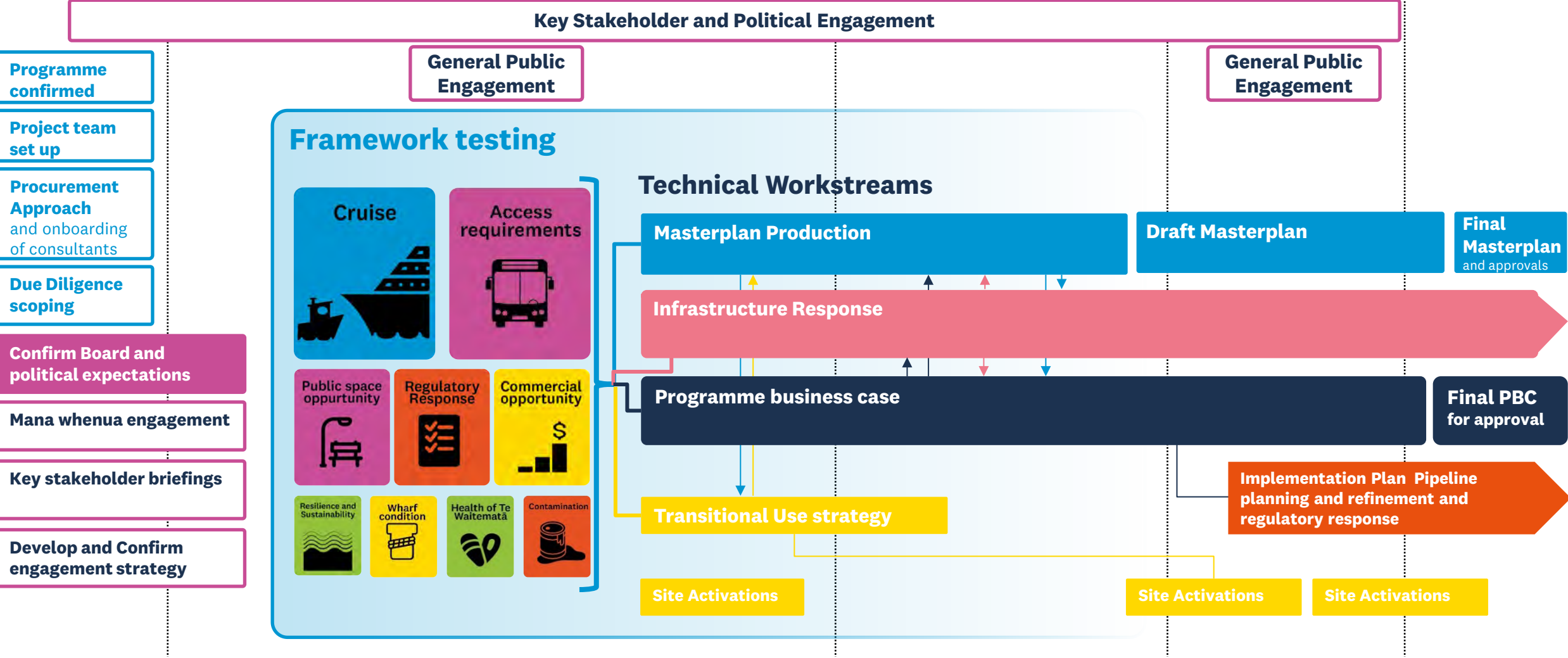
## *Our process*





# A range of workstreams | SEPTEMBER 2024 – APRIL 2026

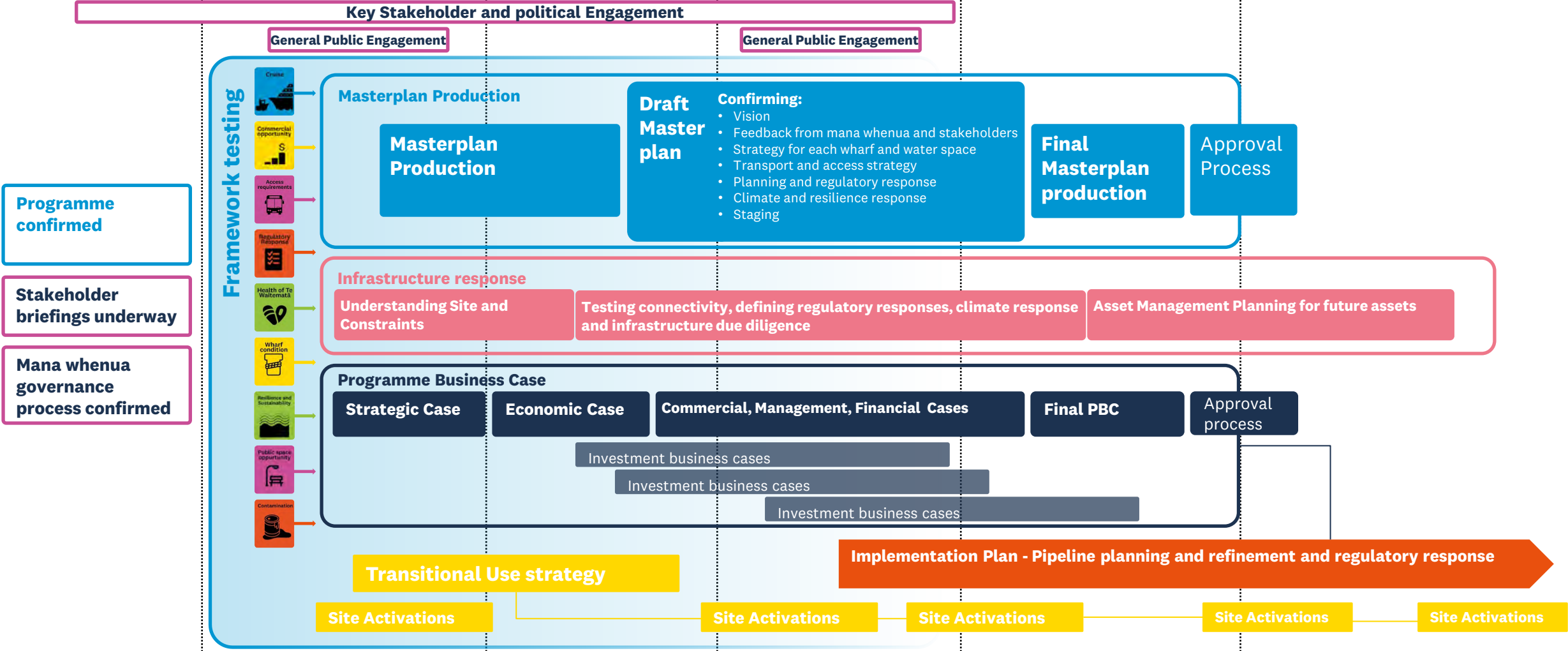
Phase 1 Programme Establishment	Phase 2 Framework testing/ engagement with key stakeholders	Phase 3 Masterplan Crafting and testing key moves with key stakeholders and Public	Phase 4 Final draft for further engagement. Complete proposed Programme Business Case	Phase 5 Decision making and final sign off
SEPTEMBER 2024 – DECEMBER 2025	FEBRUARY – JUNE 2025	JULY – DECEMBER 2025	EARLY 2026	MARCH - APRIL 2026



# An evolving programme | SEPTEMBER 2024 – JUNE 2028

Phase 1 Programme Establishment	Phase 2 Framework testing/ engagement with key stakeholders	Phase 3 Masterplan Crafting and testing key moves with key stakeholders and Public	Phase 4 Final draft for further engagement. Complete proposed Programme Business Case	Phase 5 Decision making and final sign off	Phase 6 Priority projects identified, agreed, funded
SEPTEMBER 2024 – DECEMBER 2025	FEBRUARY – JUNE 2025	JULY – DECEMBER 2025	EARLY 2026	MARCH - MAY 2026	JUNE 2026 - 2028

MANA WHENUA PARTNERSHIP





# Our approach

- It is important to have a unified Council view. A cross-council staff working group is being lead by the Eke Panuku team with members from Auckland Council, Auckland Transport, Tātaki Auckland Unlimited and the Ports of Auckland.
- We will work in partnership with Mana Whenua and are in the process of determining how Mana Whenua wish to engage at a governance and kiatiaki level
- The Policy & Planning Committee, Governing Body and Local Boards will be receiving updates and will make decisions at key stages of the project
- The City Centre Advisory Panel will play an important role – using your collective voice to constructively challenge, support initiatives, become champions for this work and the place
- There will be sector engagement – marine, industry, transport, cruise, development
- A community engagement process will be followed to engage Aucklanders and a range of waterfront and city centre stakeholders on this significant city shaping initiative.



# The Port Precinct *Framework Plan* 2024





# Staging

COMPLETED AND ONGOING  
PROGRAMME SINCE 1990'S

1

2

3

PORT WITHDRAWAL SEQUENCE

CENTRAL  
WHARVES

BLEDISLOE  
WHARF

FERGUSSON  
CONTAINER  
TERMINAL

VEHICLE  
IMPORTS

BREAK  
BULK

**Port land would become available as activities are withdrawn in stages.**

These stages would likely unfold in a broadly west to east pattern following relocation of associated operations.

Each phase will be planned to support ongoing port operations and continuation of freight throughput, as well as catering for new uses and activities.

The Framework Plan has been developed based on an understanding that the port withdrawal could happen as follows:

## STAGE 1 - CENTRAL WHARVES

### Five years to release port land

Captain Cook Wharf and Marsden Wharf could likely be released for public use within the next five years (approximately).

## STAGE 2 - BLEDISLOE WHARF

### 15 years (approx)

Bledisloe Wharf could likely be released for public use within 15 years.

Consideration of what uses may be appropriate and complementary on Bledisloe Wharf edge and land has been included in this Framework Plan and will need to form part of the thinking around the central wharves.

## STAGE 3 - BLEDISLOE TO FERGUSSON

### 35 years

Bledisloe Wharf to Fergusson Wharf could likely be released after 35 years (approx).

The majority of the uses proposed through this stage focus on commercial, residential and mixed-use activity that support the city centre.



# Framework Plan

future *Vision* for the full site

THINKING INTERGENERATIONALLY:

*Imagine...*

...a place for *people* and *nature*

...a *destination* precinct like no other

...a new *community* on the city centre *waterfront*





# Principles of *redevelopment*

## 1. Cultural response and identity

- + A place where we express and celebrate our unique cultural heritage and history.

## 2. Regeneration and climate resilience

- + Regenerate and restore the health and functionality of the surrounding environment.
- + Enhance the mauri of Te Waitematā, improve climate resilience and increase biodiversity.
- + Respond and adapt to sea level rise and inundation.

## 3. Destination precinct

- + A waterfront precinct that makes Aucklanders proud and leaves visitors in awe.
- + A destination that helps Auckland deliver world-class arts, culture, and entertainment.

## 4. Connectivity

- + A highly connected extension of the city centre, with attractive multi-modal travel options providing access for residents and visitors.

## 5. Mixed-use precincts

- + Mixed-use neighbourhoods with their own identity, catering for a wide cross-section of the community.
- + Economically viable development driving commercial and community vitality.

## 6. Working harbour

- + Improve Auckland's working harbour, with efficient facilities for maritime services such as ferries and cruise ships.

## 7. Built form and open space

- + Outstanding architecture and urban design.
- + Attractive interconnected urban places.
- + High quality, multifunctional open spaces.



# Considerations and *Constraints*





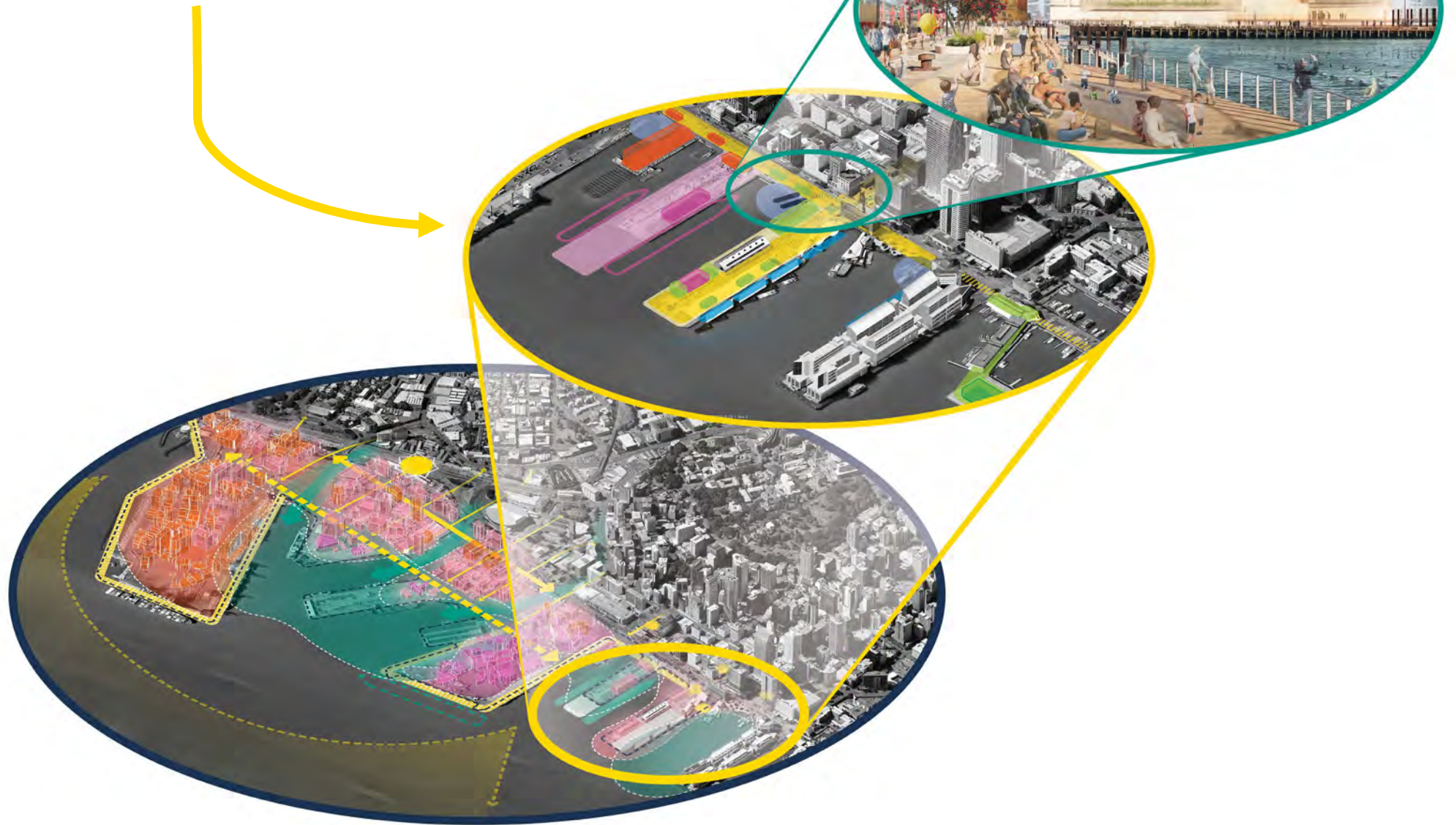
# *Framework Plan*

## **Testing 2025**





# Central Wharves Focus







# Masterplan *will be informed* by the Port Precinct Framework Plan

- The Framework Plan laid out a potential high-level vision for the future of the **whole precinct** - from Hobson Wharf in the west to Teal Park in the east.
- The Framework Plan has been circulated as *pre-reading for this workshop*
- The Framework Plan included greater detail around the first stage of development:

## *The Central Wharves:*

- Queens Wharf
  - Captain Cook Wharf
  - Marsden Wharf
  - Hobson Wharf Extension
- This will form the starting point for the **Central Wharves Masterplan and our basis for engagement with elected representatives, Mana Whenua, stakeholders and the public**



# Masterplan *focus & scope*

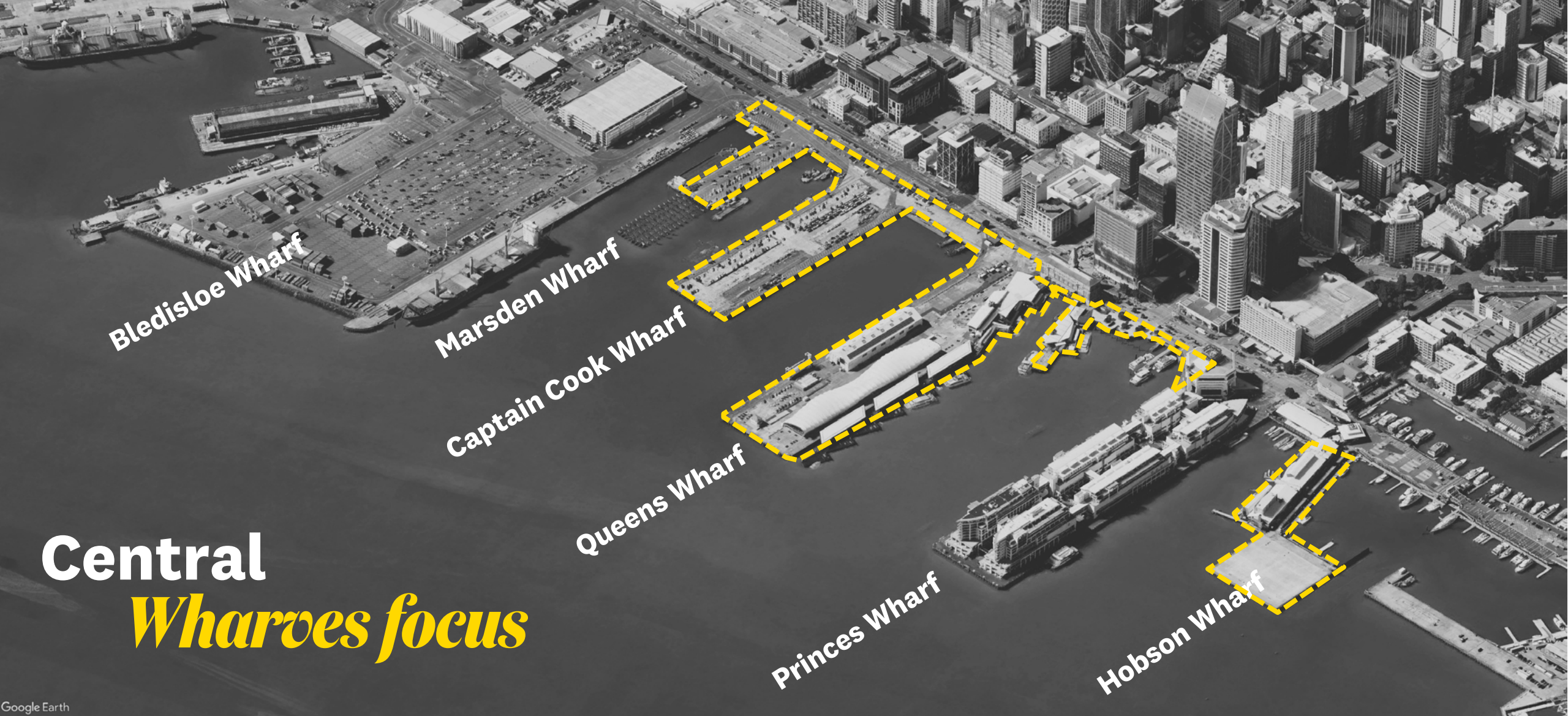
The Central Wharves Masterplan will seek to unlock some key challenges and opportunities that Auckland has been grappling with for many years, such as:

- Creating a more suitable base for cruise ships
- Allowing Queens Wharf to better fulfil its role as a public wharf
- Separating cruise from ferry activities
- Opening up a new area along the breastworks (water's edge)
- Improving accessibility and connecting to the city centre and to Te Waitematā

Out of scope:

- Port operational considerations
- Any port land from Bledisloe Wharf to Fergusson Wharf





# Central *Wharves focus*

Google Earth



# An *identity* for each wharf



## Queens Wharf:

- + Public focus
- + Move the cruise function (to Captain Cook Wharf - Maritime wharf)
- + Free up space for people facing and cultural activities, events and commercial activations.
- + Remove the Cloud and develop a refreshed future for Shed 10

## Captain Cook Wharf:

- + A maritime wharf - that supports the working waterfront
- + New dedicated cruise terminal with berths on both sides
- + Wharf extended to accommodate vessels
- + Create berthage and space for other working and visiting vessels

## Breastworks:

- + A new east-west link that supports connections to Te Wānanga
- + A place for people facing activity which also supports small scale commercial / hospitality destinations

## Hobson Wharf and Extension:

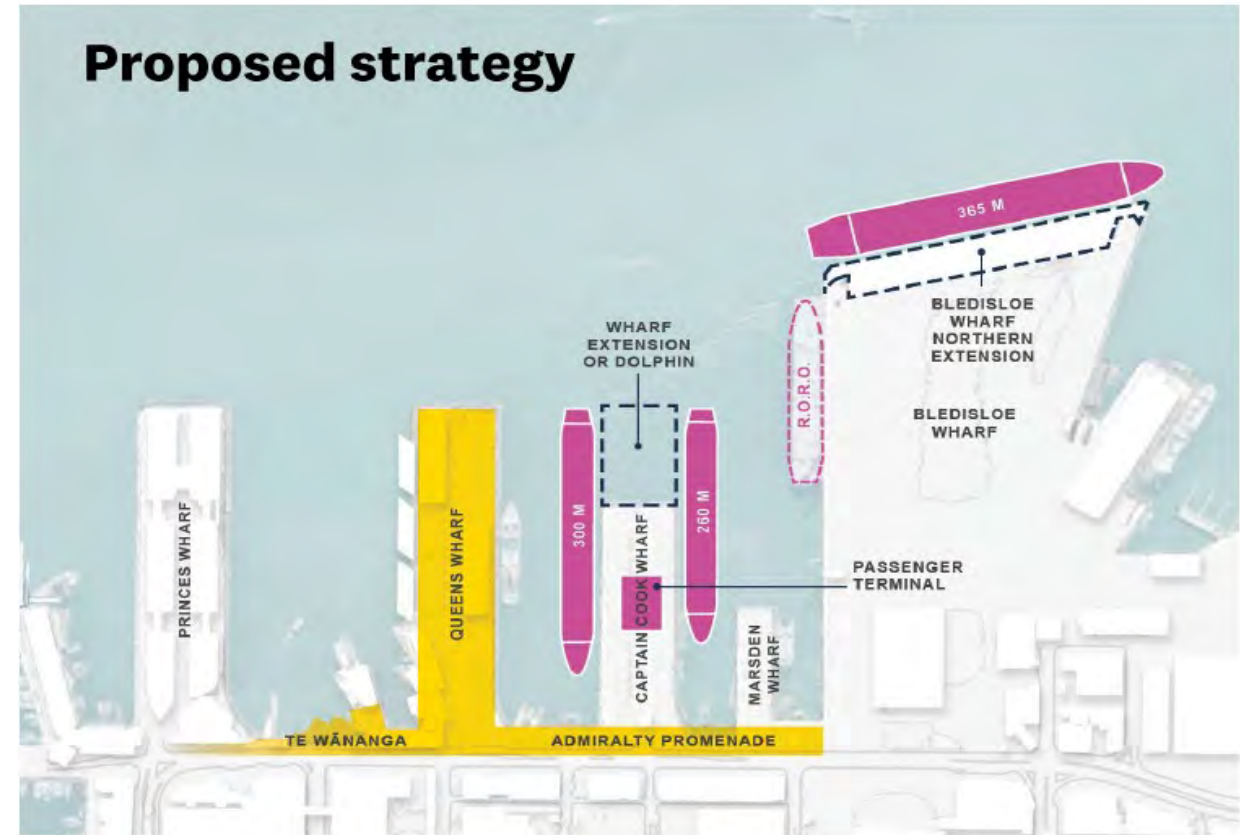
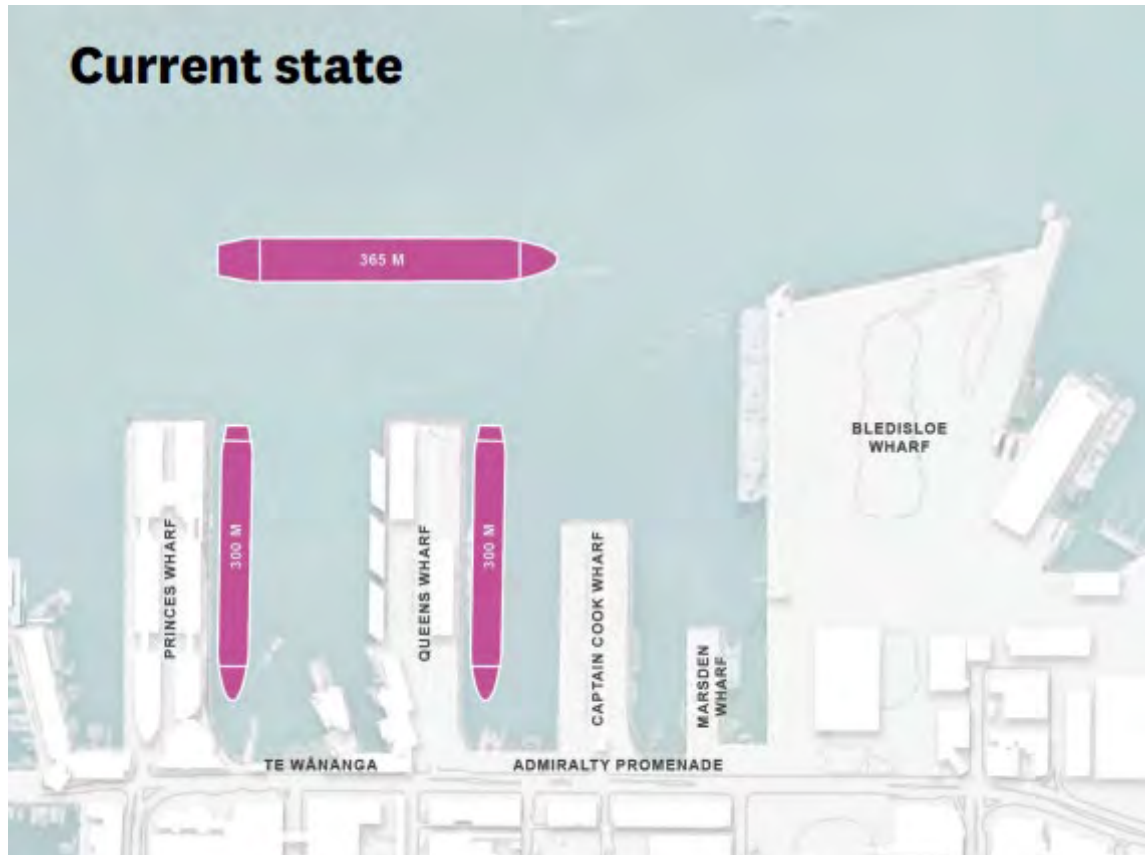
- + Recreation / attraction wharf
- + Medium sized event activity

## Marsden:

- + A gateway wharf
- + An opportunity for a quality commercial development

# *Cruise* opportunity

Key move to **unlock** the **central wharves** - 5 years





# Cruise strategy Bledisloe North West

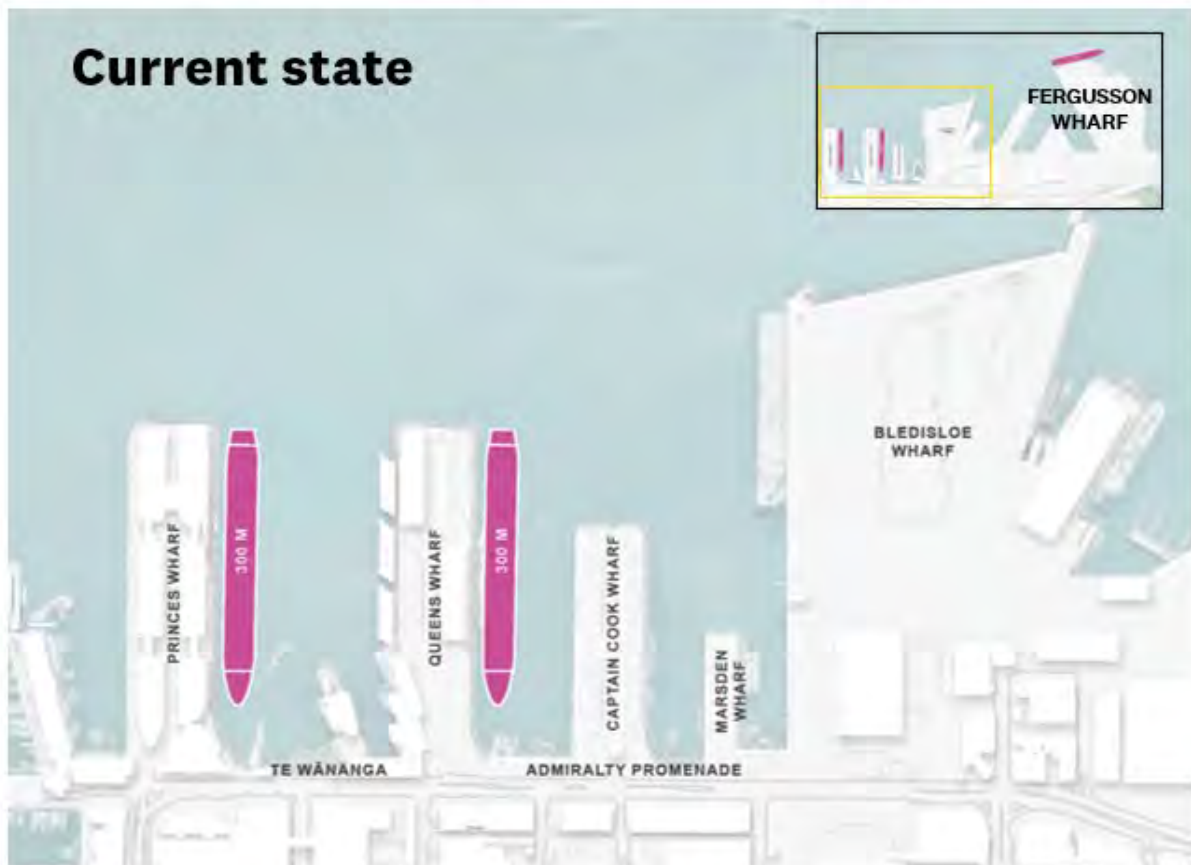
POAL potential future strategy 15-20 years – three cruise berths

Bledisloe North Public Access

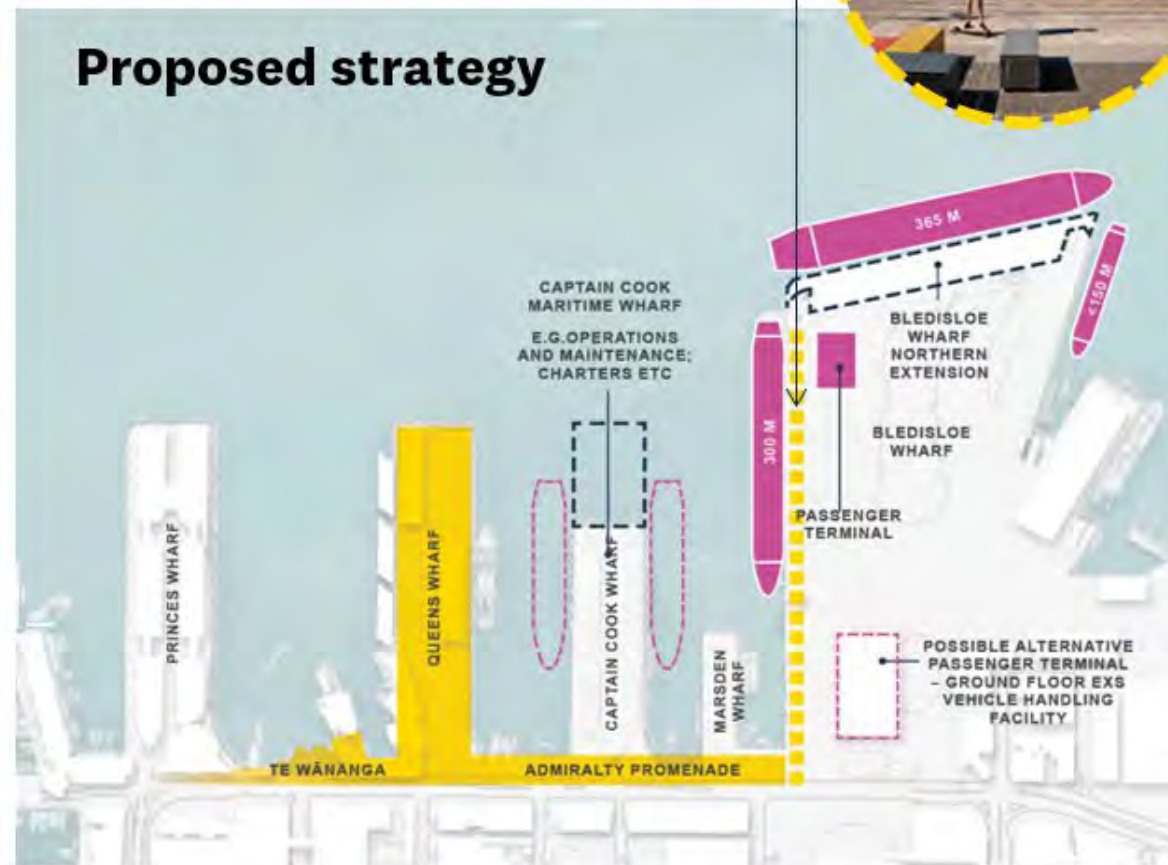
In 10 years



## Current state



## Proposed strategy





# Queens Wharf

## Public wharf:

- Move the **cruise** function off Queens (to Captain Cook and Bledisloe North)
- Free up space for people facing and cultural **activities, events and commercial** activations
- Consider a future beyond the **Cloud** (consent expires 2026) and develop a refreshed future for **Shed 10**
- Accommodate **growth** in **ferries** – and **charging** for electric vessels



## Create a:

- strong **north-south connection** from Queen Street / **Te Komititanga** to the end of Queens Wharf
- new **east-west connection** from Te Wānanga through Admiralty Steps and breastworks
- improved **Downtown Ferry Basin access** and infrastructure
- base from which Tāmaki Makaurau mana whenua **cultural identity** is fostered, celebrated and shared



Image: Te Komititanga



# Breastworks

## Public space with hospitality / commercial

- A new **east-west** link that supports connections to **Te Wānanga**
- A place for people facing activity which also supports small scale **commercial / hospitality destinations**
- Pavilion style **food and beverage** offering similar to Wynyard Quarter North Wharf
- Pick up / drop off area – ride share, taxis
- Opportunities for people to **engage with the water**, particularly around the Admiralty Steps



Image: Te Wānanga



# Captain Cook Wharf

## Maritime wharf:

- Supports the **working waterfront**
- Modest structure to accommodate cruise passenger processing. Adaptable building for when cruise moves to Bledisloe Precinct
- **Wharf extended** to accommodate vessels
- Create berthage and space for other working and visiting vessels
- Create a **commercial edge** to generate and support activity



# Marsden Wharf

## Gateway wharf:

- This is reclaimed land, presenting an opportunity for quality **commercial development** that supports the adjoining Britomart Precinct



Image: Park Hyatt Hotel, Wynyard Quarter



# Hobson Wharf and extension

## Recreation / attraction wharf:

- A place for an event space and/or **sport** and **recreation facility**
- Supporting medium-sized **event** activity
- **Destination** activity



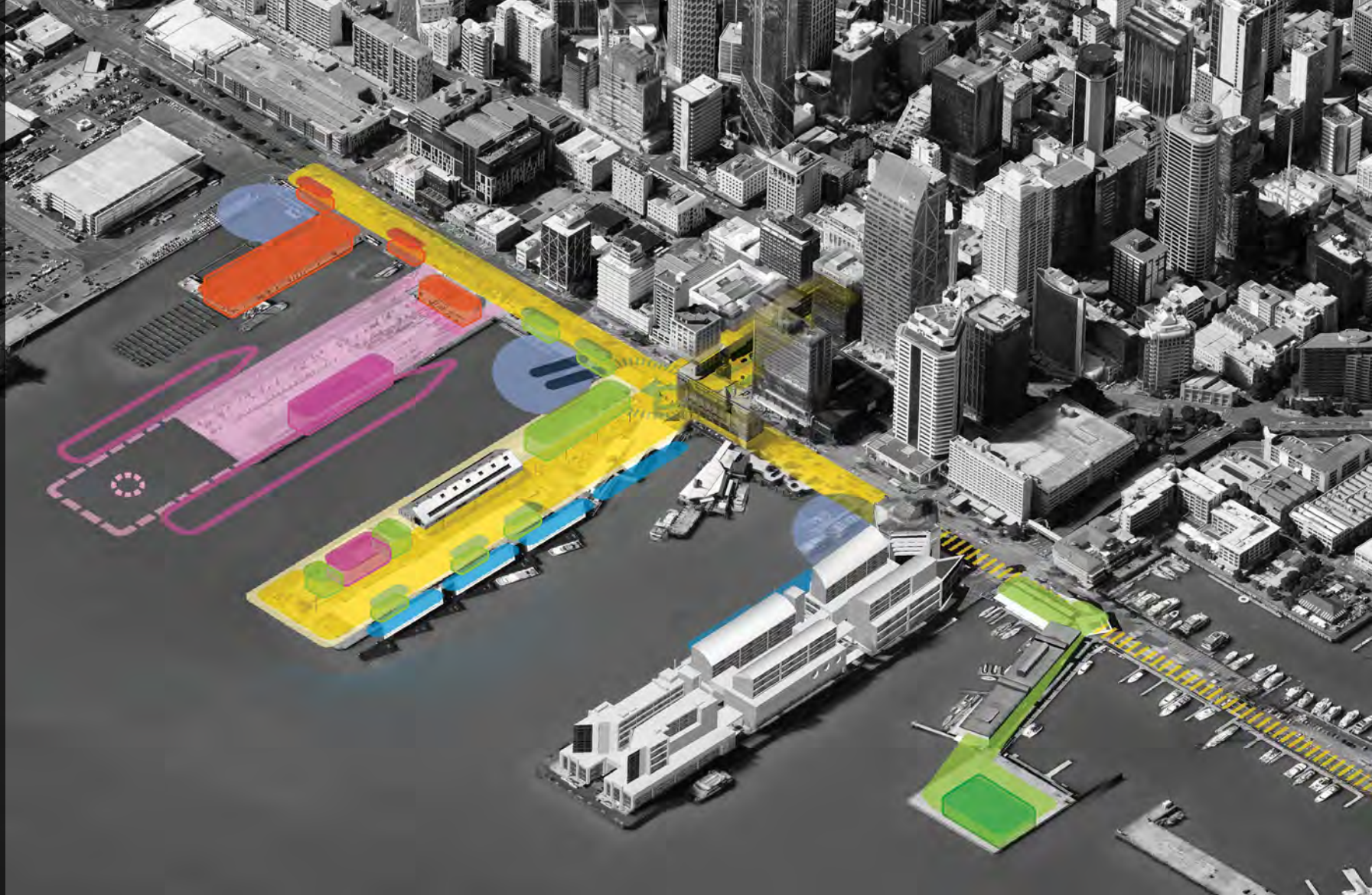


# This process

- An opportunity for a unified plan for land and water space that informs development pipeline and funding decisions
- Important stage now to identifying priorities and understanding trade offs

## Key benefits in 5 years:

- Unlocking cruise from Princes and Queens Wharf
- Long awaited opening and access to Admiralty Steps and significantly enhanced east-west access on the water's edge
- A strategy of flexibility as Auckland's needs change and grow on both land and water





# Today's Workshop

- Testing the Framework Plan – Central Wharves component as a collective.
- What are the outcomes you would like to see considered and built into the plan?
- What do you think about the themes in the Framework Plan – specific to the *Central Wharves*?
  - What do you agree with?
  - What would you change?
  - What's missing?
  - Where do you think we can build in innovation and future proofing?
- What other issues and challenges do you think need to be addressed?
- Do you have any ideas about different ways to engage with the community?



# *Next Steps*

- Ongoing engagement with mana whenua
- Testing the Framework Plan - key stakeholders, key sectors & interest groups, the general public
- Creating *content for the draft masterplan*
- Progress other technical workstreams
  - e.g. infrastructure response, transitional uses, business cases
- Bring refreshed content back to CCAP further engagement. Think about how you can use your collective voice to constructively challenge, support initiatives, become champions for this work and the place
- Continue ongoing process of testing, refreshing and reporting content



eke panuku

# Ngā mihi nui







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## Feedback – St James Theatre restoration project

File No.:

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### Te take mō te pūrongo

#### Purpose of the report

1. To note the City Centre Advisory Panel feedback on the St James restoration project.

### Whakarāpopototanga matua

#### Executive summary

2. The City Centre Advisory Panel were asked to provide feedback on the St James Theatre restoration project, with a specific focus on its interface with the current Queen Street frontage.

### Horopaki

#### Context

3. The City Centre Advisory Panel considered the matter at its 24 February 2025 workshop, for the Governing Body's decision making meeting on 27 February 2025.
4. The [panel's feedback](#) (attached) was provided to the Governing Body at its February meeting.

### Ngā koringa ā-muri

#### Next steps

5. The panel will be kept informed on the restoration project when required.

### Ngā tūtohunga

#### Recommendation/s

That the City Centre Advisory Panel:

- a) note its feedback on the St James restoration project.

### Ngā tāpirihanga

#### Attachments

6. CCAP feedback.

### Ngā kaihaina

#### Signatories

Author	Tam White – Senior Governance & Relationships Advisor
Authoriser	Simon Oddie – Lead Officer





The Advisory Panel were asked to provide feedback on the St James Theatre restoration project, with a specific focus on its interface with the current Queen Street frontage. The panel considered this item at its 24 February 2025 workshop, three days before the Governing Body decision at the 27 February meeting.

It is acknowledged that the restoration of the St James Theatre has a long and complex history. Some panel members are new to this topic, while others, having served longer, have previously contributed advice that informed decisions, including the original Council decision to allocate funding for its restoration.

The panel also recognises that a wide range of views exist on this issue. Given the limited time available, the panel has not had the opportunity to fully debate every aspect of the matter

In relation to the interface with the Queen Street frontage, the panel has agreed the following points:

1. The panel supports the principle of preserving heritage and is committed to revitalising this part of the city centre.
2. The panel recognises the significance of the site and strongly agrees that its current state is an eyesore on Queen Street. In this context, the existing condition is considered untenable.
3. The Queen Street frontage is of particular concern, and resolution of this should be a key priority for Council. The panel wishes to be actively involved in exploring options to address this issue.
4. The panel encourages the Council to make a decision that enables faster progress to be made on redeveloping the site and improving the Queen Street frontage.

The panel was not specifically asked to provide feedback on the merits of the Council's \$15 million funding commitment or its reconfirmation, and there was insufficient background and analysis provided to allow informed comment on this aspect. However, should Council choose to review the funding arrangement, the panel wishes to be involved in the process.





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## High Street Improvements Project workshop notes

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### Te take mō te pūrongo

#### Purpose of the report

1. To note the City Centre Advisory Panel's comments and feedback from the High Street Improvements Project workshop held on 5 March 2025.

### Whakarāpopototanga matua

#### Executive summary

2. The City Centre Masterplan identifies High Street as an important part of a growing network of laneways and walking streets across the Waihorotiu / Queen Street Valley. The project is fully funded by the city centre targeted rate, with a capital budget of \$25.5 million and an operational budget of \$2.3 million.
3. A comprehensive community engagement process was undertaken between July and October 2024 to seek feedback on aspirations for the future of High Street. Design optioneering, informed by the engagement results, mana whenua values and project objectives, is underway.
4. The City Centre Advisory Panel (panel) provided feedback on the long list design ideas at a workshop on 5 March 2025.
5. The workshop notes, which serve as record of the discussion points are attached for the Panel to note.

### Ngā koringa ā-muri

#### Next steps

6. Staff will provide an update to the Waitematā Local Board and the City Centre Advisory Panel on the short list design ideas and engagement approach in June, prior to public consultation.

### Ngā tūtohunga

#### Recommendation/s

That the City Centre Advisory Panel:

- a) note its feedback on the High Street Improvements Project.

### Ngā tāpirihanga

#### Attachments

Notes\_CCAP Workshop High Street - 5 March 2025

### Ngā kaihaina

#### Signatories

Author	Tam White – Senior Governance & Relationships Advisor
Authoriser	Simon Oddie – Lead Officer



## City Centre Advisory Panel Workshop

### High Street Improvements project – workshop on long list design ideas

**Wednesday 5 March 2025, 1:00 – 2:30pm**

**Present:** Scott Pritchard, Dr Natalie Allen, Patrick Reynolds, Antony Phillips, Noelene Buckland, Genevive Sage, Debbie Summers, Grant Kemble, Cr Mike Lee, Conor Roberts (Auckland University of Technology alternate)

**Apologies:** Viv Beck, Neville Findlay, Adam Parkinson, Alec Tang, Amy Malcolm, Bernie Haldane, Haehaetu Barrett, Helen Robinson, Kiri Coughlan, Mayor Wayne Brown, George Crawford

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## Overview

The High Street Improvements project is part of a suite of projects in the midtown area that aim to support local businesses, create a more attractive and accessible district, promote sustainable travel options, and foster a safer and more vibrant community.

The High Street Improvements project is funded by the city centre targeted rate. The level of investment required will be determined through the design ideation process and engagement with the High Street community.

A comprehensive engagement process was undertaken between July and October 2024, where the High Street community shared their current challenges, and future aspirations, for High Street. The results of the community engagement are available [here](#).

An ideation process, to identify and develop ideas for High Street, is underway. The community aspirations, mana whenua values and project objectives are informing the ideation approach.

The ideation process has identified a long list of design ideas. These ideas include operational changes, street improvements and upgrades, and opportunities outside of the street environment.

Feedback on long list design ideas from the City Centre Advisory Panel will inform the refinement of the ideas and support the identification of a short list of design ideas for public consultation.

### Workshop format

The workshop began with the project team presenting on the project outcomes, sharing technical insights, detailing the approach to design ideation, and outlining the long list design ideas.

Workshop members were invited to discuss the long-list ideas in small groups, each group shared with the broader group a summary of the key themes and discussion points with respect to the design ideas.

## Panel discussion

The key themes of the Panel discussion are outlined below:

### **Alignment with the City Centre Masterplan**

The Panel considered the role of High Street, both now and in the future, and reinforced that the City Centre Masterplan remains the guiding vision for the city centre. The City Centre Masterplan identifies High Street as a key part of a network of pedestrian priority laneways.

Some members of the Panel requested stronger recognition of City Centre Masterplan outcomes, including Access for Everyone (A4E), and that the High Street design should reflect these.

### **“Do-nothing” is not a viable option**

The City Centre Advisory Panel reaffirmed their previous position that a ‘do-nothing’ option – reverting the street to its pre-2019 state - removal of the existing boardwalk and the re-instatement of parking/loading zones on both sides of High Street, is not a viable option and does not warrant further consideration as part of the ideation process.

### **The future of High Street**

Some Panel members noted that a high-quality finish on High Street, that prioritised pedestrian movements – such as shared space or pedestrian mall, had the strongest alignment with the City Centre Masterplan. Highlighting the value of encouraging more people to be on High Street, and the economic benefits that this could present for High Street businesses.

Other Panel members raised concerns associated with the operation and the perceived success of shared space streets elsewhere in the city centre, highlighting issues with compliance and safety. These members noted that additional data, including for economic activity, would assist in their consideration of these ideas.

### **Concerns with disruption**

The Panel reiterated their concerns with disruption on High Street in the short-medium term, and noted that a staged approach to achieve the agreed vision could be considered.

Some members expressed support for smaller steps to be taken in the immediate period/short-term, such as time-controlled access and a higher-quality footpath extension, highlighting the benefit of less disruption on High Street.

Others questioned whether this was significant enough progress for High Street and supported more comprehensive interventions.

### **Exploring Street operations and time-controlled access**

The Panel expressed their support for considering street operations at a district-level, including opportunities within O’Connell Street, Shortland Street and Chancery Street.

Some Panel members expressed support for exploring time-controlled access on High Street, noting the strong alignment between this idea, the City Centre Masterplan, and the community’s aspirations for a better walking experience and a desire for street vibrancy.

Others expressed reservations with the potential impact that time-controlled access may have on High Street businesses, residents, and property owners, and suggested further consideration was required as to who would have access to High Street, and at what times.

### **Connectivity and place**

The Panel members highlighted High Street's proximity to the harbour, Aotea and the arts precinct, the Learning Quarter and the future Te Waihorotiu station, with importance placed on strong connections, and clear wayfinding, to these places.

The Panel supported the opportunity to enhance key gateways to, and within, High Street, including at Shortland Street and Vulcan Lane. The opportunity to consider existing arcade connections to Queen Street, e.g. through Canterbury Arcade, was also identified.

Members of the Panel reaffirmed the importance of High Street's place-character, and that the design ideas, and any material palette, needed to be considerate of this. Some members thought this would be best achieved through a high-quality flush-surface.

### **Community, events and activations**

The Panel continued to support the consideration of opportunities outside of the street environment, with public art, events, and activations all well supported. The Ellen Melville Centre was recognised as an important and high functioning community asset, with the existing operations and management plan for Freyberg Place working well.

### **Next steps**

The feedback provided by the City Centre Advisory Panel will inform the refinement of the long list design ideas, as part of a process to identify a short list of design ideas for public consultation.

Staff will provide an update on the short list design ideas and public consultation approach at the City Centre Advisory Panel's workshop on 5 May 2025, prior to public consultation.