

Auckland City Centre Resident's Group

**Meeting MINUTES 3 May 2021
Betty Wark Room, Ellen Melville Centre, commencing 6 p.m.**

Welcome:

Present: Noelene Buckland, (Chair) Adam Parkinson (dep Chair/Sec) Antony Phillips (Cm), Joe Rich, Richard Northey (WLB Chair), Mik Smellie, Michael McKeown, Ardeth Lobet, Bruce Ross (this list is form memory, apologies for those left off!)

Apologies: Sri Maxwell (Treas.), Chloe Swarbrick, Kathy Ross, Audrey van Ryn, Bryce Bartley, Jennie Hillas (C)

Financial Report:

That the Financial report be received and transactions be approved: Adam/Bruce - CARRIED

Statement of Accumulated Funds				Marketing			
As at 30.4.2021				nil			
Accumulated Funds - Opening Balance				12,675.41			
<u>Comprises:</u>				<u>Meet the Candidates</u>			
Grant - Victoria Street Quarter				10,000.00			
Surplus - YE 30.6.2019				1,755.87			
Surplus - YE 30.6.2020				600.43			
Deficit- ME YTD 31.10.20				(656.49)			
Surplus - ME 30.11.20				726.04			
Surplus- ME YTD 31.1.21				329.56			
Deficit- ME YTD 31.03.21				(80.00)			
				2,675.41			
<u>Revenue</u>				<u>Expenses</u>			
Net Surplus - 30.4.21				157.96			
Total Recognised Revenues & Expenses for the Year				157.96			
Accumulated Funds - Closing Balance				12,833.37			
Total Membership				\$400.00			
				<u>Operating</u>			
				Bank Fees			
				2.60			
				Dropbox - Doc Mgmt			
				-			
				G Suite - Software			
				-			
				Squarespace - Software			
				239.44			
				1st Domain- Domain Name			
				-			
				NZ Post - Post Box			
				-			
				242.04			
				Total Outgoings			
				242.04			
				Surplus of Funds			
				157.96			

Transactions to approve:

1. A transfer from our CCRG bank account to Adam Parkinson \$218.93 for Credit Card.
 - o This means the balance of Credit Card will be \$500.00 (500-281.07 current bal is \$218.93).
 - o This will allow Adam to pay for CCRG Bills as they come up without delay etc
 - o The Invoices are/have been historically approved by Committee and they are for CCRG costs e.g. Gmail /dropbox are membership related
2. Approval to reimburse David Roos: NZD \$239.44 for Squarespace 1 year subscription 1 year to April 2022.

SUBMISSIONS Made in April: see <https://www.ccr.org.nz/submissions>

- o DRAFT REGIONAL LAND TRANSPORT PLAN (RLTP)
- o UNIT TITLES (STRENGTHENING BODY CORPORATE GOVERNANCE AND OTHER MATTERS) AMENDMENT BILL
- o CONGESTION CHARGING REPORT CCRG FEEDBACK APRIL 2021

Presentation and Discussion – 6.15pm

Shaun Sutton Community Manager (Aotea Station), and John Nottage (Senior Coms AT), Link Alliance will speak to us about the changes coming when the Wellesley/Albert intersection re-opens and the Victoria/Albert intersection closes.

And streetscapes upgrades surrounding the CRL stations. We have asked for the following information so assist with recommendations at the above meeting -

- Can we please have clarity around what the RC conditions are for the CRL area of works prior to the workshop?
- We expect, as is the case with all large developments, that RC conditions will be required in terms of remediation of surrounding street/roading spaces and assume these apply to the CRL project.
- If that is not the case then can we have an explanation of why not please?
- It would also be helpful to understand what facilities are required to be within the station areas, i.e. toilets, showers, lockers, etc., that are normal in all metro systems around the world. **None will be provided outside the gateline (to fairly universal disappointment).**
- We understand that the share of costs between the CRL/Auckland council is a 50/50 split – is that still the case and if not what is the split please and who is paying for what parts of the development.
- While the CCTR is an ideal source of funding for projects like the Victoria Street Linear Park, it was never intended to be a subsidy for the CRL works or to cover budget blowouts.

Points from CCRG members at the meeting –

- Elliot Street, how are Loading Zones to be managed? – currently seems to be filled with parked vehicles.
- Shared spaces in general are poorly enforced. Cameras were in WLB budget but now removed.
- Coordination of events between WLB, Activate Auckland. EOI for an activation person has been received and CCRG has socialised this via its networks.
- Cleaning, R&M very important during the project.
- Lighting, safety also very important. CRL says a security guard will be onsite, CCTV included on whole site
- How is bus patronage? – JN – back at 72% of pre covid levels across the city
- AT need to deliver on the CCMP – Electric buses as soon as possible, and only eobuses down or across Queen Street/WQSV JCity Link is all electric will Inner link be next? JN – not yet sure, but inner link will shortly stop using Queen st and shift to Customs st East/Fanshawe when Victoria st intersection closes end-June for CRL works.
- Residents' and others health has to come FIRST – cannot be 'balanced' ie traded off against convenience for those coming into the city centre.

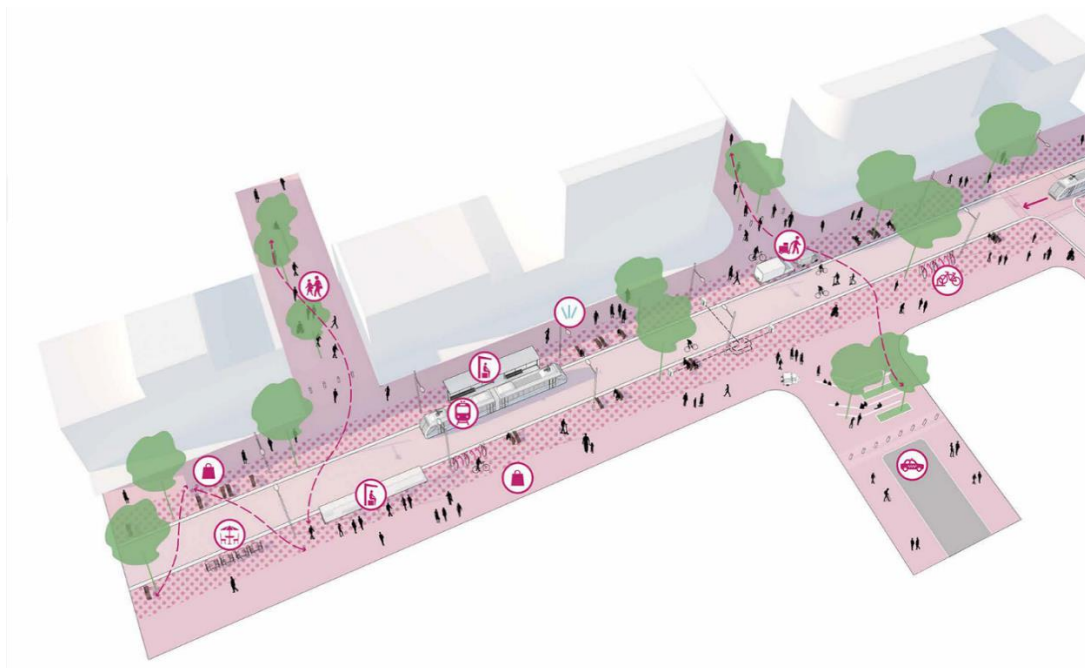
FOLLOW UP – John Nottage to return to CCRG before years-end to talk about how AT see CCMP being implemented in relation to Bus/transport/electric rollout programme

Waihorotiu/Queen Street Valley/WQSV

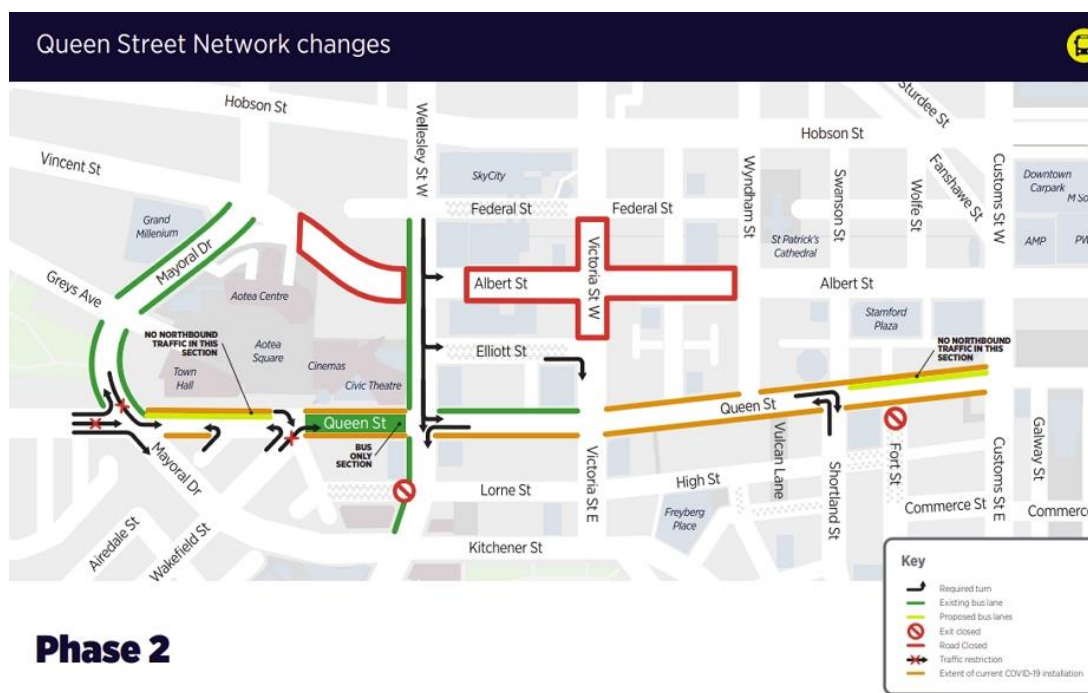
Members comments:

- members expressed concern that a lot of media attention had focussed on business interests with no reference to residents.
- Efforts to stymie change are a smokescreen for the status quo and keeping cars on Queen Street
- What is the SQST group's vision for the street and valley?
- How do residents get improvements and their voices heard?

WQSV CCMP proposal compared with the AT proposal:
Waihorotiu/Queen Street Valley CCMP Vision: March 2020



W/QSV Vision Auckland Transport: April 2021



Downtown Carpark Building -[REPORT to Planning Committee 3.6.21](#)

The Planning Committee minutes of 3 June 2021 record that Council intends to go out to an Expression of Interest process for the sale of the Downtown Carpark Building. Auckland Transport have proposed a range of developments focussed around both public transport facilities and short-term vehicle parking. The demolition of the Lower Hobson Street flyover is also a possibility.

CCRG's formal comments on these early proposals are attached at the end of these minutes.

Access for Everyone (A4E) from the City Centre Masterplan (CCMP)

Auckland Transport have started work with the CCMP A4E Programme Reference Group on how Access for Everyone needs to be implemented in the city centre. CCRG feedback following questions raised by Auckland Transport is attached to these minutes below.

The next meeting of the Programme Business Case (PBC) reference Group will be early June which CCRG will attend NB/AP.

CCRG have representation on the A4E Reference Group, and will continue to push for more a residents and pedestrian-friendly environment in our city centre, in line with our stated [aims and vision](#) for the city centre..

General Business:

5 July is CCRG's AGM

Nelson St Slip lane (Tika Hasan) - \$10,000 grant from Waitemata Local Board being held by CCRG for interim placemaking. An interim project may be underway again.

Contacting Residents – Noelene working with Body Corp Chairs Group to develop a database in conjunction with BC secretaries and Managers. An agreement to share info is required, whilst ensuring privacy matters are protected.

CCRG Job/Interest sharing the load Meeting for anyone wishing to be more involved in CCRG advocacy as their time permits. Meeting to be held 13 May at Le Chef 6pm. An informal meeting to discuss how we work, membership ideas (understanding that the way individuals interact with groups has evolved). Who are other groups who we can work with CCRG has a very wide range of issues, as opposed to groups that are often more focussed on single issues. Adam will socialise this meeting via usual channels.

Cycling Update from Julie Gunn (Active Modes Coordinator AT)- AT Opened new bike park on edge of Aotea square, looking to get more of these

22/5 Bike Flicks event at Silo Park/Cinema

Walking Update Tiffany Robinson (AT Senior Active Modes Coordinator) – [City Centre cut throughs](#) project is underway.

For city centre maps of accessways, drinking fountains/water lanes, toilets, viewing platforms and more see [HERE](#)

Meeting Closed: 8pm

The next meeting is Monday 14 June at EMC starting at 6.00 p.m.

ATTACHMENTS TO MEETING FOLLOW

Waihorotiu/Queen Street Valley/WQSV

Background

CCRG have a firm position on what we want to see in this space and that was confirmed at our last meeting. The current situation is very challenging but hopefully a resolution will be possible when the opposing parties meet today.

The W/QSV Project team have advised that there will be a pause on the construction start while they find a way forward. We understand that Council/AT staff are meeting with the parties involved in legal action related to the various interventions on the street since May 2020.

Auckland Transport are also seeking feedback – Note this is not formal consultation – on their proposed bus changes – <https://at.govt.nz/projects-roadworks/queen-street-changes>. As members will recall, Daniel Newcombe and Pete Moth presented to our August 2020 meeting where we expressed concerns about the need to continue routing diesel buses along Queen Street. Members expressed their view, and we have continued to do so since, that this proposal does not comply council's environmental commitments or the CCMP.

Daniel confirmed at our meeting that the only reason diesel buses needed to travel along W/QSV once the Victoria/Albert intersection is closed, was because AT are concerned they would lose custom if passengers have to walk from the Wellesley/Queen Street intersection.

Attached shows the CCMP proposal compared with the AT proposal and highlights our concerns with the suggested bus routes. We have also been advised by AT that they will need 100 bus layovers in the city centre, that currently they do not know how many bus layovers they have in the city centre and that the number of buses in the city centre will INCREASE once the CRL is complete.

Downtown Carpark Building CCR Feedback

To: Councillor Chris Darby, Chair Planning Committee
31 March 2021

Kia Ora Chris,

I am following up more formally with CCRG's concerns over the 1 April Planning Committee agenda item ***Downtown Car park Transport Outcomes***.

Firstly, there's an issue of **equity** around stakeholder consultation.

For AT to single out the local Board, Businesses (via Heart of the City), and ACCAB for direct consultation but not also consult directly with the people who are here 24/7 and who will be most affected (whether for good or ill) - residents - is unacceptable. This is especially galling as even the ACCAB views (that we fed into the ACCAB workshop with AT), have been so obviously downplayed and not represented at all in the AT report to the Planning Committee. It is frustrating that ACCAB was not shown any of these agenda item materials at, before or even after the workshop.

This late and scant form of consultation from AT is quite inadequate for a matter of this significance.

CCRG most definitely do not support AT's proposal for a bus terminal on this site. The feedback CCRG provided at the ACCAB workshop was that the bus station proposal does not deliver the CCMP vision or outcomes, does not fit with the Harbour Edge Stitch, and is a poor use of one of the most valuable pieces of land in Aotearoa.

Residents support the full implementation of the CCMP, and are supportive of a high-quality mixed-use development for the site. We are enthused with the ideas in the CCMP for the neighbouring area – Hobson flyover gone, quality open spaces/parks, connecting the city to the Viaduct/Princess wharf as has happened with Queens, pedestrian streets like in Commercial Bay.

We do not support the pick-and-choose version of the CCMP that the bus station and car parking elements of this AT proposal represent. And despite AT's claims to the contrary, these proposals do not in the wider sense, support the CCMP plans and A4E in particular (e.g. in its claim around public parking supply).

The vague language used in support of higher strategies is also contradicted by business-as-usual climate outcomes (e.g. the AT proposals will result in no reduction in driving in the city centre).

The Climate impacts are minimally assessed and quite lacking in the sort of analysis that Councillors have been requesting. Our view is that this proposal does not deliver on the CCMP and therefore should not happen in its current suggested form.

Based on the above, but also today's most welcome Light Rail announcements, we suggest that key transport decisions, like this one that AT are requesting, be paused. Then more meaningful and thoughtful discussion and decisions can take place.

Ngā mihi,
Adam Parkinson
Deputy Chair
CCRG

CCRG Feedback to further developments for Planning Committee 3 June 20210 Meeting

We do not support having one or more floors for a bus station - the volume of space, the movements required in and out of the building and the impacts on the area will do nothing for CCMP /A4E/ZEA.

It's quite clear that AT are looking for layover spaces and until AT overthrow their old BAU model of 'buses everywhere and all coming to the city centre' instead of **planning to** leverage CRL/LRT and properly using that capacity and **potential**, we will struggle to have the city centre envisaged by the CCMP.

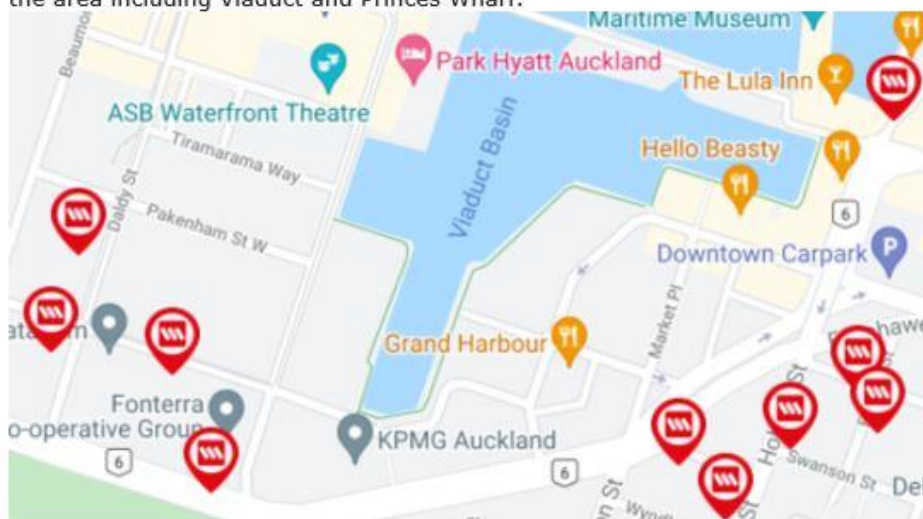
From a WLB perspective it is interesting that the recommendations completely ignore the WLB proposal for mixed use development including affordable housing.

We certainly support WLB's request for the inclusion of affordable housing - any thriving city **must** have a diversity of accommodation options. (It is also something we requested of Panuku for the WQ Wynyard Point developments, via the ACCAB sub group - who were all supportive). Panuku said then that their aim for each residential unit there was 0.5 carparks, but you might expect that the downtown car park location is even more favourable to less car parking.

There is a new element - the removal of the flyover (which is of course envisaged in the CCMP)

We strongly support the removal of the flyover, and subject to how buses would move around the area, and park -we'd support a small bus facility, providing the flyover is removed. We'd need to know how A4E and the eternal deadening effect of buses parked and moving everywhere has on a people-friendly urban form, and how that would be managed.

No to any public parking - Our view is that there is more than enough short-term parking in the immediate area - there are numerous very large parking buildings in the area including Viaduct and Princes Wharf.



To have any success at meeting climate change goals, we must do more than just encourage mode change - it must be led and 'driven'.

We support provision for cycling, micro modes, deliveries, LZ - amenities! The current debacle of zero amenity on lower Albert Street for bus patrons must not be repeated. We support the idea of mixed use and would expect any building to be flexible enough to accommodate commercial and residential use.

CCRG Feedback to AT on Access for Everyone (A4E) Program Business Case from the City Centre Masterplan

What are the key issues we think the PBC should focus on? Implementation of the City Centre Master Plan has to be everyone's primary focus with Place having precedence over Movement. The CCMP has been widely consulted on and represents what the majority of people, both business and residents, want for our city centre. In that regard, we expect that every member of the council family will deliver on all aspects of all Transitional Moves, A4E, and also ZEA to some extent (and that extent needs to be specified).

How each helps us achieve the Outcomes we want also needs to be expressly documented – not selectively picked off - but covered off. This is our Place making document for the city centre AND is designed to deliver against the Auckland Plan, so our reasonable expectations are supported by processes council has already agreed on.

What are the key projects/work streams as enablers?

A4E projects need to be drafted, agreed, developed and scheduled in a priority order and we have outlined our priorities below. Our **environment** comes first so immediate application of the Zero Emissions Area in W/QSV is the highest priority. This is the peg in the ground that the council family needs to plant in order for any difference to be made to our city centre living environment. It also provides public evidence that the council family means what it says and says what it means – our environment must improve dramatically if we are to have any life at all.

People come next so all projects that provide better, healthier, cleaner and greener streets/public open spaces is our next priority as per the CCRG motto -

PEOPLE FIRST

business exists to serve and employ people,

transport exists to move people and their things,

infrastructure exists to house and support people to live healthy lives,

arts/culture is about people's stories,

the environment has to be protected to provide food and water for all living things including people,

governments exist to represent the will of people

so we must therefore develop the city with a future focus on people.

This will probably mean that all people, including bus passengers, will need to walk a little further than they have in the past but that is also better for everyone. Of critical importance will be to ensure that people have ready access to safe cycling and micro-mobility spaces across the city centre - this requires bold street space reallocation - and strong commitments to deliver this.

The third priority is **clean and reliable public transport** – electric only on W/QSV from July this year and implemented across the city centre on an agreed programme.

Fourth on the priority list is to **facilitate service and delivery** vehicles to support city centre business and residential properties as without this the city centre cannot function. These need to be located away from the shared spaces we have already created for the city centre as we achieve nothing by compromising what was specifically designed as pedestrian priority areas. We are not prepared to rely on enforcement of timed loading and unloading regimes in the face of the current incontrovertible failure of AT to successfully manage enforcement in the city centre. Millions of dollars in City Centre Targeted Rates funding has been spent creating these spaces, so whatever changes are required for implementation of A4E need to respect these areas for the purposes they were created.

Are there great examples of something you have seen elsewhere we should look into?

This link spells out what we know all know about city centres - <https://www.nzherald.co.nz/business/covid-19-coronavirus-the-path-to-the-post-covid-city/X3WSDJGTMLUZ3KHJLI7QOIHEA>

We do not have to reinvent the wheel – it is already perfectly round so our focus needs to be on how we build the spokes, what pushes the pedals, and what obstructions need to be moved out of the way.

What are some of the activities underway in the city centre we should align with or enhance?

The Downtown Programme provides all of the information, and evidence, we need. Narrowed streets, less vehicles (including buses), more pedestrian spaces, cleaner air, quieter, gardens including rain gardens, green open spaces, plants/plants/plants and more plants, lots of street furniture/cafes for people to just relax in. Everybody walking quite long distances and everybody happy to do so because the environment supports this activity. Britomart needs to be the new norm for our streetscapes and the priority street now is to rebuild W/QSV.

Where is the greatest risk for the success or public acceptance of A4E?

Auckland Transport using A4E to saturate the city centre with both moving and parked buses – hundreds of them and a large number of double decker ones. This creates a heavy industrial environment characterised by loud vehicles and poisonous emissions – the exact opposite of what we need in our city centre. CCRG are not transport planners but we do know more about living in the city centre than AT does and that reality needs to be recognised. Wall to wall buses, even electric ones, will not create a city centre of Place where we can all safely walk, bike, scoot, linger, shop, eat and drink etc.

As discussed previously, CCRG are of the view that A4E needs to be implemented from the outer areas of the Auckland region if it is to work in the city centre. From the daily motorway grind - or should that be grinding stop – it is obvious that a major issue needs addressing about how we plan our city. The reality is that we have planned for motor vehicles with statutory requirements often included around how many carparks a developer needed to provide. While some of these requirements are changing, we must also change how people get around, and not just in the city centre.

An A4E programme that provides dozens of regular and reliable small electric shuttle buses around suburban areas to take people to major bus/train stations would be a good start. These shuttles could easily include school and town centre stops so that people did not HAVE to use a vehicle to navigate around their town centres. In most other cities this is the norm – catch a regular and reliable bus to a transport hub of some sort – rail/bus/ferry/plane. The larger buses/trains/ferries then transport passengers in bulk to a major destination along 24/7 purpose designed routes that other traffic cannot use. They then turn around quickly taking passengers back so no need for bus layovers._

What is the most urgent part? Reducing the need for people to use a private vehicles across the Auckland region. WE all have to recognise that the private vehicle, so damned today, has been the single most effective social leveller in human history. CCRG are not anti-car but we are pro-environment and that will require changes around how we build Place with appropriate Movement However, we have to find ways of doing this that does not require new infrastructure – maximising the use of the infrastructure we already have is the key.

This will undoubtedly require removing thousands of street parking spaces to facilitate 24/7 bus lanes along with the required cycling and micro mobility spaces. It is not money we need it is inspiration, and commitment to just getting things done and that is free!

Where is the “low hanging fruit’ that we could pursue earliest? W/QSV – easy to declare a ZEA from July this year and get the show on the road. Create a wonderful pedestrian-friendly street where people are happy to sit close to the kerb on street furniture because the electric buses run along the centre of the street. As mentioned previously, this is exactly what we agreed in the CCMP so AT are required to deliver on this – not tomorrow but today. This is all doable and without having to make expensive infrastructure changes – just provide the wonderful clean/green space that people we WANT to walk in.

What other ideas do you want us to include for the assessment?

A staged process for each of the A4E zones in the city centre would be useful. The Ref Group can prioritise the areas and spread implementation out over 2-3 years.