

Harbour Edge Development (HED)

Recommendation

That the board:

- i. Notes this update on the Harbour Edge Development programme of projects.

Executive summary

The Harbour Edge Development (HED) programme is a wide range of initiatives across the Auckland CBD waterfront with projects contributed by Auckland Council, Auckland Transport, Waterfront Auckland and Auckland Council Properties Ltd.

This report outlines the purpose and mandate of the HED initiative, scope, governance structure, and key issues.

A primary objective of the HED initiative is provide a strategic overlay for projects within the harbour edge and identify gaps in existing resources, projects and funding which are necessary to deliver an integrated, 'best for Auckland' outcome.

The current LTP allocation for currently identified HED projects is approximately \$120m. The forecast cost to deliver the HED programme is expected to be in excess of \$350m following a strategic review of current projects and gaps in the programme. Additional funding will therefore be required in the order of \$230m over the next 8 to 10 years, and will be identified through the LTP re-forecast process.

Strategic context

A collective vision has been developed for the Harbour Edge Development programme. This arises from recognition that the parties involved in the Harbour Edge (Auckland Council, Waterfront Auckland, Auckland Transport, and Auckland Council Properties Limited) each have their own mandates. There is a risk that if the organisational objectives and aspirations are not aligned, the harbour edge opportunities will not be realised to their full potential.

Existing strategies and plans that are relevant to the Harbour Edge include the Auckland Plan, the City Centre Master Plan, the Waterfront Plan, the Regional Land Transport Strategy, the Integrated Transport Plan and some Local Board development proposals.

By aligning organisational objectives and establishing a common basis for project planning, prioritisation and delivery, a more streamlined approach to development is envisaged. A high level vision and outcomes statement for HED has been developed by synthesising key strategic themes from the existing documents. The HED Vision Statement (Figure 1) has been endorsed by all of the parties involved.

Vision

A vibrant, prosperous and accessible harbour edge that is embraced by all the people of Auckland and its visitors

To achieve this, harbour edge development will aim to:

- Support economic development and innovation
- Encourage urban living within the harbour edge and city centre
- Enable efficient and effective transport connections to, within and beyond the harbour edge
- Reinforce Britomart as the hub of an integrated public transport network
- Enable public access that is safe, attractive and walkable
- Promote sustainable environmental practices
- Celebrate Auckland's cultural richness and maritime character
- Make best use of available resources



Figure 1 - HED Vision & Objectives

Background

The HED programme is a wide range of initiatives across the waterfront with projects contributed by Auckland Council, Auckland Transport, Waterfront Auckland and Auckland Council Properties Ltd.

HED was established by the Chief Executives of the four agencies to co-ordinate strategic development and address the need for consistent external communication & messaging of projects in the common area of the waterfront. Key deliverables include strategic planning at programme level, identification of gaps in the programme, co-ordination and prioritisation of projects with a 'best for Auckland' approach to align outcomes to a common set of objectives.

Engagement with Iwi, local boards, and key stakeholders including NZTA, Ports of Auckland, KiwiRail, and local businesses is fundamental to achieving successful outcomes for HED, and dialogue has been established and is continuing.

Projects are generally implemented by the individual agencies in accordance with the agreed HED programme.

The scope of the HED programme includes all Council and CCO projects between the Harbour Bridge and St Heliers, and south to Fanshawe St / Customs St / Beach Rd and Tamaki Drive. Some projects overlap these nominal boundaries, for instance the modelling study for a proposed upgrade of the central city road network.

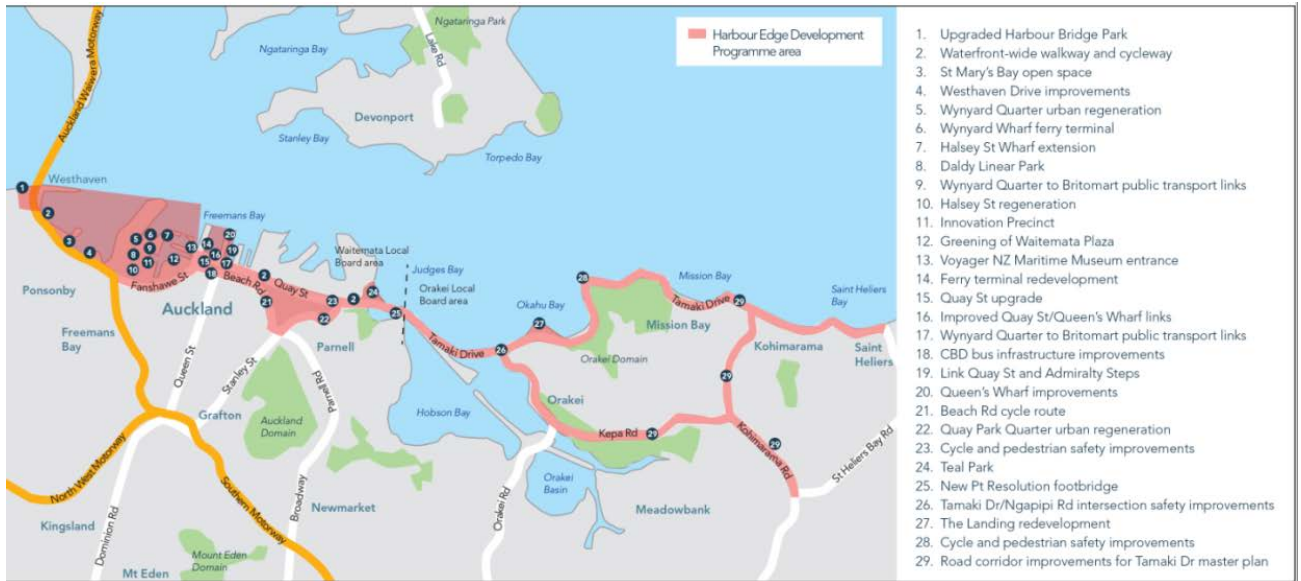


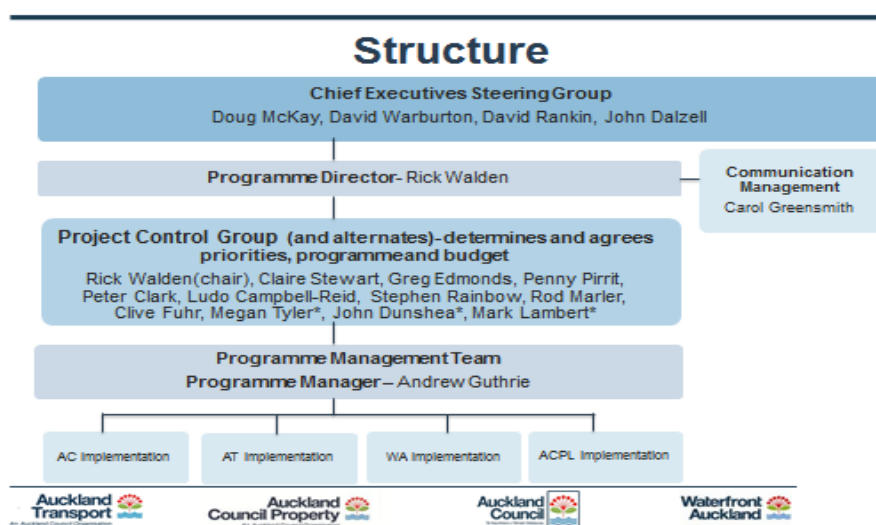
Figure 2 - HED Area of Influence

Key projects in the HED programme include:

- Quay St streetscape and seawall upgrade
- Redevelopment of the Downtown ferry basin and terminals
- Tamaki Drive Masterplan projects
- Road corridor improvements – Fanshawe / Customs Corridor, Beach Rd, Hobson St, Lower Albert St, Lower Queen St, Wynyard Quarter (South)
- Harbour edge improvements – Waitemata coastal walkway, Westhaven Promenade, Queens Wharf South
- Downtown West commercial development – integration with private redevelopment
- Public Transport options for Wynyard Quarter
- New PT Interchanges at Downtown, Wynyard, Wellesley St and Learning Quarter

The governance structure of HED is outlined in Figure 3. The four agencies are represented at all levels, and actively integrated into each of the 30+ projects.

Figure 3 -
 HED Organisational
 Structure



Key Issues

- Communication with external stakeholders is seen as important in progressing HED programme initiatives. A communications strategy has been prepared to ensure a consistent and proactive approach to engagement.
- It has been identified that the Quay St Seawall does not satisfy current seismic design standards and is likely to fail in a moderate seismic event. Sections are in a poor condition and immediate repairs will be carried out in 2013/14 to prevent further deterioration. Procurement of design options for a seismic upgrade or replacement will commence in July, with physical works to commence by 2015.

New funding for this work is required in the order of \$60m, and will be sought through the LTP re-forecast.

- Significant changes to city centre road corridors are required to enable delivery of the City Centre Master Plan place-making aspirations, and the 2016 PT Network. Recommendations include dedicated busways on Fanshawe, Customs and Wellesley Streets and better allocation of private and public transport, pedestrians and cyclist priorities / amenities on key roads. New projects will be generated from this work which will require additional funding and re-prioritisation of current projects.
- Four new city centre PT Interchanges are required to enable the 2016 PT Network Plan. Work is underway to resolve the locations and circulation for the Downtown and Wynyard Quarter Interchanges as a priority, to integrate with current redevelopment plans for those areas and achieve the PT delivery timeframes. New funding is required.
- Early outcomes from the Wynyard Quarter Transit Study indicate that forecast public transport patronage demand alone does not support a Light Rail Transit (LRT) link between Wynyard and Britomart. The proposed 2016 PT Network Plan will however deliver significant PT improvements, and AT is investigating earlier delivery of these services in liaison with Waterfront Auckland. Further work has been commissioned to investigate the viability of a wider LRT network which may support an early-stage Wynyard-Britomart link.
- Redevelopment options for the Downtown Ferry Basin and Terminals are being investigated, with consideration of the long-term opportunities associated with the proposed expansion of the Port and repair / replacement of the Quay Street Seawall.
- Competing uses for the limited road corridor space on Tamaki Drive need to be reconciled (cars, parking, cyclists, pedestrians, PT), to inform the delivery of the Tamaki Drive Masterplan projects.

Funding and programme optimisation

A strategic business case is being prepared which considers the current programme of work, and the interdependencies, gaps and potential re-prioritisation of projects in the context of the Auckland Plan and ITP objectives. Budget requirements, shortfalls and funding options will be detailed and substantiated to support a case for additional funding through the LTP process.

Alternative funding sources will be considered, including private investment and integrated development options.




The current LTP allocation for HED projects is approximately \$120m. The forecast cost to deliver the HED programme is expected to be in excess of \$350m following a strategic review of current projects and gaps in the programme. Additional funding will therefore be required in the order of \$230m over the next 8 to 10 years.

Endorsement for additional HED project funding will be sought in November 2013, from the relevant Council and CCO Boards for future years. For the current year, identified capital works and operational costs will be funded from existing budgets of the respective entities. Agreement has been reached to ringfence such funds and allocate through approved projects.

Attachments

Number	Description
	Nil

Document ownership

Submitted by	Andrew Guthrie HED Programme Manager	
Recommended by	Rick Walden Group Manager Key Agency Initiatives	
Approved for submission	David Warburton Chief Executive	

Glossary

Acronym	Description	Business Unit
HED	Harbour Edge Development	
PT	Public Transport	
LTP	Long Term Plan	
LRT	Light Rail Transit	