

## CITY CENTRE RESIDENTS' GROUP FEEDBACK ON MIDTOWN BUS ROUTE 23 APRIL 2017

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### History

The City Centre Residents Group was established in 2005 (as the CBD Resident Advisory Group) with the support of the then Auckland City Council. Its primary purpose is to contribute to the decision making for city centre targeted rate projects on behalf of the residential properties who pay that rate.

In 2004, Auckland City Council adopted the "Auckland CBD Into the Future Strategy 2004-2014". The city centre residential population was then around 14,000.

To pay 80% of the costs involved in implementing this strategy, they set a targeted rate on both business & residential property owners within the city centre area.

The CCRG has two seats on the Auckland City Centre Advisory Board and they have taken a very active role in discussions, submissions and feedback for many city centre issues since 2005.

More information about the CCRG is available on our website [www.ccrq.org.nz](http://www.ccrq.org.nz)

### Background

Following the 2010 amalgamation of local authorities in Auckland, the new Auckland Council reviewed the "CBD into the Future" document which resulted in the City Centre Master Plan. This is an award winning document that provides a twenty year vision about how the city centre will develop and it has received wide community support. A copy of the plan is available on Auckland Councils website - <http://www.aucklandcouncil.govt.nz/EN/planspoliciesprojects/plansstrategies/ccmp/Pages/documents.aspx> .

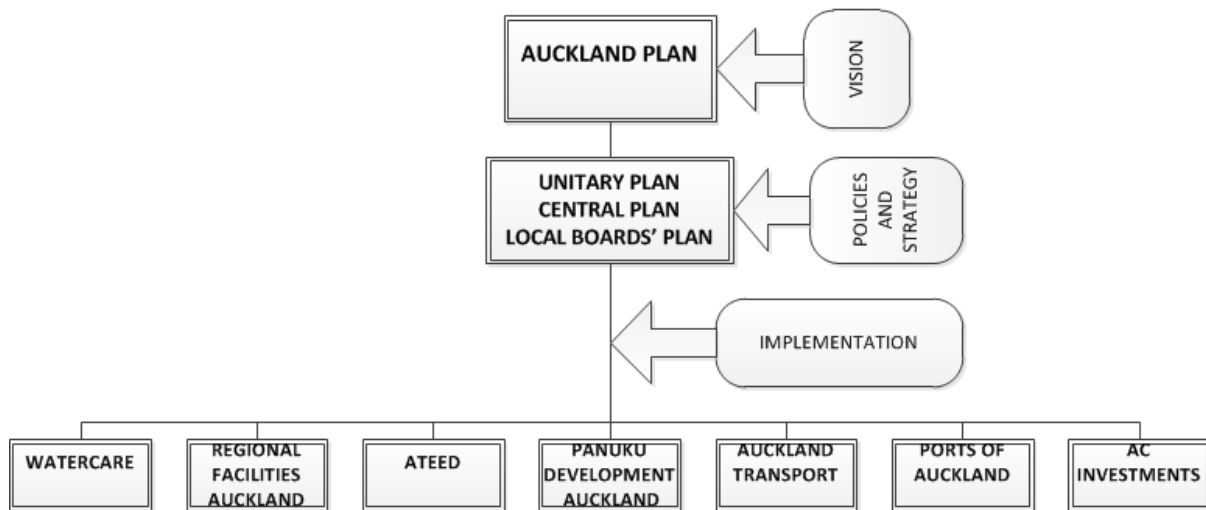
The CCRG firmly supports the hierarchy of planning documents that Auckland Council has developed - The Auckland Plan, The Unitary Plan, Centre Plans (such as the CCMP) together with Local Board Plans. We respect the integrity of the vision and strategies that they contain and we expect others to do likewise.

Implementing organisations, such as the various Council Controlled Organisations, are required to give effect to these plans, and, if comprise is to be made, it does not come from the vision but from implementation. Compromising vision will not deliver the World's Most Liveable City – it will deliver a confused mess and we do not want that for Auckland.

See diagram below to illustrate the structure we believe is required.

# CENTRAL CITY RESIDENTS GROUP

FEEDBACK ON MIDTOWN BUS ROUTES



## Midtown Bus Route

Auckland Transport have proposed three possible bus routes across the city which involves three options – 1) Outbound on Victoria Street, 2) Outbound on Wellesley Street and 3) Outbound on Wakefield Street. Of these, Auckland Transport favours Option 1.

However, the information provided in the feedback material does not mention the CCMP or the Victoria Street Linear Park which is one of the major central themes of that plan. Instead it shows Victoria Street as it is now and Victoria Street as it will be with four lanes of traffic including double decker buses.

That is not what the residents in the city centre have agreed on – they want the Linear Park as it is shown in the CCMP – as part of a major Green Link running from the Auckland Domain, across Grafton Gully, along the Victoria Street Linear Park, through Victoria Park and across the Harbour Bridge via the new Sky Path.

These are the kinds of developments that will transform Auckland from any old city to a world class city and make living and visiting exciting, enjoyable and healthy.

To support that vision, we expect Auckland Transport to provide city centre residents with transport options that are deliverable within that vision and the proposal outlined in Option 1 does not achieve this.

The CCRG therefore recommends to Auckland Council and Auckland Transport that Option 2 be the preferred choice.

The three options provided do however raise a number of other questions about transport within the central city. To suggest that wall to wall double decker buses is the only means of moving people around the city centre flies in the face of what happens in other world cities.



While they all have different approaches the one unifying factor is that they have bus terminals and, apart from the small one at Sky City, Auckland City Centre does not have one. The CCRG would encourage Auckland Council to require that Auckland Transport provide these in order to future proof the city centre.

We think there are opportunities to look at Caption Cook wharf on the northern edge of the city centre and Canada Street on the southern edge as suitable places for connecting terminals, with smaller and frequent electric buses moving around the city centre. Terminal sites in these areas would provide excellent connections to ferries, rail, motorways, cycle ways and pedestrian routes that would be user friendly, environmentally sustainable, relatively inexpensive and more importantly, deliver on the vision of the CCMP and other supporting documents.

We thank Auckland Transport for the opportunity to provide feedback on the Midtown bus route proposals and look forward to further discussions on the successful delivery of the CCMP.

Noelene Buckland  
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