I hereby give notice that an ordinary meeting of the Auckland Domain Committee will be held on:

Date: Thursday, 30 August 2018
Time: 11:00am
Meeting Room: Room 1, Level 26
Venue: 135 Albert Street
Auckland

Komiti o te Papa Rēhia o Pukekawa / Auckland Domain Committee

OPEN AGENDA

MEMBERSHIP

Chairperson          Cr Mike Lee
Deputy Chairperson   Pippa Coom, Waitematā Local Board Chair
Members              IMSB Member Renata Blair
                     Mr Shale Chambers, Waitematā Local Board Deputy Chair
                     Cr Linda Cooper, JP
                     Cr Desley Simpson, JP
                     IMSB Member David Taipari
                     Mr Vernon Tava, Waitematā Local Board member

Ex-officio           Mayor Hon Phil Goff, CNZM, JP
                     Deputy Mayor, Cr Bill Cashmore

(Quorum 5 members)

Michelle Judge
Governance Advisor

24 August 2018

Contact Telephone: +64 9 977 6739
Email. michelle.judge@aucklandcouncil.govt.nz
Website: www.aucklandcouncil.govt.nz

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.
AUCKLAND DOMAIN COMMITTEE - Terms of Reference

Background
The Auckland Domain is an important regional park and also has areas within it managed by the Waitemata Local Board. This committee is set up jointly by the Governing Body and Waitemata Local Board to co-ordinate decisions relating to the Domain.

Responsibilities
Decision-making responsibility for parks, recreation and community services and activities in Auckland Domain including those anticipated in the Auckland Domain Act 1987, which are the responsibility of the Governing Body or the Waitemata Local Board.

Powers
All powers of the Governing Body and Waitemata Local Board necessary to perform the committee’s responsibilities including those powers conferred on Auckland Council pursuant to the Auckland Domain Act 1987.

Except:
(a) powers that the Governing Body cannot delegate or has retained to itself (section 2)
(b) where a matter is the responsibility of another committee or local board
(c) the approval of expenditure that is not contained within approved budgets
(d) the approval of expenditure of more than $2 million
(e) the approval of final policy
(f) deciding significant matters for which there is high public interest and which are controversial.
Exclusion of the public – who needs to leave the meeting

Members of the public
All members of the public must leave the meeting when the public are excluded unless a resolution is passed permitting a person to remain because their knowledge will assist the meeting.

Those who are not members of the public

General principles
- Access to confidential information is managed on a “need to know” basis where access to the information is required in order for a person to perform their role.
- Those who are not members of the meeting (see list below) must leave unless it is necessary for them to remain and hear the debate in order to perform their role.
- Those who need to be present for one confidential item can remain only for that item and must leave the room for any other confidential items.
- In any case of doubt, the ruling of the chairperson is final.

Members of the meeting
- The members of the meeting remain (all Governing Body members if the meeting is a Governing Body meeting; all members of the committee if the meeting is a committee meeting).
- However, standing orders require that a councillor who has a pecuniary conflict of interest leave the room.
- All councillors have the right to attend any meeting of a committee and councillors who are not members of a committee may remain, subject to any limitations in standing orders.

Independent Māori Statutory Board
- Members of the Independent Māori Statutory Board who are appointed members of the committee remain.
- Independent Māori Statutory Board members and staff remain if this is necessary in order for them to perform their role.

Staff
- All staff supporting the meeting (administrative, senior management) remain.
- Other staff who need to because of their role may remain.

Local Board members
- Local Board members who need to hear the matter being discussed in order to perform their role may remain. This will usually be if the matter affects, or is relevant to, a particular Local Board area.

Council Controlled Organisations
- Representatives of a Council Controlled Organisation can remain only if required to for discussion of a matter relevant to the Council Controlled Organisation.
<table>
<thead>
<tr>
<th>ITEM</th>
<th>TABLE OF CONTENTS</th>
<th>PAGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Apologies</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>Declaration of Interest</td>
<td>7</td>
</tr>
<tr>
<td>3</td>
<td>Confirmation of Minutes</td>
<td>7</td>
</tr>
<tr>
<td>4</td>
<td>Petitions</td>
<td>7</td>
</tr>
<tr>
<td>5</td>
<td>Public Input</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>5.1 Public input - Luke Niue - control of all-day commuter parking in the Domain</td>
<td>7</td>
</tr>
<tr>
<td>6</td>
<td>Local Board Input</td>
<td>8</td>
</tr>
<tr>
<td>7</td>
<td>Extraordinary Business</td>
<td>8</td>
</tr>
<tr>
<td>8</td>
<td>Accessibility improvement programme business case</td>
<td>9</td>
</tr>
<tr>
<td>9</td>
<td>Auckland Domain - general update</td>
<td>23</td>
</tr>
<tr>
<td>10</td>
<td>Consideration of Extraordinary Items</td>
<td></td>
</tr>
</tbody>
</table>
1 **Apologies**

At the close of the agenda no apologies had been received.

2 **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 **Confirmation of Minutes**

That the Auckland Domain Committee:

a) confirm the ordinary minutes of its meeting, held on Wednesday, 30 May 2018, including the confidential section, as a true and correct record.

4 **Petitions**

At the close of the agenda no requests to present petitions had been received.

5 **Public Input**

Standing Order 7.7 provides for Public Input. Applications to speak must be made to the Governance Advisor, in writing, no later than **one (1) clear working day** prior to the meeting and must include the subject matter. The meeting Chairperson has the discretion to decline any application that does not meet the requirements of Standing Orders. A maximum of **thirty (30) minutes** is allocated to the period for public input with **five (5) minutes** speaking time for each speaker.

5.1 **Public input - Luke Niue - control of all-day commuter parking in the Domain**

**Te take mō te pūrongo / Purpose of the report**

1. To receive public input from Luke Niue on the subject of control of all-day commuter parking in the Domain.

**Ngā tūtohunga / Recommendation/s**

That the Auckland Domain Committee:

a) receive and note the public input presentation from Luke Niue regarding control of all-day commuter parking in the Domain.
6  Local Board Input

Standing Order 6.2 provides for Local Board Input. The Chairperson (or nominee of that Chairperson) is entitled to speak for up to five (5) minutes during this time. The Chairperson of the Local Board (or nominee of that Chairperson) shall wherever practical, give one (1) day’s notice of their wish to speak. The meeting Chairperson has the discretion to decline any application that does not meet the requirements of Standing Orders.

This right is in addition to the right under Standing Order 6.1 to speak to matters on the agenda.

At the close of the agenda no requests for local board input had been received.

7  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.”
Te take mō te pūrongo / Purpose of the report

1. To seek support to present a business case to the Finance and Performance Committee for the implementation of the Accessibility Improvement Programme, as outlined in Attachment A.

Whakarāpopototanga matua / Executive summary

2. The implementation of the Auckland Domain Masterplan (masterplan) has been a subject of a number of workshops and reports to the Auckland Domain Committee (committee) over the past eighteen months. The committee had supported the development of a business case to request funding through Auckland Council’s Long-term Plan 2018-28 (LTP). This proposal received strong support through the LTP but was ultimately unsuccessful due to overall budget constraints.

3. A new business case has been developed based purely on utilising new revenue streams from the Auckland Domain (Domain), that do not compromise the values of the Domain, to deliver improvements.

4. Auckland Transport (AT) have confirmed the most appropriate way to address the commuter or long stay parking issue in the Domain is to manage this through introducing parking charges. This will free up parking in the Domain for park visitors and provide revenue.

5. It is proposed that the revenue is ring-fenced to the Domain and used to deliver an Accessibility Improvement Programme, as outlined in Attachment A, which includes addressing parking and traffic movements, pedestrian and cycling connections, public transport improvements and wayfinding.

6. The new business case anticipates revenue from the Domain, through parking charges and other new commercial enterprises, would contribute in the order of $17.2M over 10 years, to implement a programme of accessibility improvements. Approval is required from the Finance and Performance Committee to progress this business case.

Ngā tūtohunga / Recommendations

That the Auckland Domain Committee:

a) support the implementation of the Accessibility Improvement Programme, as outlined in Attachment A of the agenda report, to be funded by way of new revenue.

b) request a business case be presented to the Finance and Performance Committee based on new revenue to fund the implementation of accessibility projects in the Auckland Domain Masterplan that have been packaged into the Accessibility Improvement Programme, subject to

   i) confirmation, from Auckland Transport, that revenue from parking charges, minus a management fee, will be allocated to the improvements.

   ii) confirmation from Panuku that revenue from any new commercial arrangements in the Domain will be allocated to the improvements.

 c) request a report to the November Auckland Domain Committee meeting on the outcome of the business case and, if successful, this include an outline of the proposed consultation covering the introduction of parking charges and delivery of the Accessibility Improvement programme.
Horopaki / Context

7. A masterplan for the Auckland Domain was adopted in July 2016. The committee resolved, at their August 2017 meeting, to support the development of a business case for the implementation of the masterplan for inclusion in Auckland Council’s Long-term Plan 2018-28.

8. An investment proposal was subsequently developed which included a wide range of implementation actions arising from the master plan. At the time this included minimal revenue contributing to the improvements as the committee had not yet confirmed their position on introducing parking charges. While the investment proposal received significant support from members of the Finance and Performance Committee it was unsuccessful in being included in the LTP.

9. Very limited funding is currently allocated to delivering the masterplan; with only the Natural Play and Kari Street Commons (stage one) projects funded and a renewals budget in place. It is therefore proposed a business case be presented to the Finance and Performance Committee for the implementation of an Accessibility Improvement Programme. This business case would include revenue from the parking charges and commercial arrangements in the Domain that would fund the staged approach to the wider implementation of the Domain improvements.

10. During the consultation on the masterplan a key theme was the need to address vehicle dominance and improve pedestrian and cycling circuits and connections. As a result the actions in the masterplan that focus on this have been packaged into the Auckland Domain Accessibility Improvement Programme.

11. The actions included in the Accessibility Improvement Programme are (in no particular order) are:

   a) Parking and traffic movement. This includes:
      i. future provision of carparks
      ii. addressing the issues of heavy use of the Domain for long stay parking and vehicles parking on the grass
      iii. reducing car dominance in the centre of the park

   b) Pedestrian and cycle connections. This includes:
      i. joining up and filling the gaps in the pedestrian/path network
      ii. creating cycleways through and around Auckland Domain
      iii. improving entrances to Auckland Domain and intersections within the park to make it easy and safe to find and navigate around Auckland Domain on foot or by cycle.
      iv. improving lighting.

   c) Public transport improvements. This includes:
      i. providing facilities for busses to access and travel through Auckland Domain
      ii. creating more fit for purpose paths from buses and trains

   d) Wayfinding. This includes:
      i. improved information within Auckland Domain
      ii. partnering with Auckland Transport, Auckland Museum, Auckland University, Auckland Hospital and other major infrastructure providers to ensure helpful and consistent signage and online wayfinding information. This information will help navigate people from the city centre, Britomart, Grafton, New Market and Parnell to Auckland Domain and provide information on a range of parking options around the park.
Parking and traffic movement

12. Auckland Domain currently has approximately 600 car parks. This includes Auckland War Memorial Museum’s outdoor parking areas. Parking is provided on all vehicle accessible roads except Domain Drive and Lower Domain Drive.

13. The masterplan proposed changes to parking provision to reduce the vehicle dominance; moving some of this to the periphery of the park. Approximately 180 carparks will be removed from internal roads heavily used for pedestrian movement and approximately 200 more parking spaces will be provided through the redevelopment of the Titoki Street car park. Providing new paths from the Titoki Street carpark to the sports fields will make this primary periphery carpark more accessible for sports field users and others visiting the Domain. Some parking is to be retained (with modifications) close to the Wintergardens, Wintergardens’s kiosk, sports fields and proposed natural play area in the centre of the park.

14. Long stay parking is also a significant contributor to the vehicle dominance in the Domain. This has been verified by a number of parking surveys undertaken over the past decade. All streets surrounding the Domain will soon have pay and display parking which will heighten the long stay parking demand in the Domain.

15. AT’s most recent survey in November 2017 found parking during the week to be on average at 90%. This contributes to the traffic movements as vehicles circulate the Domain roads trying to find a park. Weekends experience lower occupancy with the survey showing this to be at 68% on the Saturday. Refer to Attachment B for more detailed results of this survey.

16. AT has confirmed the parking is well monitored with two dedicated parking wardens and 2017 has been their busiest year of enforcement. The wardens frequently observe people moving their cars within the Domain to avoid ticketing. Parking infringement records show numerous vehicles are repeat offenders, suggesting the fines are not a deterrent. Of note is that AT does not have the ability to increase the parking fines as these are set by the Ministry of Transport and applied nation-wide.

17. AT’s Parking Strategy recommends when peak parking occupancy is regularly above 85% that a change to the parking management approach is required. AT has confirmed that the time restrictions based parking management regime is no longer effective in the Domain and parking charges should be introduced. This will have a two-fold benefit of freeing up parking for visitors to the Domain and providing a revenue stream to fund the actions in the Accessibility Improvement Programme.

Parking charges

18. Legal advice confirms that charging for parking is not contrary to the Auckland Domain Act 1987 (Act) provided it can be justified in terms of the Act criteria. This being that it is not just a money-making exercise but in order to further Auckland Domain's purpose as a place of public recreation and enjoyment.

19. The Council has power under section 6(b) of the Act to provide facilities and amenities, which would include car parks. It also has the power under section 6(a) to regulate the use of Auckland Domain for "activities" taking place there which would include regulating the parking. Charging for parking is a recognised and legitimate means of regulating parking. However in this case any such regulation would have to be justified in terms of the Domain Act requirement to further the Domain’s purpose under section 4 of the Act. The revenue, or more precisely the net income, from parking charges, must be held and applied in furtherance of the Domain, which may include developing and maintaining parking areas, as well as other facilities and amenities in the Domain.
20. AT currently has the delegation to collect all revenue from parking charges. As the roads in the Domain are considered legal roads and under the management of AT, a change to this delegation will need to be sought.

21. Paid parking in the Domain would need to reflect the parking charges that are currently effective in the surrounding area. Refer to Attachment C for a map showing all charges/proposed charges around the Domain. Given this will be the first time paid parking is introduced in a park it is usual practice that the tariff be set on the lower side. This will then be reviewed on a regular basis to determine its effectiveness.

22. Based on pressure points shown in the survey charges would only need to apply Monday through Friday from 8am to 6pm. Weekends would remain free.

23. It is proposed that AT fund and manage the installation of the pay and display parking machines and related signage given their expertise in this. The capital cost of this along with the ongoing monitoring of the machines would then be offset in a management fee arranged with AT.

Pedestrian and cycling connections

24. Auckland Domain only has one off-road pedestrian circuit and this is in the dense bush to the north of the park on tracks which are sometimes narrow and stepped. There are no shared pedestrian or cycle circuits that can be completed without a portion of the route putting pedestrians or cyclists in potential conflict with cars. In addition new shared paths such Grandstand Road north and Lovers Lane do not safely connect to an ongoing path network. This issue was identified in the masterplan. There are a range of proposed pedestrian and cycle improvements outlined in the Accessibility Improvement Programme that include new path connections and entrance and intersection upgrades.

25. In conjunction with these improvements, lighting will be enhanced at entrances and along key pathways. This will improve safety and extend the use of the Domain for walking, running and cycling in the early morning and into the evening. This lighting along with improved power supply will also support event activation.

Public transport improvements

26. There are a large number of bus movements to and through Auckland Domain. Tourist buses and other buses who are hosting groups travel to the museum and Wintergardens many times a day. In addition a new regular public transport service has commenced whereby buses circumnavigate the museum (using Maunsell Road Extension and Cenotaph Road).

27. In the 175 year history of Auckland Domain no specific infrastructure has been provided to cater for bus movements to and through Auckland Domain outside of the licence footprint of the museum. This issue was identified in the master plan and two new bus turn areas were included in the plan to the east of the museum and the north of the Wintergardens.

28. The Accessibility Improvement Programme prioritises the redevelopment of the Titoki Street carpark and shifting parking to the periphery of the park along with pedestrianisation of Kiosk Road. As both Titoki Street and Kiosk Road are the locations for the proposed new bus turn around areas planning these two bus facilities and associated bus and pedestrian connections needs to be progressed.

29. In addition to bus facilities within Auckland Domain pedestrian and cycle access improvements into the park from the Parnell, Grafton and Newmarket Train stations, as well as access from Park Road and Parnell Road off the Link public bus service are also needed and touched on above.
Wayfinding and signs

30. Hand in hand with infrastructural improvements wayfinding is needed. This includes improvements to signage, website information (both Auckland Council and partner organisations), on site education and activation of pedestrian and cycle routes to and through the Domain.

31. It is proposed that a wayfinding plan will be developed in year two of the Auckland Domain Accessibility Improvement Programme following the completion of community engagement and infrastructural improvement planning in year one. Year three will include the delivery of a comprehensive wayfinding improvement programme within the park and outside Auckland Domain (in partnership with other agencies as noted in point 11.d) ii).

32. At the same time the number of signs could be significantly reduced with the implementation of the partial road closures and pay and display parking. Road closures would mean, once bollards were in place, that all parking signs could be removed along pedestrianised areas. With new pay and display parking zones, signs are only installed at the start and end of the zone not at every possible parking bay. So it is estimated that potentially 100 signs could be removed as a result of the pedestrianisation improvements.

Consultation

33. While feedback on the masterplan supported reducing the dominance of vehicles and improving the pedestrian experience and safety in Auckland Domain the introduction of parking charges was not consulted on. It is therefore recommended that charges, along with the associated improvements, be consulted on as the first step prior to implementation of charges. This is consistent with the approach adopted by AT for introduction of charges elsewhere in the region.

34. As part of consulting on the parking charges and associated access improvements it is recommended that feedback is invited on the closure or partial closure of some roads (noting that these do not have a legal description to enable them to go through the Local Government Act road closure process).

35. This consultation will include the background research provided through the masterplan consultation, the parking survey and traffic movement scenario modelling that endorses these improvements. The consultation could also include reference to international examples that have set precedents for this type of change.

36. A range of communication avenues could be used including social media, open days or information sessions, signage on the park and in local community venues, a media release, notice in the local paper, a dedicated website to find information and specific engagement with mana whenua and key stakeholders.

37. It is anticipated that this consultation would be undertaken in early 2019 and the findings of this consultation would then be reported to the Domain committee to ratify next steps.

Ngā whakaaweawe ā-rohe me ngā tirohanga a te poari ā-rohe / Local impacts and local board views

38. The Waitematā Local Board has not provided direct input into the proposal to develop a business case to seek funding to deliver the Auckland Domain Masterplan. However, they provided input into the development of the masterplan and three members of the board sit on the committee.

39. In the development of the priorities presented in this report consideration was given to the key initiatives in the Waitematā Local Board Plan which supports continued investment in parks, prioritising the delivery of their Greenway Plan, support for signature events, and provision of programmes and facilities that encourage activity.
40. As further refining of the delivery of the Accessibility Improvement Programme is undertaken it is proposed this be work-shopped with the local board in regard to synergies with other work and where LDI funding may contribute to specific projects.

**Tauākī whakaaweawe Māori / Māori impact statement**

41. As part of the preparation of the masterplan, five hui were held with mana whenua to ensure their input into the draft content and to hear the public feedback on the plan.

42. Mana whenua will continue to be engaged in partnership on the delivery of many components of the plan, including aspects of the Accessibility Improvement Programme. A further hui will be arranged as part of the consultation outlined above.

**Ngā ritenga ā-pūtea / Financial implications**

43. The business case calculates the potential revenue from introducing parking charges would be in the vicinity $16M over a 10 year period. Staff have worked with AT to determine the likely outcomes of introducing parking charges in relation to the potential parking fee, occupancy and costs of operation.

44. The assumptions around this revenue include:
   a) The majority of the revenue from parking charges will be made available for delivering projects in the Domain in accordance with the Domain Act requirements.
   b) AT would be paid a management fee to install, operate and monitor the parking machines and would continue to retain all revenue received from enforcement.
   c) Parking charges would only apply Monday to Friday 8am to 6pm.
   d) Occupancy averaging 50% of the 10 hours of availability; recognising fluctuations in demand throughout the year.
   e) A variation in parking supply as the programme is implemented
   f) Parking charges would commence with a low tariff reflective of the charges in the surrounding area. Changes in pricing will be based on annual surveys of parking occupancy and will need to reflect the rise in parking charges in the surrounding area.
   g) Calculations have been based on 80% of vehicles parking for 2 hours (average stay for visitors in the museum) and 20% of parking for 4 hours.

45. It is also anticipated that additional sources of revenue from new bookable venues/sites in the Domain could bring in a further $1.2M over the 10 years to contribute to the improvements. This is commensurate with other similar sites.

46. The business case presented to the Finance and Performance Committee will include options for the delivery of the Accessibility Improvement Programme. The staging included in Attachment A would be the ideal option, ensuring the roll out of significant improvements over the next three years. However, this will mean expenditure is incurred ahead of the revenue being received and there will be a debt impact.

47. The phasing of projects, bar introducing the parking charges, may need to be pushed out. Further work on these scenarios will be progressed with the Finance Team.

**Ngā raru tūpono / Risks guidance**

48. The business case has been developed with a conservative approach to the potential revenue from both parking charges and new commercial enterprises. This is subject to AT agreeing that the majority of the revenue from parking charges should be returned to council to fund the Domain improvements.
49. The revenue anticipated from parking charges will be very sensitive to the parking fees and the occupancy. If fees are kept at a minimal level and not increased over time, which would not address the long stay parking issue, revenue could be as low as $8.6M. However, if the parking charges have been underestimated and occupancy is higher than anticipated the revenue over the ten years could rise.

Ngā koringa ā-muri / Next steps

50. Following endorsement of this report a report will be put to the Finance and Performance Committee in October, with a summary of the business case including options in relation to the pace of implementation of the Accessibility Improvement Programme.

51. As outlined above the first stage would be to undertake consultation. Depending on the outcome of the consultation, a report would then go to the Traffic Control Committee to seek approval for introducing the parking charges and to change the delegation in regard to allocation of the revenue. This will need to be supported by a traffic engineers report.

52. If all indications are that this should proceed, AT would fund the purchase of the parking machines and signage and would manage the ongoing operation of these. A management fee would be retained by AT and the remaining revenue passed to council to fund the staged implementation of the Accessibility Improvement Programme.

53. If this is successful a further report to the Domain Committee at their November meeting will provide details on the consultation and delivering the first stage improvements.

Ngā tāpirihanga / Attachments

<table>
<thead>
<tr>
<th>No.</th>
<th>Title</th>
<th>Page</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>Accessibility Improvement Programme</td>
<td>17</td>
</tr>
<tr>
<td>B</td>
<td>Auckland Domain parking survey results</td>
<td>19</td>
</tr>
<tr>
<td>C</td>
<td>Parking charges in the vicinity of the Auckland Domain</td>
<td>21</td>
</tr>
</tbody>
</table>

Ngā kaihaina / Signatories

<table>
<thead>
<tr>
<th>Author</th>
<th>Annette Campion - Policy Advisor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authorisers</td>
<td>Mace Ward - General Manager Parks, Sports and Recreation</td>
</tr>
<tr>
<td></td>
<td>Jane Aickin - Paeurungi Te Waka Tai-ranga-whenua</td>
</tr>
</tbody>
</table>
Attachment A – Auckland Domain Accessibility Improvement Programme

2018/19 improvements (stage 1)

The following improvements (estimated cost $430,000) are recommended in year one:

i. Consultation, as described in the body of the report.

ii. Consent for carpark and access associated with Natural Play

iii. Removal 78 carparks on the inside of Football Road and Grandstand Road South, the outside of The Crescent and part of Grafton Mews.

iv. Investigate changing Football Road, The Crescent and part of Grafton Mews to a one way system (dependent on findings of traffic movement scenario modelling).

These proposed changes are intended to provide a safer pedestrian and cycling circuit on the Sri Chinmoy Mile and provide pedestrian legibility along The Crescent where pedestrians at present need to either walk on the road or on the grass.

The removal of 78 carparks is broken down as follows; on the field side of Football Rd (13 spaces), on the field side of Grandstand Rd South (12 spaces) and the south side of the Crescent (47 spaces). In the case of Grafton Mews reducing the parking (6 spaces) would provide for a dedicated shared path.

2019/20 improvements (stage 2)

The following improvements (estimated cost at $1.515M) could be delivered in the second year:

v. parking charges to be introduced. This will increase parking capacity (as long stay users will choose other options) and is expected to offset the 78 spaces lost in the changes above (the timing of these projects will be closely aligned).

vi. parking area redesigned to support new play space at the Kiosk Rd / Domain Drive intersection and develop path connections to the playground

vii. develop new turning circle for buses outside the Wintergardens.

viii. improve connections to Kari St Commons

ix. commence consent process for new paths and intersection improvements, including:

- new paths developed from Titoki Street carpark to Football Rd,
- new paths along Domain Drive and Lower Domain Drive installed to create loop around Watsons Bequest connecting to either end of Lovers Lane.
- connection from Bledisloe Walk to Museum across Domain Drive.
- new connection from Parnell train station through the chip yard to Lovers Lane.
- new footpath along Parnell Rd end of Domain Drive improving access from public transport from Parnell side of the Domain.

x. commence consent process for Titoki Street carpark redevelopment

xi. undertake planning for improved wayfinding and lighting.
2020/21 improvements (stage 3)

In the third year the following improvements (estimated cost at $3.975M) could be delivered:

xii. open up more parking capacity in the Titoki Street carpark (increase parking capacity by approximately 200 extra spaces – completed in FY22).

xiii. deliver the new paths and intersection improvements as outlined in stage 2.

xiv. open up most of Kiosk Rd for pedestrian and cycle access.

xv. open up part of Grafton Mews as pedestrian and cycle access only.

xvi. open up most of Football Rd as pedestrian and cycle access only.

xvii. improve connections from Grafton train station and Greenlink by improving paths and wayfinding from Park Ave to Grandstand Rd North.

xviii. new and improved wayfinding delivered.

xix. installation of improved lighting and power to support accessibility and events.

2022 and beyond (stage 4)

In years four to ten of the Accessibility Improvement Programme the following improvements (estimated cost at $11.5+M) could be delivered depending on the level of funding being achieved from the parking charges and partnership opportunities:

xx. opening up a bus turn around on the eastern side of the museum alongside closure of Centotaph Road and creation of safe pedestrian connections from Titoki Street carpark to Centotaph Road.

xxi. Further intersection improvements:

- the connection between Football Road, The Crescent and Kiosk Road which is, at the end of stage 3, designed for cars with shared markings only. It is proposed to realign curbs and ensure appropriate gradients and surfaces to support this busy shared path network.

- the intersection of Centennial Path and Lovers Lane and the connection across to the duck ponds which is a busy connecting point for tracks. A plaza style area is proposed to join these with an improved crossing to the duck ponds.

- the intersection of Lovers Lane and access to Parnell Rail Station is not aligned and users need to navigate the very busy Lower Domain Drive. This intersection upgrade will include aligning entrance/exit points, developing appropriate gradients and support safe pedestrian and cycle movements across Lower Domain Drive.

xxii. upgrade of repurposed roads into higher amenity path networks

xxiii. improvements to Stanley St entrance (in line with NZTA and AT upgrade of cycle and pedestrian networks around the city centre) and other entrances including Carlton Gore entrance where safety issues have been highlighted by AT.

xxiv. cycleway adjacent to Centennial Walkway developed.

xxv. continued roll-out/improvement of wayfinding.

xxvi. continued improvements to lighting

A series of maps showing the staging of these works was previously presented to the committee at the 30 May workshop.
Attachment B – Parking survey results

The parking survey was undertaken in the Auckland Domain by Auckland Transport in November 2017 on Tuesday 14th, Thursday 16th and Saturday 18th. The results showed that during the weekday surveys the average peak occupancy (usually 11am to 3pm) was 90% in all parking areas. During Saturday this average peak occupancy was 68%.

Parking Utilisation – weekdays

A further breakdown of the current parking behaviour is detailed in the following map. This indicates the various peak occupancy rates for the different areas surveyed. The first percentage figure represents the highest average peak occupancy on either the Tuesday or Thursday while the second percentage figure represents the average peak occupancy on the Saturday.

This highlights the high use of parking areas on the periphery of the Domain, particularly the Titoki St carpark during the week.
Comparison of parking capacity figures from average peak occupancy (weekdays (Tuesday & Thursday) / weekend (Saturday))

Long stay parking

The survey included an analysis of vehicle number plates which identified the use of the Domain for long stay parking.

Commuters, shown as the red dots on adjacent map, were defined as vehicles that stayed for at least 4 hours continuously in a parking space during the weekday survey period.
Attachment C - Parking charges in the vicinity of Auckland Domain (existing and proposed)
Auckland Domain - general update

File No.: CP2018/15514

Te take mō te pūrongo / Purpose of the report
1. To update the Auckland Domain Committee on recent activities in Auckland Domain.

Whakarāpopototanga matua / Executive summary
2. The parking agreement with Auckland Bowling Club is due to expire in November 2018. The Auckland Domain Committee (committee) are been asked for an extension to this agreement. It is recommended that a further one year agreement be entered into.
3. Two significant connecting paths through Auckland Domain (Parnell Rail Station to Carlaw Park and Titoki Street to Auckland War Memorial Museum) are progressing well, with both due for completion this year.
4. The Wintergardens Nursery renewal project has commenced, and will continue through to mid-2019. This will be followed by a renewal of the Wintergarden buildings.
5. These, along with a range of other activities, are discussed in more detail in this report.

Ngā tūtohunga / Recommendation
That the Auckland Domain Committee:
a) receive the report.
b) grant approval to extend the Car Park Operation and Management Agreement with Auckland Bowling Club, dated 14 November 2017, for a further term of one-year, to 13 November 2019.
c) delegate authority to execute the extension agreement to the General Manager Community Facilities on the basis of the annual management fee being calculated as half the gross revenue anticipated by the club for the period 14 November 2018 to 13 November 2019, less fixed costs (to be confirmed by the club and reviewed by Auckland Council), payable to council in quarterly instalments.
d) advise Auckland Bowling Club that further extensions, beyond 2019, are unlikely due to the desire to align parking management practice in this area with the wider Accessibility Improvement Programme for Auckland Domain.

Horopaki / Context
Parking adjacent to Auckland Bowling Club
6. The Auckland Bowling Club (club) has generated revenue, over many years, by renting the Auckland Council (council) owned car parks in Auckland Domain adjacent to their existing community lease area to nearby businesses. After several years of discussion, a trial Car Park Operation and Management Agreement dated 14 November 2017 (agreement) was entered into. This agreement allows the club to manage the car parks on behalf of council and includes certain obligations being placed on the club, including public access and revenue-sharing arrangements.
7. Over the course of the one year trial the council has worked with the club to ensure one of the primary outcomes, to increase public access, was achieved. During August, a number of carparks, previously leased, were opened up for public access.

8. The short-term arrangement has provided some financial benefit to council and has just started to deliver increased access. The club continues to maintenance the area on behalf of council. It brings financial beneficial to the club and parking for nearby businesses.

9. The club has sought an extension to the agreement. It is recommended that a further term of one-year, to 13 November 2019, be granted. However, it is also recommended that the club be advised that further extensions, beyond 2019, are unlikely. This is due to the fact that an Accessibility Improvement Programme has been planned which includes parking charges, and that this approach is intended to provide a consistent approach to parking management that maximizes public access.

**Carlaw Park pedestrian path connecting to Parnell Train Station**

10. The Carlaw Park pedestrian pathway that connects the Parnell Station to Carlaw Park Student Village through the Domain is nearing completion. The contractors are awaiting building consent sign off before arranging a small blessing to open the path. It is hoped that the opening will occur in early September.

11. A small section of path at the top of the walkway is still to be completed but this will not prevent access to the rail platform. This section will occur concurrently with a planned completion at the end of September. This top section will allow for the ticket gates to be installed.

12. A revised landscaping plan has been to Community Facilities to respond to detailed feedback on the earlier plans. Landscaping is to commence once agreement is reached and ground conditions permit, which is estimated to be September 2018.

*View from the Parnell Train Station, end of the southern platform, looking towards Carlaw Park through Auckland Domain. Photo taken mid-August 2018.*
Titoki Street pedestrian connection to Auckland War Memorial Museum

13. Good progress is being made with the Titoki Street pedestrian connection to the Museum despite difficult weather. The main emphasis has been on stair-set side wall construction to lock down the path’s alignment (see pictures below).

14. Low retaining walls will be built to support proposed landscaping, prior to the concrete path being laid. A ‘test’ concrete path has been laid around the road-side tree. This was to confirm the exposed aggregate mix and the oxide tint colouration.

15. Some challenges are being encountered with underground services, but no issues have been raised by neighbours or visitors, and there have been no archaeological finds to date.

Recent work on the Titoki Street connection to Auckland War Memorial Museum
Wintergardens nursery renewal

16. Works have been awarded and are underway on the Wintergardens nursery renewal. This renewal project will provide one of the most advanced nursery glass houses in New Zealand.

17. A media release was put out in July, ahead of the project commencing, and this has resulted in some positive media coverage. The security fence that has been installed around the front of the site and entrance to the nursery is adorned with colourful interpretation. These story banners talk about the history and current values of Auckland Domain.

18. The existing nursery operations have been temporarily relocated to Kari Street and Amenities and Infrastructure Maintenance Services have been extensively consulted to ensure the most practicable measures are in place to maintain operations.

19. Works are anticipated to continue though until Autumn 2019.

Wintergardens and Grandstand

20. At the May 2017 committee a report on the need for seismic strengthening work at the wintergardens was tabled. It was resolved to:

   a) approve seismic strengthening work and recommend it be carried out with other appropriate safety upgrades, subject to budget, of the cool house, the tropical house and adjacent boiler/potting room at the Wintergardens and delegate approval of detailed design to the Head of Design and Investigation with regular reporting back to members of the committee.

   b) request a report on the appropriate safety upgrades of the cool house, the tropical house at the Wintergardens and communication plan at its August meeting.
c) request that access to one half of the Wintergardens remain open to the public at all
times and that clear interpretation of the project be provided on site, as well as through
a variety of other communication channels, to minimise impact on the visitor
experience when visiting Auckland Domain
d) note that all works are to be in accordance with the Auckland Wintergardens
Conservation Plan, or a variation thereof, and approved by a qualified heritage
architect.

21. Since that time, a range of options have been explored to upgrade the glasshouse part of
the Wintergardens complex contemporaneously with the foundation structures. Funding was
also sought through the overall renewals programme as part of the Long-term plan 2018-28.

22. In the interim the wider seismic strengthening assessment programme has been carried out
across Auckland. Auckland Council has received notification that the winter gardens (hot
and cool house) and grandstand within the Auckland Domain are considered earthquake
prone buildings. Notices to this effect have been placed on the structures.

23. Auckland is identified as being at low-risk of a moderate earthquake. Under the legislation,
building owners have 35-years to bring buildings up to standard, this extends to 45-years if it
is a heritage building. A building deemed earthquake-prone does not make it unsafe, and
council are not closing buildings solely because of a seismic assessment.

24. Amenities and Infrastructure Maintenance Services staff onsite have been notified and the
Community Facilities team are collaborating with Council’s health, safety and well-being
team to help deliver briefings and evacuation training.

25. The winter garden seismic renewal work and glass renewal project is now at a preliminary
design stage. This is now a single integrated project that is likely to be able to be delivered
within available budget. Once the design is completed it will be lodged for consent. From
there tendering for physical works can take place.

26. It is likely the main construction work will begin mid-2019. This is likely to be after the
completion of the Wintergardens nursery renewal project so that plants can be transferred
into the new nursery. During the main construction works only one of the winter garden
glasshouses will be open to the public at a time. The venue for hire team have been advised
of this. A communication plan will be developed closer to construction commencing.

27. This timing will have the added benefit of allowing the Amenities and Infrastructure
Maintenance Services team to transition from their temporary base at Kari Street back into
the Wintergardens nursery before the Wintergardens seismic and safety renewal project
commences. This will minimise the disruption to the public.

28. In addition to this, over the 2018/2019 summer period repairs and re-painting of the lower
(less than 5-metre-high) windows will be carried out. Both houses can remain open to the
public during this time.

**Maintenance and operation**

29. The wet autumn and winter has been used as an opportunity for mulching around the
Domain.

30. Working with Auckland Transport a mulch path has been created between Bledisloe track
and the top of Lower Domain Drive.

31. A focus for Community Facilities has been the movement of plants from the depot glass
houses to the temporary housing at Kari Street.
32. Autumn and winter has seen the change over several annual gardens, a total of 7000 planted to date. Over this same period the following general park maintenance activity has occurred:

- Lower Domain Road bank was trimmed in early June 2018. The bulbs in this area are about to come into flower.
- Rope and pig tales on little George Street and the Kiosk Road continue to assist in managing the cars parking on the grass.
- Renewing of the perennial winter garden border, dividing plants, composting and fertilising has been completed.
- Cleaning and repainting of the bollards and rubbish bins has occurred throughout the Domain.
- The foot path from the main road through to the band rotunda has been renewed.

Wintergarden Spring displays

Wintergardens Pond
33. The Wintergardens and horticultural display within the Domain is constantly on the move. Over the last quarter the following changes will have been seen by visitors:
   • a new Cactus display at the temperate house has been completed along with new spring colour displays.
   • the large Cycad has been trimmed, the Triangle Palm tree has been removed, the Traveller Palm overgrown fronds have been removed to create more light and space in the tropical house.
   • the perennial beds at winter garden entrance has been renovated.
   • the courtyard lawn has been renewed.
   • the wisteria at the Wintergardens entrance way on the pergolas trimmed.

![Wintergarden Spring Displays](image)

**Tauākī whakaaweawe Māori / Māori impact statement**

34. This report largely reflects ‘business as usual’ operational activity and, in general, is not considered to have an impact on the significant values to mana whenua of Auckland Domain. Updates on larger projects will have been/will be the subject specific reports to the committee previously/at a later date where Māori impacts will have been/will be reported on.

35. Given the significance of the site to mana whenua and Māori of Auckland engagement on any new developments is essential and this has been reported on a case by case basis as projects arise.

**Ngā tāpirihanga / Attachments**

There are no attachments for this report.

**Ngā kaihaina / Signatories**

<table>
<thead>
<tr>
<th>Author</th>
<th>Jane Aickin - Paeurungi Te Waka Tai-ranga-whenua</th>
</tr>
</thead>
<tbody>
<tr>
<td>Authoriser</td>
<td>Mace Ward - General Manager Parks, Sports and Recreation</td>
</tr>
</tbody>
</table>