
Auckland Domain Committee – Working Group Notes

Minutes of a meeting of the Auckland Domain Committee Working Group held in the Members' Lounge, Auckland War Memorial Museum, Auckland Domain, on 14 September 2018 at 9.32am.

PRESENT

Chairperson: Cr Mike Lee

Deputy Chairperson: Pippa Coom

Members:

Cr Linda Cooper

Cr Desley Simpson

Cheryl Adamson

Dr David Gaimster

Richard Leckinger

Luke Niue

Reg Prasad

Andrew Luxmoore

Parnell Business Association

Auckland War Memorial Museum

Grafton Residents Association

Parnell Community Centre

Auckland District Health Board

Auckland War Memorial Museum

APOLOGIES

Vernon Tava

IMSB Member David Taipari

IMSB Member Renata Blair

Shale Chambers

Michael McKeown

City Centre Residents Group

Note: No decisions or resolutions may be made by a Workshop or Working Group, unless the Governing Body or Committee resolution establishing the working group, specifically instructs such action.

Purpose of Working Group:

The Joint Governance Working Group meets as necessary to consider the Accessibility Improvement Review Programme and its long-term implications, and report back to the November meeting of the Auckland Domain Committee.

1 Apologies

IMSB Member David Taipari, Vernon Tava, IMSB Member Renata Blair, Shale Chambers.

2 Declarations of Interest

There were no declarations of interest.

Working Group notes:

Pippa Coom joined the meeting at 9.38am

Andrew Luxton left the meeting at 10.01am

Michael McKeown joined the meeting at 10.11am

3 Virtual walk through the Domain

The Auckland Domain Committee Working Group:

- a) received the presentation.

The resolutions from the 30 August 2018 Auckland Domain Committee meeting state that the working group should report back to the November committee meeting.

Jane Aickin gave a PowerPoint presentation in support of the item. The working group discussed the following points:

Sri Chinmoy circuit – Grandstand and Football Roads

- removing parking spaces on field side of Grandstand Road and Football Road, and on west side of The Crescent.
- investigating changing Football Road to a one-way system, noted that this is used as a short cut from Lower Domain Drive to Carlton Gore Road.
- a new path from the Titoki Street carpark to the fields.
- closing Football Road as presented in the Master Plan.
- having this area open in the weekends and after 10.00am to stop commuter parking. Bollards could be in place at Carlton Gore Road which would prevent access to the parking spaces at Grandstand Road South and Football Road.
- there is a need to reduce the misuse of parking, which will allow more space for legitimate parkers.

The Crescent – potential bus parking

- potential for buses moving from Kiosk Road to the west side of the Crescent. They could be moved to either the area just before Kiosk Road, on the other side of the intersection, or in the area before the toilet block.
- removing cars from the area between intersection and Kiosk Rd on the western side of the Crescent, It will be important to retain space for food truck vendors such as Mr Whippy – this could be moved to the east end of Wintergarden Road.
- creating a landscape plan for the intersection of The Crescent and Football Road to increase safety including in this area and for this to investigate this including a short new connecting path across the grass that will follow a more direct route when travelling west to the ponds and café area. This intersection has been designed for cars – need to slow down car movements. Potential issue of drainage of grassed area.

Kiosk Rd – removal of car parking

- Instead of removing parking spaces, a path could be provided with Gobi blocks on the grass.
- The goal of an age-friendly city is for people to not have to walk too far. There is a cost difference between delivering a new path and using the current carriageway.
- The Governing Body could potentially support new paths for walking. Need to maintain accessible parking spaces.
- With the playground, this is a high priority in terms of safety.
- Capacity for buses could be increased along the southern side of Kiosk Road but always insure they are tucked against the natural landscape and do not create a visual block for existing high amenity areas.

Grafton Mews

- There will be further review – a new path is proposed which would only remove three to four car parks. There will still be 12 parks available. For safety reasons, staff recommend removing parking on the periphery. Removing the car parks would allow for a cycleway and footpaths. The ASB centre and gym will need to be spoken to. Because this area of the Domain is primarily used by businesses and students for parking, charging may need to be looked at.
- City centre residents view the Domain as their local park, usually these are people who don't own cars. There is a barrier to get across Stanley St into the Domain. Making it easier for pedestrians and cyclists will be important.
- At the Auckland Domain Committee meeting on 30 August, members discussed the need to manage the bowling club car park (paid parking) which will soon be available for all Domain users. The club collect more than \$100,000 in net revenue, of which \$45,000 goes to council. There is a need to consider whether or not charges should continue. One option is to roll over the charges for a further year.
- Buses may use this area in the future, to service Kari Street Commons.

4 Museum and Community Feedback

The Auckland Domain Committee Working Group:

- a) noted the feedback provided on the proposed accessibility improvements and addressing commuter parking.

5 Commuter parking in the Domain

The Auckland Domain Committee Working Group:

- a) noted the points raised regarding commuter parking in the Domain.

The working group discussed the following points:

Parking numbers

- There are currently 600 parking spaces being used by commuters. How many spaces are required to serve the Domain? Commuter parking is not part of the Master Plan. The objective is to remove vehicle movements from the centre of the Domain. With population growth, there will likely never be sufficient parking spaces.
- Better management solutions are needed to enable access to the Domain and the Museum. The Museum has an expectation of 1.2 million visitors annually. They are looking at their own internal solutions to decrease pressure on the Titoki Street carpark zone. The Museum supports better management.
- Given limited resources, and the growing attractiveness of the Domain and Museum, the resources need to be managed more efficiently. Removing parking spaces at this stage may not be feasible.

Titoki St car park

- Observation of this parking zone found that by 9.15am it was full of cars, with drivers walking towards Carlton Gore / Parnell. Use of the parking space by commuters will likely increase. Increasing parking spaces with tarmac will have an aesthetic impact. The nearby college also uses the area for lunch time.
- Representatives from the Parnell Community Centre, Auckland Museum and Parnell Business Association met to discuss a proposal to stop commuter parking – other stakeholders should be involved in this.
- There will likely be more commuter parking in this area, with more commercial development – for example on the corner of Carlton Gore Road, which has no dedicated parking. People also use this car park for dropping off and picking up children from the nearby school.
- A boom across the entrance was proposed. This could operate around Museum opening hours, with parking validated at the Museum. There could be free access for a certain period of time, for example the boom could be raised at 10.00am. The boom would disincentivise commuter parking.

- A boom would be a simple, low-cost solution. The Parnell Business Association supported this idea over creating a bigger carpark. Trialling the boom would be beneficial. There would be a requirement to validate the parking at the Museum. There could be a charge if people choose not to validate their parking. System needs to allow Domain users (not visiting the Museum) to use the parking space.
- Accessible car parks would be available near the entrance. Staff agreed to investigate accessible parking.
- There was consensus among the group to pilot a barrier arm at the Titoki Street car park.
- It should be considered alongside other measures. The working group continues to support low or no cost parking for Domain users.
- Changes could be communicated with letters on cars during the week. Could also advertise in the local paper, and with local businesses on Carlton Gore Road. Will be a consultation exercise before the trial is carried out.
- Buses need to continue to be reviewed.
- The Chair proposed that the working group recommend that the Auckland Domain Committee liaise / advocate with Auckland Transport to look at better public transport links, for example a bus service from the city centre to the Domain. A bus would not need to arrive right at the Museum.
- Waitemata local board has funding of around \$500,000 available to support these initiatives. The board meet on Tuesday 18 September, and would like to request that AT consider a rough order of costs. The working group may like to have input into how that is spent.
- There needs to be consultation with other stakeholders – for example, ACG Parnell College, sports field users, Kiosk lessee.
- Group did not feel that AT participation at this point was beneficial.

6 Next meeting

- Detailed notes will be circulated with agreed actions to take forward.
- Hearing the views of the community was the priority for today's working group. Is a further meeting necessary? It was agreed this wasn't necessary but that staff should keep members informed of progress.
- If Stage 1 can be achieved, it can be reviewed after implementation, and evolved over time.
- Need to confirm funding availability from Waitemata local board. The local board will ask AT to do a rough order of costs.

Agreed outcomes:

- Remove 12 carparks on Grandstand Rd South – sports field side.
- Remove 13 spaces on Football Road – field side.
- Agreed to support installation of bollards to manage access to parking areas on Carlton Gore Road entrance to prevent access to Football Road and Grandstand Rd South and that these be closed in the mornings and evenings week days and open in the weekends and after 10.00am on weekdays (no discussion on closing time but suggest this will need to be at dusk) to stop commuter parking.

- Support investigating changing Football Road to one-way.
- Agree to a pathway from Titoki St carpark to Football Road / sports fields.
- Agree to investigate trialling a boom in the Titoki Street carpark.
- Agree to the removal of three or four spaces on Grafton Mews, in conjunction with the development of a new connecting path from Centennial Path, and support investigation into a one way system and options for management of the Grafton Mews area following further engagement with stakeholders.
- Support the implementation of the barrier arm and bollard systems as a trial to be implemented ASAP supported by an effective communications plan.

The meeting closed at 11.16am.