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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
The Auckland Electric Tramways Trust was established with the paramount aim of conserving for the public benefit, New Zealand’s electric tramway heritage, with special emphasis on Auckland’s electric tramway heritage, irrespective of location in New Zealand or legal tenure of that heritage.
Background

- The light rail loop line around the Wynyard Quarter precinct was constructed as stage two of a larger transport project. The line as currently built is the ‘Distributor’.

- Stage one - the ‘Transport Link’ of the project is yet to be built. The link is from the ferry buildings, along Quay street to Jellicoe St, via the planned Te Wero bridge.

- The bridge capable of carrying public transport has been designed, but other than the foundations to support it, a replacement bridge is to be built sometime after 2016.
Attachment A

Item 8.3

Dockline Tramway Stage 2 ‘Distributor’

The route for the Dockline “Transport Link”
TRAM BARN LOCATION West 2 site:
“Because stage 1 was not constructed first, a suitable location had to be found for the tram housing and maintenance facility within or close to the loop area. The present site was chosen with the clear understanding that it was to be temporary, and the site was to be vacated when required for development of the Quarter.”

Colin Zeff Heritage Tramway Engineer for the construction of the Dockline Tramway 2010
Panuku’s preferred option - Scrap the Tram:

“Option 4 involves the ceasing of the tram operations permanently. This option would not require any additional CAPEX funding.”

This statement is simply untrue.

- The unbudgeted costs associated with returning tram 466 to Australia are in the vicinity of $230,000 not $50,000 as stated by Panuku.
- For safety reasons the remaining overhead equipment in Wynyard Quarter must be removed and the cost for this is around $40,000.
- Removing the Distributor loop light rail line will cost around $600,000 plus traffic management costs and road closures.

The real Capex cost of Option 4 is likely to be around $1 million which is unbudgeted. This doesn’t include the associated disruption to business and development works created by the track removal.
Panuku’s Option 3 - Reinstall full original loop and have tram running for AC36.”

Panuku proposes the costs of $660,000 - $820,000 for reconnecting the existing West 2 tram barn. Given that the tram barn is temporary, the ‘fit for purpose’ requirements are for a simple and temporary solution using existing equipment. Based upon the peer review of the Panuku proposal, the Trust obtained a second quote for the work from the same companies who built the tramway in 2010/2011.

1. Overhead work to reinstall poles and overhead to Tram Barn $ 35,500
2. Track work to realign and reconnect barn road to Tram Barn $250,000
3. Traffic Management (estimate) $ 35,500
4. Engineering Consultancy & Design (10%) $ 29,500

*Does not include regulatory permitting by AT

$320,000*

Construction Timeframe: 6 to 8 weeks
**Panuku’s Option 2 - Reinstall full original loop and relocate tram depot to permanent location.**

The Option 2 relocation proposals have not even been designed. The budget of $3.9 - $5.6 Million has only been loosely determined by “an independent quantity surveyor”* and peer reviewed by another independent quantity surveyor. Their estimations are not based upon an engineering design have not been peer reviewed by qualified tramway engineer and therefore are quite likely not fit for purpose.

There are no exact barn locations identified, therefore there can be no definitive designs and the cost of relocation cannot be accurately estimated.

**Given that the tram barn relocation was always going to happen why is this cost unbudgeted?**

*Is this the same independent quantity surveyor that came up with the figures for option 3?
From the Panuku Dockline Tram Decision Paper:

“The number of bus services into the Quarter is increasing, putting additional pressure on the roadways in the area, and adding to operational and safety issues.”

- The resource consent application by Panuku for America’s Cup 36 dated January 2018 states:
  The Construction Phase, Syndicate Base and Superyacht Traffic including Spectator Traffic will create—“no more than minor adverse effect on the safe and efficient operation of the transport network.”

- Operating a tram with a robust safety case and safety system licenced by the NZTA under the Railways Act 2007 is going to cause operational and safety issues while the entire AM36 regatta isn’t a problem?
From the Panuku Dockline Tram Decision Paper:

“We have been advised that the light rail route to Wynyard Quarter will be confirmed only when an alignment to the north shore has been established and this will not be in the initial stage of light rail development.”

- Given that this is post 2030 there are no issues around the interoperability of heritage and modern light rail vehicles or competition for real estate within Wynyard Quarter in the medium term.

“The tram has limited heritage value (being from Melbourne)”

- The Auckland Electric Tramways Trust has offered to support Panuku with both the development of a Dockline Tramway business plan and the provision of Auckland heritage tramway rolling stock.
Dockline Tramway ‘Distributor’ Revenue Estimate 2020

For the purposes of calculation we have made the following assumptions:

- A conversion rate of Wynyard Quarter visitors to rides on the ‘Distributor’ line of 6%.
- A 1% conversion rate applied to workers in the precinct who would use the line as shuttle service to get around.
- A pricing model of $2.50 for Adults and $1.25 for children for an all-day ticket.
- The availability of AT Hop readers on the trams.

<table>
<thead>
<tr>
<th>Source</th>
<th>Number</th>
<th>Conversion %</th>
<th>Adult/Child Ratio</th>
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<tr>
<td>WQ Visitors</td>
<td>2,000,000*</td>
<td>6</td>
<td>70%/30%</td>
<td>$255,000</td>
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<tr>
<td>WQ workers</td>
<td>3,723,120**</td>
<td>1</td>
<td>100%/0%</td>
<td>$93,078</td>
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Estimated Revenue $302,000 per annum excluding GST ($348,078 inc GST)

* 2012-2013 & 2015-2016 data ex WQ website
** Based upon 2020 estimate of 15,513 employees, 5 days per week for 48 weeks.
Summary

- The information in Panuku’s Decision Paper to scrap the Dockline Tram is either incomplete or predicated upon incorrect assumptions. Its value for the purposes of making an evidence based decision by Auckland Council is questionable.

- The disruption to the Dockline Tramway over an extended period of more than 5 years has seen the heritage tram service carry a mere 126,946* passengers since the ‘Distributor Loop’ light rail line was constructed in 2011.

- The investment by Council to date is approximately $16,171,356** or $127.39 per passenger.

- The only option to mitigate the cost per passenger is to operate the heritage tram service as designed and on an ongoing basis into the future.

- Scrapping light rail in Wynyard Quarter sends the wrong message to the people of Auckland. Developing the line as both a heritage and transport link between Britomart and the heart of Wynyard Quarter supports Council’s objectives of sustainability and zero emissions; as well as Better Transport, Cleaner Beaches, Protected environment.

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* 200K passengers are carried annually on the Western Springs Tramway at MOTAT.
** Panuku Information Paper Auckland Dockline Tram into the Future 28/01/18
Where do the Kids Fit in To Auckland’s High Density Urban Future?

Alex Bonham
The University of Auckland
abon028@aucklanduni.ac.nz
Item 9.1

Habitat can be conducive to a meaningful enjoyable life. . . Or not.
Kids Need Play!

• ‘Play gives the necessary experiences for children to try out and develop their physical, cognitive, social and emotional skills that are fundamental for children to reach their full potential’ - Playgroup Australia CEO Kaye Plowman, 2011

• ‘When children were allowed to explore and move about independently in their neighbourhoods, it was evident they felt ‘ownership’ of familiar places which had meaning for them.’ Carroll et al (2015)

• ‘Recent research has found a correlation between playing informal games as a child and being creative as an adult; the opposite was true of the time spent playing formal, organised games.’ - Tim Harford, Messy, 2016, p.279

• ‘The opposite of play isn’t work, it’s depression’ Stuart Brown, Play, 2009
Less Play at Home for Kiwi Kids

• Average maternity leave in NZ is 5 months – most parents want to stay home longer – and babies are cared for by nurseries or grandparents.

• 2/3 of two-year-olds are watching 1-3 hours of TV per day and in addition 3/4 of them are playing up to an hour of computer games.

• Many suburban yards have been infilled and new builds have smaller gardens. There is less space and time for play, gardening and home cooking.

• There has been a growth in structured activities for children outside school hours.
Less Play in the Neighbourhood

‘Safety concerns permeated children's neighbourhood talk across all neighbourhoods, sometimes as a retelling of their parents' concerns... Parental fears limited licence to freedom...”stranger danger” and traffic'. Carroll et al, 2015
A Significant Minority of New Zealand Youth are Not Doing Well

- Unicef put NZ as **third lowest for youth wellbeing** amongst 40 OECD countries
- NZ tops the Unicef **youth suicide** table and figures are rising.
- 300,000 children living in **poverty**
- Half of Auckland’s Pacific population youth live in an **overcrowded household** leading to a rise in **respiratory diseases**
- **Abuse** rates are high.
- One in ten kids are **obese** in NZ.
- Rising levels of **asthma** and other illnesses caused by exhaust fumes — Central Auckland has double the pollution of major US and European cities.
I Am Auckland 2012
Status Report 2017

“. . . there are two goals that are delivered on the least, Goal 3 and Goal 7. Goal 3 “I Am Happy, Healthy and Thriving” which includes action areas relating to healthy housing, access to services and the creation of policies and bylaws that create healthy communities.

There are currently few council initiatives directly aligned to Goal 3. This can be expected as central government controls most of the levers that create significant change in this area.”
When a House is Rented Many Non-Housing Problems are Also Exacerbated

- House prices have tripled in fifteen years and ‘rents have also outstripped wage and salary growth, straining the budgets of many families and households’ – Auckland Plan 2-18

- Cheaper family homes are harder to heat and have fewer transit options.

- Kids worry about the financial distress of their parents.

- Low security of tenure leads to frequent, disruptive and expensive house and school moves that destabilise friendships and academic achievement.

- It is harder for kids and their parents to build and maintain informal social networks and tap into local knowledge.
What Do Kids Want?

The research is consistent across countries and cultures. Kids want safety and freedom of movement, peer gathering places, varied activity settings, and safe green spaces.

- Tim Gill, Child in the City Conference 2018
What Do Kids Not Like?

Traffic, Dirt and litter, Weird people

-Tim Gill, Child in the City Conference 2018
What Should Parents Do?

- ‘Persistent chauffeuring interferes with children's environmental learning, reduces physical activity and robs them of independence’. Robin Kearns, 2017

- ‘The majority of [CBD apartment-living families] retreated to indoor activities during winter’ Ergler, Kearns & Whitten, 2016

- BUT Auckland traffic is terrible and ...

- ... when children have been found in the streets alone, particularly if they are hurt in a traffic incident (but even if the kids are fine) parents can be rebuked by police, the media or the public for neglect.

- “Many parents are caught in social traps . . . how does a parent decide whether to let their own child walk or cycle to certain places, especially to school, if there is uncertainty about what other parents are deciding to let their children do?” Paul Tranter, Creating Child Friendly Cities, 2006, p.121
The City Form Can Facilitate a Better-Functioning City

Holistic thinking in council: ‘affordability interventions generally focus on the price of a home [but] ... being able to afford to live in a home once you have it is as important’ – Auckland Plan 2018

This is an opportunity to build better homes and habitats that are not only more affordable but offer safe access to varied play spaces that parents can let their kids go out and enjoy.
Mid-Density Inner Suburbs

Mid to high density does not necessarily mean a tower and it does not preclude safe access to private outdoor space for many homes.
The Tall Skinny House with Private Garden

• No need for lift mechanisms
• Pretty and private
• There is flow onto a private backyard with trees, vegetable patches and flowers.
• Offers quality of life but uses less land.
The Courtyard/ Terrace

• The private area is smaller but still exists as buffer zone.
• There is space for shared amenities like a pool/ playground/ vegetable or flower beds/ lawn/ barbecue / tables and seating.
• More communal living means other kids to play with.
Harre and Lupton’s Missing Middle

“Make it a right for home-owner neighbours to build up to three stories and to the edge of their shared boundaries to allow for a greater variety of building typologies – and give residents more control over their environment”.

-https://www.greaterauckland.org.nz/2016/10/26/guest-post-a-right-to-reciprocal-intensification/
The Needs of Kids 3-8

Kids need safe and easy access to a variety of spaces that have something for everyone.
The Journey: Child-safe streets

- Pedestrian-focused streets with restricted through traffic (20kmh limit).
- Separated bicycle lanes, and wide pavements
- Space for trees, flower beds, lawns, play equipment or art
The Destination

On the way to school is somewhere for the little ones...
The school playground is a public space that everyone can enjoy.

While kids will do this walk first with their parents, the idea will be that from 8 onwards they can do it by themselves.

Every block in the city/neighborhood could have a playful overlay.
'Distinctly separate street neighbourhoods are nothing to aim for; they are generally characteristic of failure'.

- Jane Jacobs

The more people a public space serves, the more lively and safe it is for everyone.
The Rule of Ten for Myers Park (now)

1. Playground
2. Water feature (summer only)
3. Shade (but far from playground)
4. Loos (often revolting)
5. The occasional festival
6. Lawn
7. Places to sit
8. Drinking Fountain
What Myers Park Could Have...

1. Playground
2. Water feature (summer)
3. Places to sit
4. Loos (often revolting)
5. The occasional festival
6. Lawn
7. Shade (and closer to the playground)
8. Exercise equipment for adults
9. Cafe looking over the park
10. Barbecue
11. Plant an Orchard
12. Herb/veggie planters
13. Concert programme for Friday evenings in Summer.
14. Picnic tables
15. Flower beds
16. Sun dial
17. Board game tables
18. Patterns in the pavings.
19. Signage to other amenities
20. Notice board for local events.

Images of Domino Park, New York
Opening up Auckland to 8-12-year-olds

Create a child-friendly path linking the park to other amenities, from Myers Park to the Library and Art Gallery to Freyberg Square, the Waterfront, Wynyard and Victoria Park.
Opening up the City to Teens

Teens like to watch from the edges, ideally from a slightly elevated position...
Density Done Well = Fun for Different Demographics

Big boys dominate the skate board park

So the tweens play here...

Victoria Park is home to a playground, cricket and rugby pitches, basketball court, skate park, beehives, a circus school and events like the Noodle Market and it is not overcrowded. Overlapping features provide options and draw different demographics.
Item 9.1

Make the City Accessible for Teens with Public Transit…

- Subsidise season transit passes for children and young people.
- Consider how the transit network links suburban kids to amenities in the weekend.
- Make kids feel welcome on transit and in public spaces.
... And Better Communications

- Communicate information online on what is on offer around the city so that young people can access our shared resources.

- In Tel Aviv transit cards, when registered, also mean that information and offers for that particular age group are communicated by email.
Vauban: Safe streets

- Safe streets make independent mobility possible... and sufficient density means there is somewhere to go (and transit to get there)!
- Streets are shared between pedestrians, cyclists (cars are guests)
- 75% residences have no parking and there is no through traffic
Child-friendly & Fun
Freiburg/ Vauban

- Vauban is child friendly, adult friendly and eco-friendly.
- A tram from Vauban takes you directly to the heart of lively Freiburg.
- A connected transit network connects people to the wider region.
Think Outside the Urban Box

The dark green represent arable land with no growing limitations. The Pukekohe area produces 25% the value of NZ Horticulture on 10% of the market gardening land area. If this area is built on, fresh fruit and veg prices are estimated to go up 40%. (NZ Horticulture Report 2018)
What Auckland is Doing Right

• The Unitary Plan Consultation and Auckland Plans reiterate the advantages of complete neighbourhoods.

• Hobsonville and Wynyard Quarter model how neighbourhoods can be.

• Transit investment inc CRL and light rail.

• Pavements are being improved and a cycle lane network is being installed.

• Pedestrianisation of the lower CBD, is anticipated by council.

• Libraries, are becoming neighbourhood social and learning hubs with classes, entertainment, and maker spaces.
Join the Dots & Fill in the Gaps

- Mid-density mid-rise housing – particularly courtyards and tall skinny town houses -- can have ‘flow’ onto safe gardens that support biodiversity, water management, and play – which is vital for kid’s learning, happiness, physical and mental health.

- Encourage children’s independence with separate cycle lanes and slow traffic.

- Urban public spaces can multitask and offer things for everyone.

- Complete neighbourhoods of short distances puts amenities within reach of those who can’t drive, like kids (and seniors)...

- ... and enables high quality transit with many frequent routes so kids can access the amenities of the city. (Ensure they know what is on offer).

- ... plus it reduces pollution and respiratory diseases

- Finally, kids, like all apes, need their fruit and veg so think outside the box ...

- ... and perhaps avoid pouring concrete on good growing land and fill in the gaps within our existing urban limits.
Don’t think houses, think holistic system, think habitat!
Further Reading

- Jacobs, J. (1961). The Death and Life of Great American Cities. p.120
- The Project for Public Spaces. [https://www.pps.org/](https://www.pps.org/)
Ponsonby Community Centre

Including Ponsy Kids Community Preschool and Leys Institute Gymnasium Hall
Mural designed for preschool playground = new branding for Ponsy Kids Community Preschool

New website:
www.ponsonbycommunity.org.nz or www.Ponsykids.org.nz

New Facebook pages:
ThePonsonbyCommunityCentre, PonsyKidsCommunityPreschool

New Instagram profile: @PonsyCommunity
Utilisation of the Community Centre and Leys Gym and demographics

Children and youth activities:
- Rudd School of Rock – music lessons (10 – 18yrs)
- Gym Kids – gymnastics, physical activity (5-18 yrs)
- Fine Young Artists – art classes (6-12 yrs)
- Whizz Bag Science club – science experiments (6-12 yrs)
- Ballerina School – Ballet lessons (toddler – school age)
- Ponsonby Playgroup – now managed by PCC (babies – 5 yrs)
- Baby Sensory – music and movement (babies)
- Head Held High – performance and speech (Toddlers – 18 yrs)
- Tae Kwon do – martial arts (5-12yrs)
- French classes – language – 5-12 yrs

Adult classes and activities
- Aerial fitness – silk acrobatics
- Tai Chi – martial art
- Riai Aikido – Martial art
- Maire McCallion Dance – Irish Dancing
- Doina Community – Romanian cultural group
- Yoga
- FREE seniors yoga (Waitemata funding and PCC)
- Matakana Moves – dance and exercise class
- AA meetings
- Toastmasters
- Meditation groups
- Free community yoga
- Drama improv group
- Life Drawing classes
- Karate – martial art
- Maeva dance - Pacific Islands dance group
Leys Institute Gymnasium Hall
Current priorities:
• Repairs to roof
• Security gate in alley access
• Interior painting
• Exterior repair and paint
• Mitigate earthquake risk
• Security system – installed

Moving forward:
• More access for diverse groups – less control of space by regular hirers.
• Future earthquake strengthening including possible rebuild of back add on (non heritage)
• Collaborative events or hall access for Ley library and local businesses

Ponsonby Community Centre and PonsyKids Preschool
Current Priorities:
• Finish work on playground and install shadesail (Christmas break)
• Paint exterior and interior PCC (Auckland Council maintenance)
• Signage (Auckland Council maintenance)

Moving forward:
• Makeover the back deck and play area on left of building – current state poor and under utilised – more outdoor events and hirer use.
• More FREE programming for general public – events, music, etc
• Collaboration with organisations and business, schools and local and central govt organisations for funding, events, classes, programming. E.g smart phone drop in help – funding – Office for seniors (MSD), Sunday afternoon music events, continuation of free seniors yoga.
Public Forum Presentation to Waitemata Local Board

20 November 2018
Community Led Engagement Group: 254 Ponsonby Road

I have been asked to present on behalf of the 254 Ponsonby Road CLD group. We met Thursday last week to consider the report which will be presented to you next “Optimal size of the civic space at 254 Ponsonby Road File No.: CP2018/21755”.

The CLD Group endorses the Officer’s report subject to the following comments:

1. We believe that a context for decision making with regard to the policy criteria is important. Pointing out that one criteria is not completely met (even having explained that exceptional circumstances give reasons to move ahead anyway) implies all criteria must be perfectly met in every case. We understand it is quite unusual for any site procurement/development to perfectly meet all the strategic criteria. It would be useful to include some context as to historical precedents set by other non-optimal projects.

2. Relating to the size of civic spaces servicing a community, that the 254 Ponsonby Road civic space will be a regional destination (also servicing the CBD and other inner city suburbs as shown by the Ponsonby Business Association data previously presented) raises questions as to the appropriateness of applying resident based policy guidance to this project. Basing size on a standard community to service can only lead to undersupply when a large number of additional users are expected. Though this aspect has been applied in the report as a mitigating factor, we believe it must play a much stronger effect on the decision to approve and should not be presented as a possible stumbling block.

3. Typos – we believe we have identified two errors – in Point 1. It is 254 not 245 Ponsonby Road, and in Point 13 the phase 1 funding should read $1.5m not $5.5m.

As a closing comment

4. We are delighted the Officers have recommended Option 3 to retain the whole of the site civic space without any sale of land.
19 November 2018

Ms Gael Balcock
gaelb@xtra.co.nz

Dear Ms Balcock

Meola Monarcha

We refer to your email dated 31 October 2018 addressed to Wally Thomas, Exec GM Stakeholder, Communities and Communications and Sandy Webb, Project Coordinator Major Projects regarding your request for financial assistance with the Meola Monarchs project you are leading.

AT are happy to provide plants up to $1000 (One Thousand Dollars) towards the Meola Monarchs project on the condition that the project has written approval and support to proceed from the landowner, Auckland Council, Local Boards and any other statutory requirements are met, including funding from charitable trusts etc.

Once these conditions are met AT will discuss the plant/planting arrangement with you in more detail. Good luck with getting your project off the ground.

Yours sincerely

Sandy Webb
Project Coordinator Major Projects
Integrated Networks