**Auckland Domain Committee**

**OPEN MINUTE ITEM ATTACHMENTS**

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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.
Key issues/opportunities

- Bledisloe Track improvements/way-finding
- Waipapa Stream restoration
- Waipapa Greenway
- Candidate site for National Erebus Memorial
Please join us for a on-site tour and let us share the knowledge and passion we have for the Domain.
First 100 yrs of Pukekawa as a public domain

1843 – Governor Fitzroy set aside the domain land as a public reserve
1863 – fields drained
1866 - Auckland first piped water supply taken from Pukekawa – used for 10 years
1867-93 - Acclimatisation Society gardens
1880 – Domain Drive and lower Domain Drive established
1913-14 – Industrial Agricultural and Mining exhibition
1921–28 – Wintergardens built
1925-29 ++ - Auckland War Memorial Museum built
1928-30 – Fernery
1936 - William Gummer designed main gates
1940 - totara tree, Te Puea Herangi, great granddaughter of Te Wherowhero.
1899-1945 – military displays for South African War, camp for the mounted special constables, gatherings for WWI and WWII, Camp Hale
Attachment A

5-10 years ago
Attachment A

Item 8
Last 5 years

2015 committee established
2016 Master Plan adopted
Renewals *(historic wall, Pukekaroa carvings, reflection pond, pathways, band rotunda etc)*
Event guidelines adopted and Lantern Festival arrived
New public bus service
**Te Ara Oranga (entrance path to the east to connect with museum)**
Parnell Rail Station and connecting path through Pukekawa
Funding secured for four new path connections
Depot glasshouse build with sustainable water recycling
Volunteer environmental work and year round horticultural displays *(ongoing)*
Attachment A

Item 8

1. Enhancing the Domain for peaceful respite.
2. Enhancing the role of the Domain as an important cultural and heritage site.
3. Creating safe, people friendly places and routes with high amenity.
4. Improving connectivity to the Domain and to the key features within it.
5. Improving the Domain as a recreation and event destination.
6. Enhancing and maintaining the amenities and facilities within the Domain.
7. Creating an environmentally sustainable park that is an exemplar on the world stage.
Next 3 years +

Seek funding and implement priorities:

Open up access and recreation opportunities
• New path connections
• Reduce vehicle dominance
• Open up Kari Street Commons – recreation precinct
• Play landscape

An environmental and sustainability exemplar
• Lighting, power, waste and water
• Sustainable transport
• Tree planting plan and implementation

Story-telling
• Pre-colonial history (mana whenua partnership)
• Naming of places opportunity
• Tourism including venue options
• Environmental story
Auckland Domain / Pukekawa
Accessibility Improvement Programme

Auckland Domain Committee
25 February 2020
Programme focus

• safer pedestrian and cycling circuits
  – reduce parking on popular walking and biking routes
  – new path connections
  – new carpark to support the natural play area

• managing commuter parking

• improved wayfinding and story telling
AIP stage one

Legend:
- Existing roads
- Existing paths
- Proposed pedestrian connections and circuit improvements
- Bus parking
- Existing parking
- Proposed parking removal
- New carpark to support playground development
- Trial gates / bollards
- Paid parking
Parking

Proposed removal of approx. 120 car parks

- opening up the Sri Chinmoy Circuit, and to enable path and carpark development
- infront of the AWMM
- requires a parking assessment & TCC resolution report
Addition of new Kiosk Rd car park

- funded by the Waitematā Local Board ($459k)
- 29 spaces
- supports new natural play area
- improves safety of pedestrian movements in the area
- gates may be required to manage long stay parking
- designed to allow for bus movements
- requires pedestrian mall process
Development of new paths

Four paths funded by the Waitematā Local Board ($962k):

- Titoki St carpark to Football Rd
- Wintergarden Rd along the west side of the Crescent
- Centennial Path to Grafton Mews and Lower Domain Dr
- Parnell train station to intersection of Lower Domain Dr and Lovers Lane
Titoki St carpark to Football Rd

Proposes reinstating the tuff ring through partial filling of Little George St

Requires a road stopping
Wintergarden Rd through the Crescent

Provides safe pedestrian connection between AWMM and the Wintergardens and duck ponds

Retains space for commercial vendor
Propose one-waying of section of Grafton Mews
Requires assessment by traffic engineer and report to TCC
AT propose use of speed humps
Parnell station to Lower Domain Dr

- Provides accessible path to/from the station
- Provision for lighting during events
- Realigned to meet Lovers Lane intersection
Commuter parking challenge

- Trial temporary gates & use existing bollards
  - funded by the Waitematā Local Board ($30k)
  - operate Monday to Friday
  - open from 9.45am to dusk
  - aims to increase turnover of parking spaces

- Introduce paid parking in Grafton Mews
  - replaces existing arrangement with the bowling club
Titoki St carpark

Install temporary gates here

Introduce one way system
Football Rd / Grandstand Rd Sth

Install temporary gate at Carlton Gore St entrance

Utilise existing bollards here
Signage

Annual Plan provided $150k

Propose this is used for:

- CVAs to inform interpretive signs
- Delivery of interpretive signs, including on Pukekawaroa, and at the Wintergardens to support a new tap’n’go device
- Assessments of navigation and current wayfinding
Bus management

Potential to commence planning to manage bus movements:

- Auckland Museum and Wintergardens
- provide for safe thoroughfare and layover space
Park Rd entrance improvements

Potential to review in conjunction with AT’s planning:

- rationalise 3 paths from memorial gates
- enhance entrance off Park Rd / Carlton Gore as main access from Grafton Station
Funding shortfall for 20/21

Total of $490,000 based on:

- Meeting AT requirements to make changes to legal roads ($95,000)
- Additional cost related to delivering projects ($175,000)
- Advancing planning to address evident pressures and opportunities to work in partnership ($220,000)
Options to meet funding shortfall

- 2020/2021 Annual Plan budget
- Waitemata Local Board’s transport fund
- reprioritisation of $150,000 signage budget
- revise the current AIP - prioritise what can be delivered in the current funding envelope