



**Waitematā Local Board workshop**

# **Room to move i te Pokapū Tāone**

**Developing the City Centre Parking  
Management Plan**



March 2024



# Purpose and presentation contents

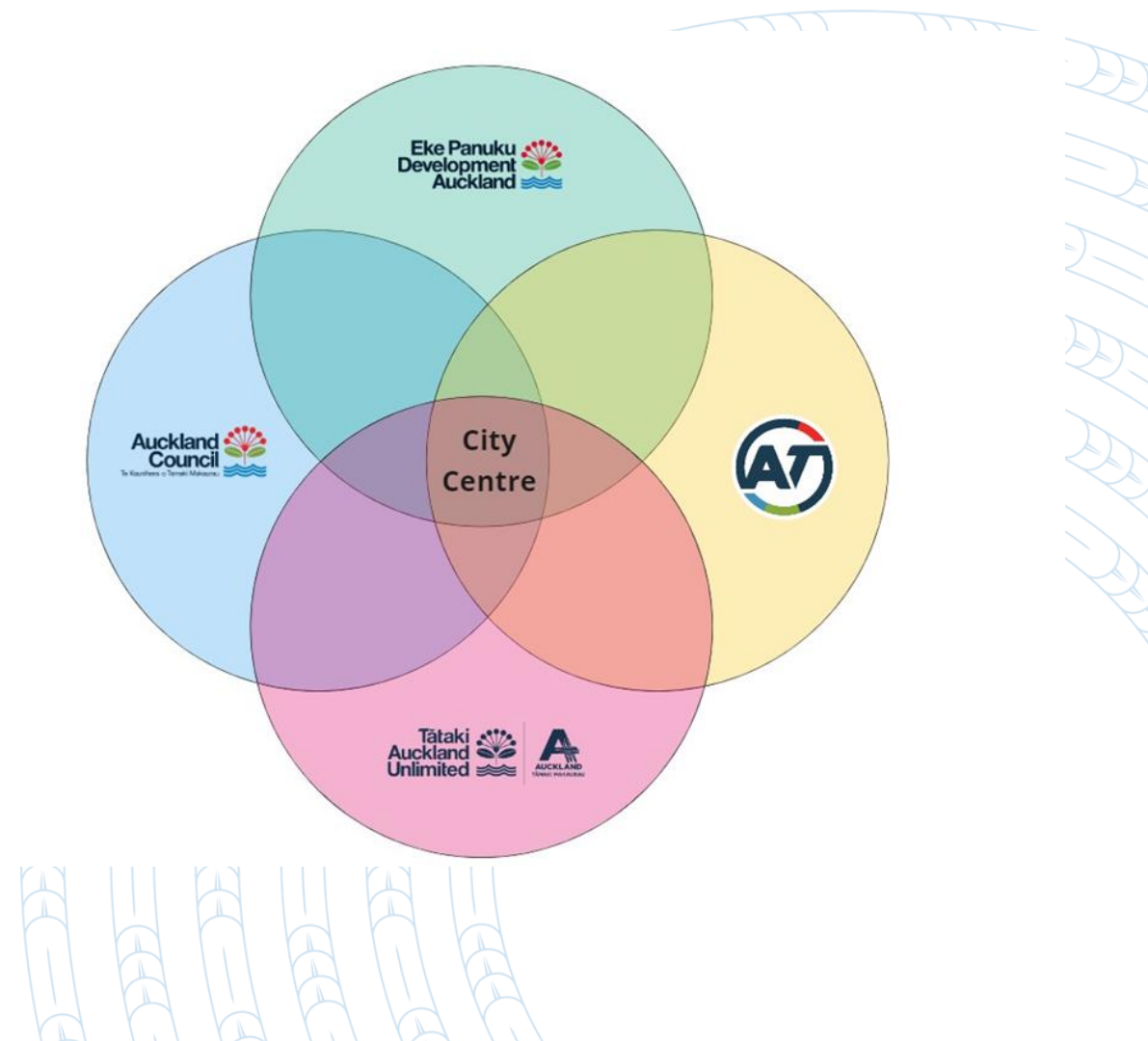
Provide the local board with an overview of the project, ahead of seeking detailed feedback throughout the project

1. Mandate and context reminder
2. Project overview
3. Existing situation / baseline
4. Engagement approach
5. How to provide your inputs
6. Next steps



# 1. There is a well-established direction for transport and parking management in the City Centre

This direction is the basis for the work the Council Whanau is progressing across all City Centre projects



# 1. Access for Everyone (A4E) is the long term transport vision for the City Centre, articulated in the CCMP

Each transport project in the City Centre aims to be consistent with this vision, and help move towards this eventual outcome

A4E manages transport needs by:

- supporting public transport, walking and cycling
- prioritising access to the city centre as a destination
- creating new spaces
- improving access for servicing, freight and delivery
- having focused general vehicle corridors

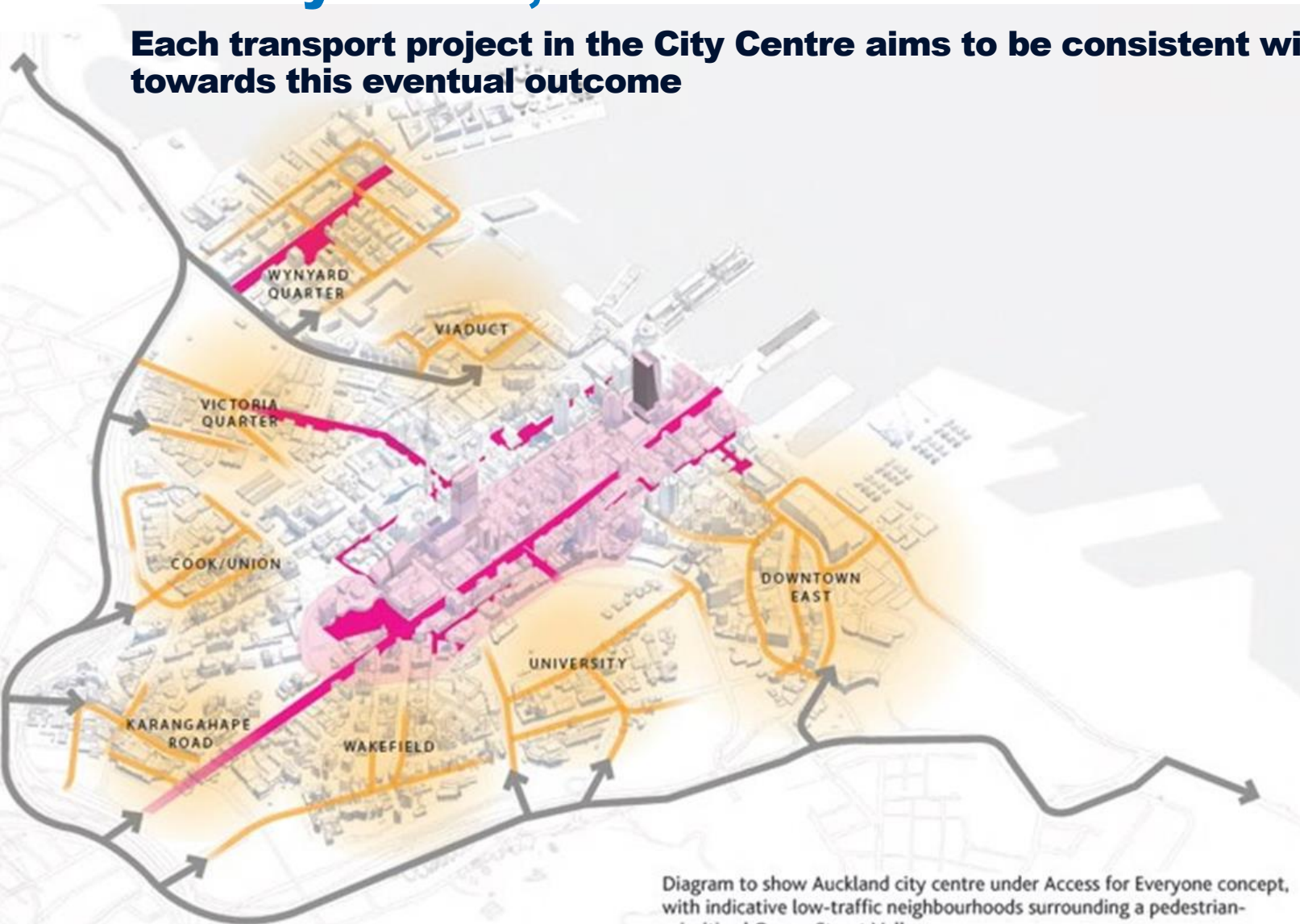


Diagram to show Auckland city centre under Access for Everyone concept, with indicative low-traffic neighbourhoods surrounding a pedestrian-prioritised Queen Street Valley

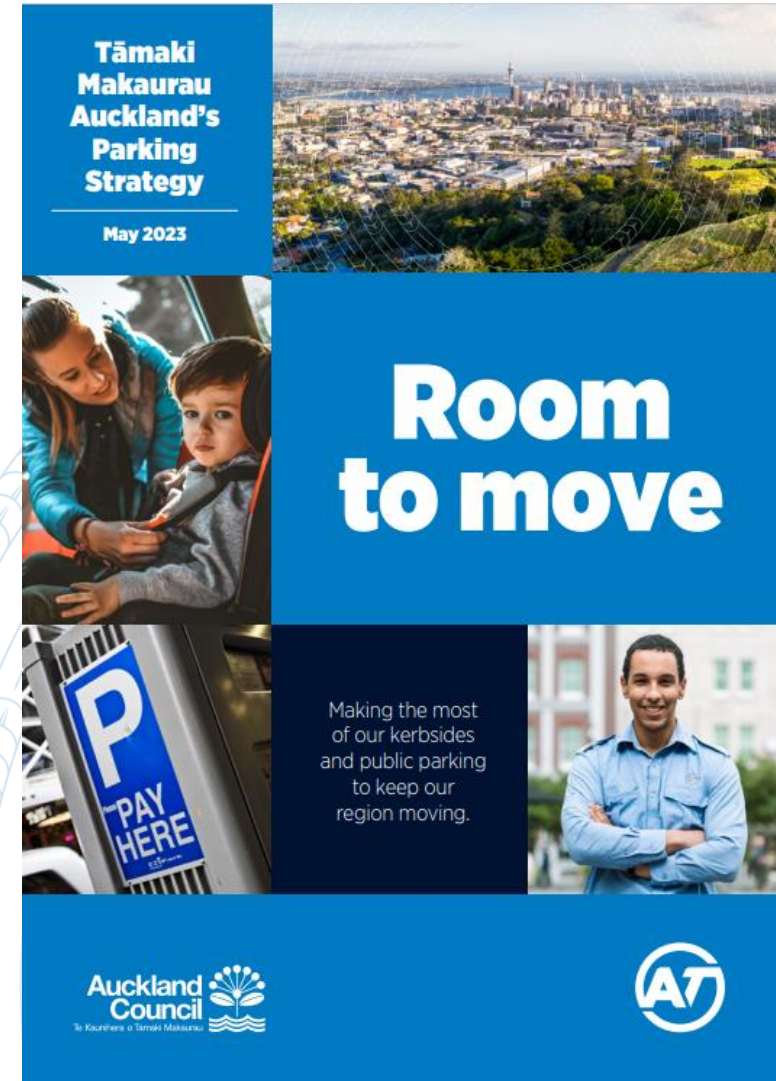
Image credit: LandLab

# 1. Room to Move is the parking and kerbside management Strategy for the whole Auckland region

Room to Move sets out how AT and Council will manage all public parking in Auckland over the coming years, including:

- More active parking management in centres, so more people can access parking and misuse is discouraged
- Repurposing kerbside space to improve the safe movement of people, goods, and services, and reflect strategic routes
- Providing more diverse types of parking, such as spaces for taxis, motorcycle and bicycle parking, and loading zones

The City Centre is identified as an area with high readiness and capacity to change, meaning proactive parking and kerbside management is needed



## 2. We are developing a comprehensive parking management plan for the City Centre

### Key elements of this work:

1. Understanding how our kerbsides and public parking are allocated, managed and utilised, and understanding how people want to use City Centre streets
2. Identifying the many projects that will impact on kerbsides and public parking over the coming years
3. Recommending change proposals and direction to support and enable the City Centre Masterplan (Access for Everyone), the other works in the City Centre, and deliver on Room to Move

The parking management plan is being developed with a strong strategic lens, linking proposed changes to the broader transport and land use system



## 2. Work is underway, and we need your input to help shape the plan

### **Work completed:**

- Established current environment - kerbside space allocation, management and use
- Gathered information on the many projects that will impact and change kerbsides over the coming years

### **Work happening now:**

- Engaging with City Centre partners and key stakeholders to share this information and gain insights

### **Work coming next:**

- We have done some early work developing recommendations for future change relating to improving movement, where this is identified as a function in strategic transport plans and improving place, based on place-based planning
- We need to understand more about our customers' perspectives, which will be represented in the first instance by key stakeholders. Your initial feedback will help shape these proposals, and they will come to you for detailed input before going to the public.



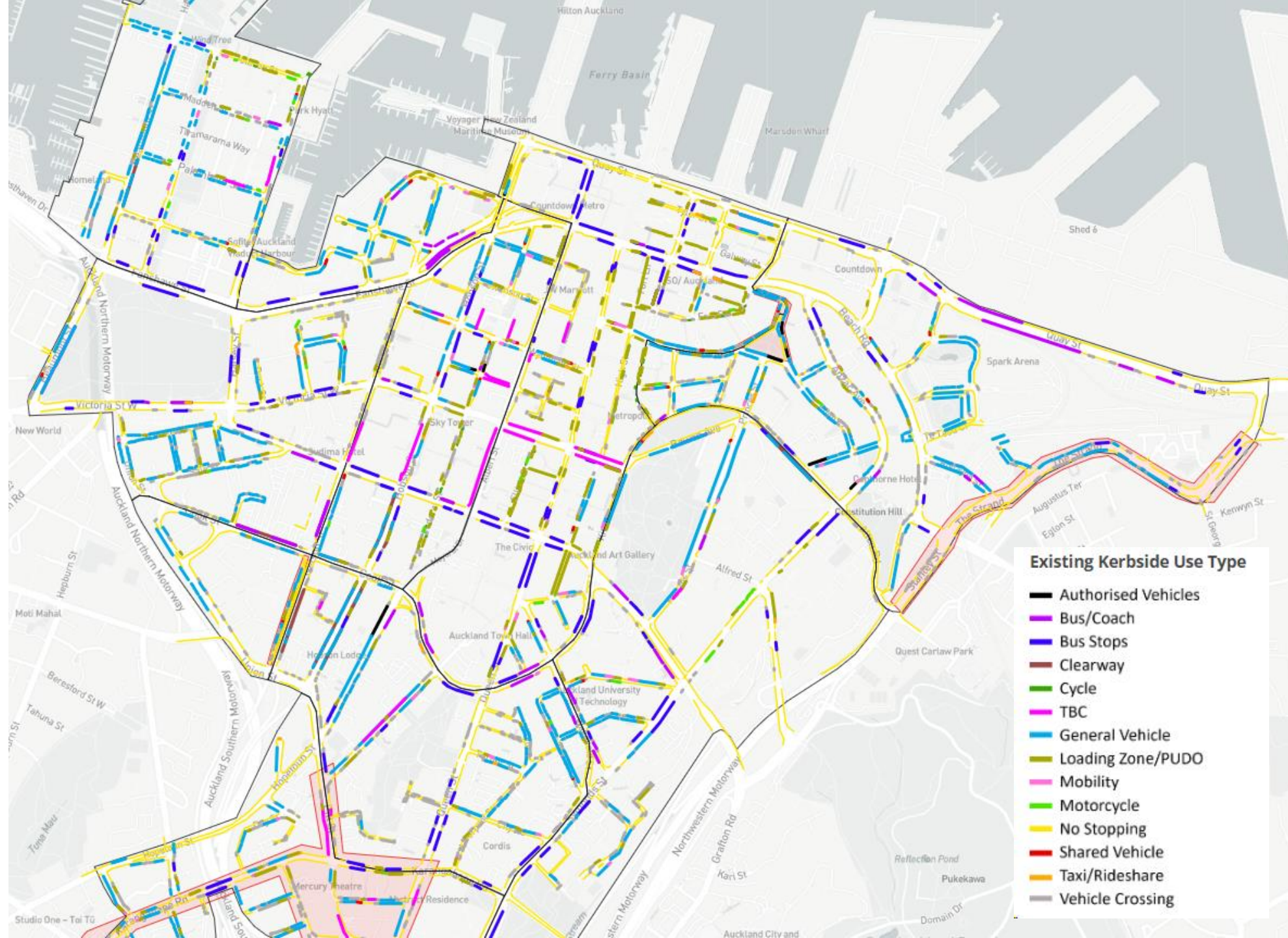
### 3. Onstreet parking

We now have good data on how kerbside space is allocated in the City Centre

Onstreet parking is generally well occupied.

ATPark data shows

- av. 78-96% weekdays
- av. 71-96% weekends





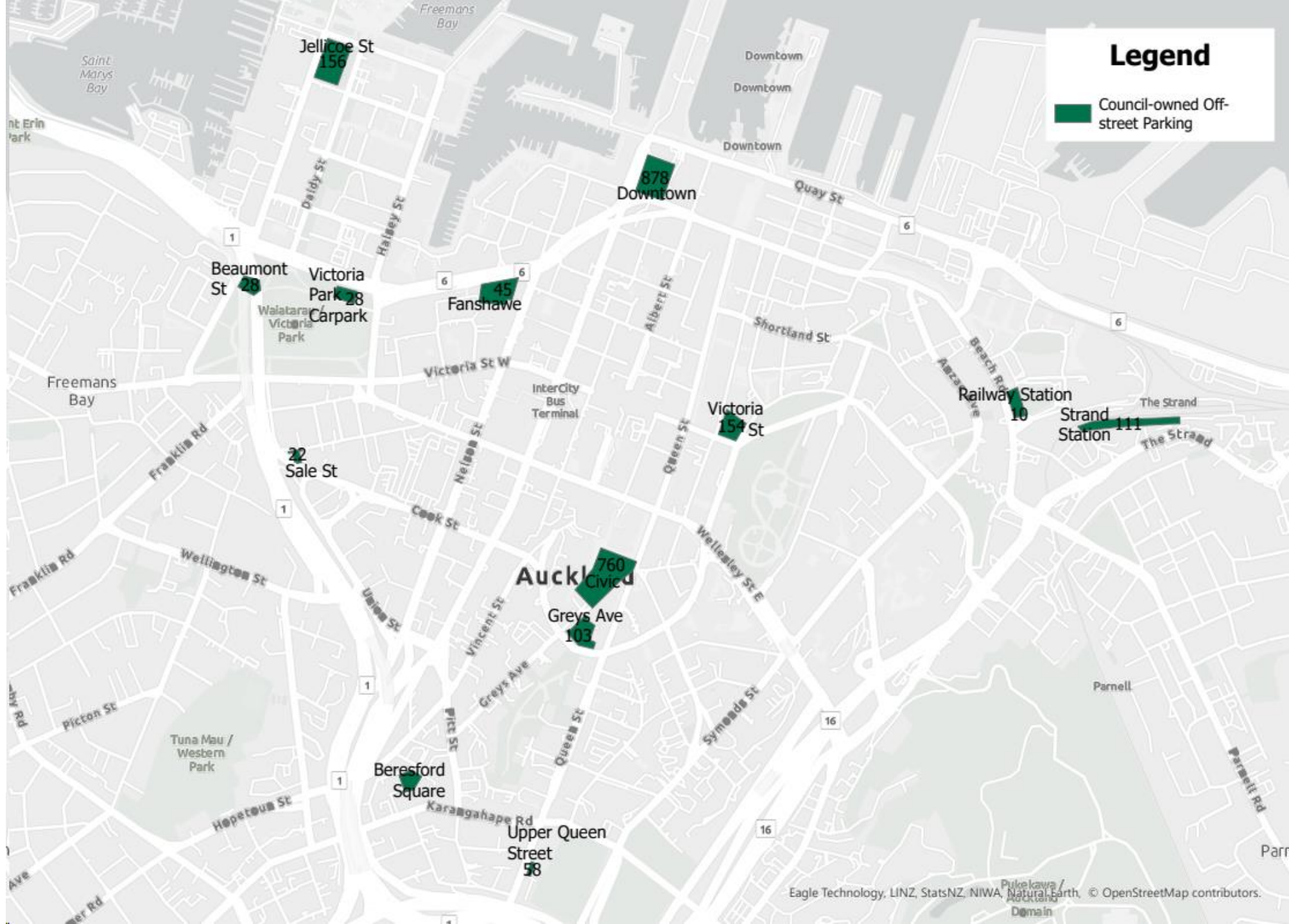
### 3. Offstreet parking

**We have good data on public offstreet parking allocation and use**

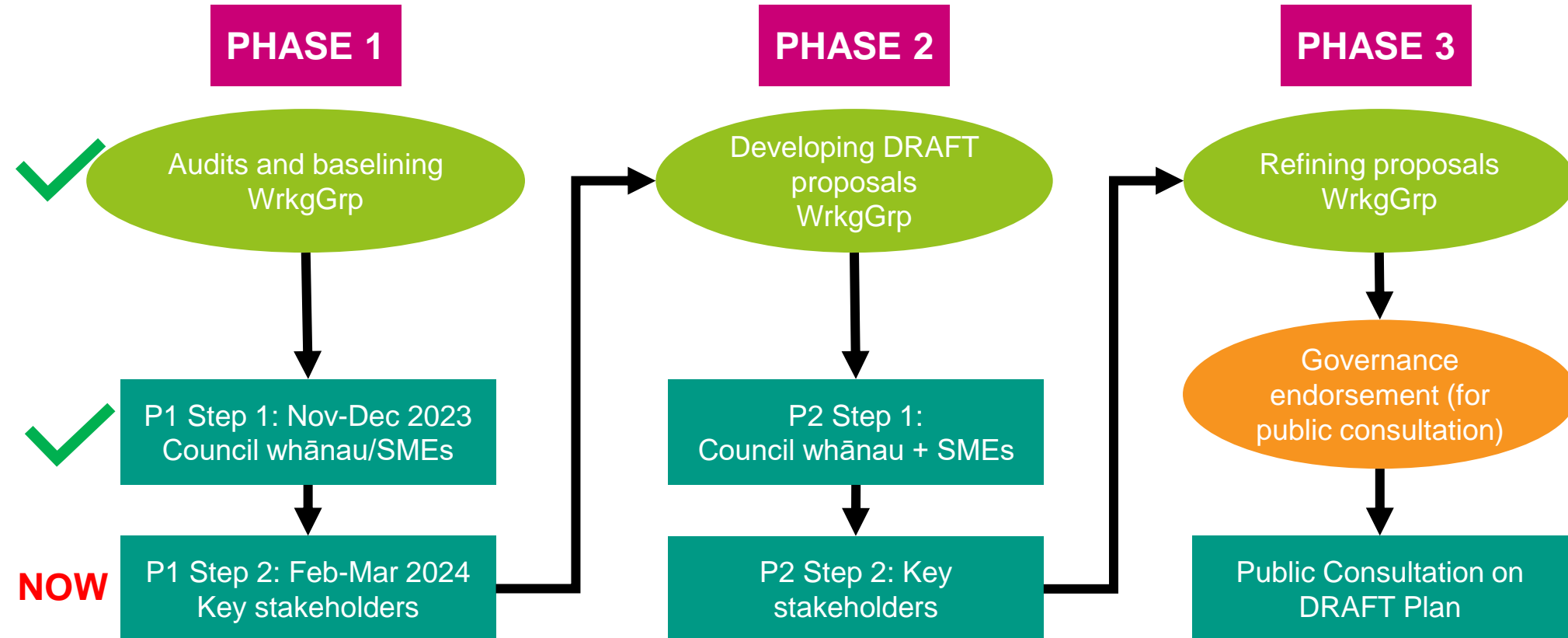
Two thirds of offstreet parking is leased out.

Remaining casual parking, is generally around 50% occupied, varies by site.

Remember public parking in the City Centre represents only around 11% of parking spaces as most are private.



## 4. We will be using a three-stage engagement approach on this project, to maximise the accuracy of information and work through the complexity



## 5. We have divided the City centre up into ten areas

- We have mapped kerbside allocation
- We have identified initial issues and opportunities
- We would like your local knowledge!
- Key things we would like to know:
  - Are there any additional issues or opportunities (to those set out in the information packs) that should be considered?
  - Do you know about any significant land use change or development that should be considered?
  - Have we got any information wrong regarding how the kerbside is allocated/used?
  - Do you have any other comments, recommendations or concerns? Please pin them



## 5. Each area has a detailed set of identified issues and opportunities we want to test with you

Area	Summary
Land use	<ul style="list-style-type: none"> <li>Queen Street Valley is in the heart of Auckland City and is home to major cultural attractors, retail and hospitality areas. Many of the precinct's building frontages are activated with shops, bars, restaurants, cafés, and other amenities, creating a vibrant hospitality precinct popular with both Aucklanders and visitors.</li> <li>The construction of Te Waihorotiu Station (CRL), as well as numerous new offices and apartments will drive demand up for people travelling into the precinct both during the day and night</li> <li>There are numerous off-street parking location within the precinct providing large amount of parking spaces, although these represent only about 8% of the available land and are expected to be redeveloped in the future, such as the multi-story Downtown Carpark.</li> </ul>
Transport & Access	<ul style="list-style-type: none"> <li>The catchment area of the precinct is large, attracting visitors from over 500 SA2 areas. Many trips originate within the Isthmus and North Shore areas.</li> <li>The Downtown Ferry regional access to the precinct</li> <li>The most common walking mode of transport is walking, with a high parking spread across the precinct</li> <li>Other than a section of the precinct, the majority of the precinct is expected to travel by public transport</li> <li>The development of the precinct through initiatives such as the Aotearoa Station</li> <li>The precinct is home to a high density of activities. This, combined with the high density of activities, is expected to create high demand for public transport</li> <li>Many crashes occur on Shortland St and a series of arterial roads create conflict points</li> </ul>
Kerbside & Parking Provision	<ul style="list-style-type: none"> <li>On-street parking regulated by both council (60%) and private operators</li> <li>Most of the on-street parking is general paid parking</li> <li>The distribution of on-street parking is as follows: <ul style="list-style-type: none"> <li>General paid parking</li> <li>Shared spaces in QT</li> <li>Council owned off-street parking</li> <li>Bicycle parking has limited provision in the precinct.</li> </ul> </li> </ul>
Kerbside & Parking Demand	<ul style="list-style-type: none"> <li>Occupancy rates for on-street parking in the Queen Street Valley precinct are significantly higher than the City Centre average and well above acceptable levels. This is not surprising given the limited amount of on-street parking and indicated the need for a parking price increase.</li> <li>According to data from rideshare operator Ola, Aotea Arts Quarter and its surrounding locations has a high demand for taxi and ride share services at night, particularly on Thursdays, Fridays, and Saturdays, implying a high demand for all types of parking, including off-street parking, in the evenings and at night, driven by the area's land use activities and parking provision.</li> <li>There is a high demand for retail, food and beverage throughout the precinct with many locations such as the Civic also facing high demands of pick up and drop of areas (including Coaches).</li> </ul>
Future Projects	<ul style="list-style-type: none"> <li>With the construction of new commercial locations, residential apartments, Te Waihorotiu Station (Aotea Station), street upgrades and bus improvements are expected within the precinct.</li> <li>The implementation of bus priority improvements is expected to result in a loss of on-street general vehicle paid parking in key PT corridors, however, improvements including the completion of Te Waihorotiu Station and implementation of a Zero Emission Area are expected to reduce the demand for on-street parking. Given such changes to on-street public parking, it is expected in the future that kerbside use of on-street parking will diversify, to meet the needs of all users.</li> </ul>
Site visit observations	<ul style="list-style-type: none"> <li>Insufficient loading zone space on Mills Lane at peak times with several vehicles parked illegally over the footpath.</li> <li>Excessive traffic volumes and number of vehicles parked in shared spaces reducing amenity and outcomes of these spaces.</li> <li>Shared spaces on Tyler St and Galway St adjacent to Britomart station cluttered with maintenance vehicles parked.</li> <li>Narrow footpaths in Tyler Street East result in people having to walk on the road. Shopfronts are often hidden behind parked vehicles along the street.</li> <li>Compliance of time restrictions and enforcement in Loading Zones is very poor.</li> <li>Parallel parking observed behind angled parking on sections of Wakefield St.</li> <li>Significant amount of roadworks along many streets creating confusion over parking rules.</li> </ul>



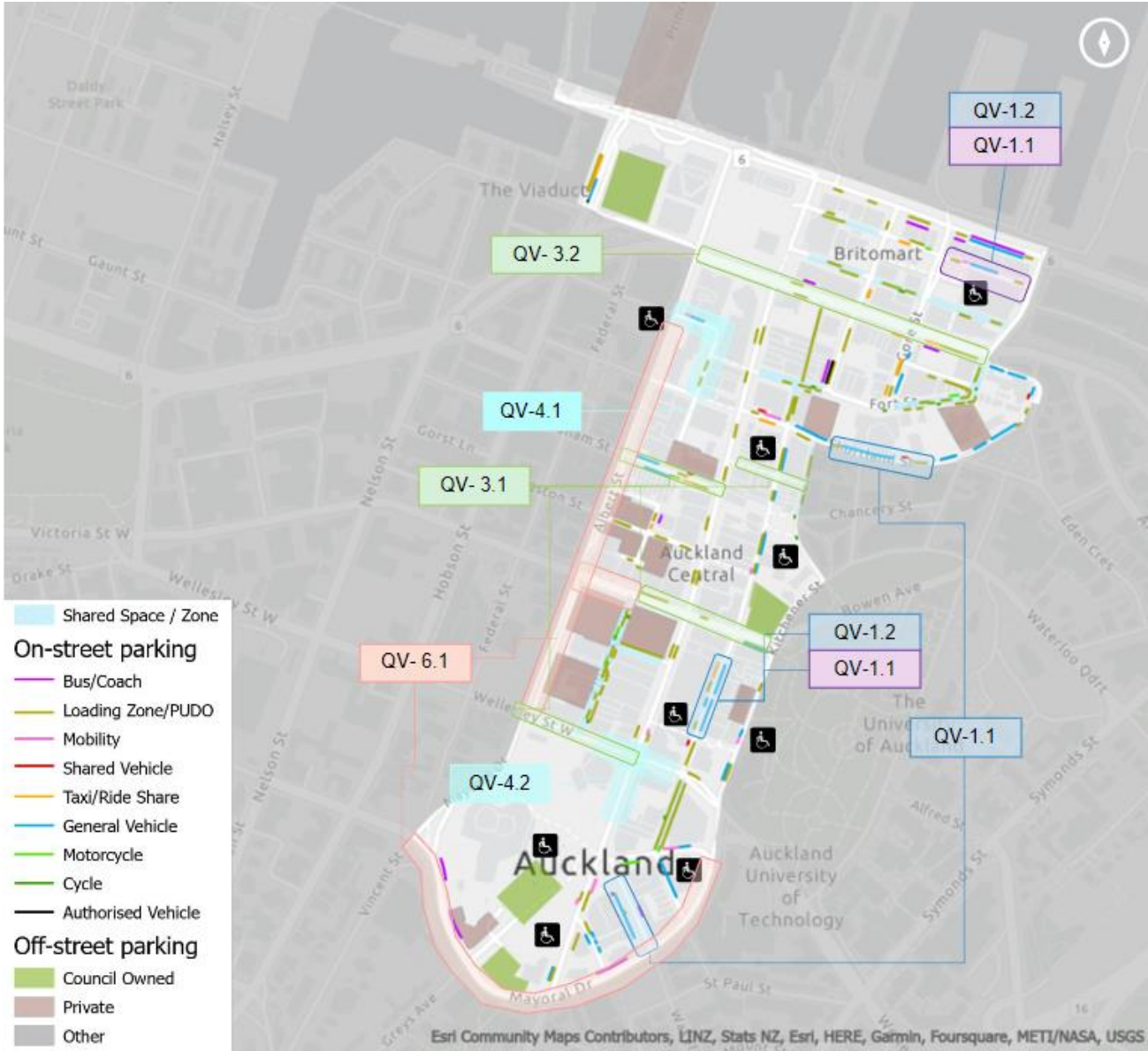
# 5. And then also a map-based identification of these in detail

## Issues & Opportunities

### Specific

Category*	Description
QV-1: Safety issues present for active transport users	<ol style="list-style-type: none"> <li>High crash area due to high traffic volumes and steep slopes</li> <li>Opportunity to make the street safer and more accessible for everyone.</li> </ol>
QV-2: Place function of street not reflected in kerb zone	<ol style="list-style-type: none"> <li>Vehicle dominated street with narrow footpaths. Opportunity to improve the public amenity and make the street more accessible for everyone.</li> </ol>
QV-3: Active & PT modal priorities not reflected in the kerb zone	<ol style="list-style-type: none"> <li>Precinct wide-issue where cycle routes are not well linked together and there is a lack of east-west connections and a lack of cycle parking on side streets and laneways.</li> <li>Precinct wide-issue where key PT corridors don't have adequate PT priority measures.</li> </ol>
QV-4: Loading and servicing modal priority not reflected in the kerb zone	<ol style="list-style-type: none"> <li>Opportunity for better management and enforcement of loading zones on the side streets of key arterials, particularly on Mills Ln.</li> <li>Limited kerbside locations for drop-off facilities around the Arts precinct poses challenges for visitors and patrons with limited mobility and vision impairment.</li> </ol>
QV-5: High demand for street parking	<ol style="list-style-type: none"> <li>Parking demand is above 85% and higher than city centre average triggering the need for potential future price increases.</li> </ol>
QV-6: Transport emissions impacting quality of environment	<ol style="list-style-type: none"> <li>City Centre wide issue. Opportunities for tree planting and greening the streets as part of the future corridor upgrades.</li> </ol>

\*Categories as per the AT Kerbzone Management Framework



## 6. Our planned next steps (subject to any issues)

**MAR**

Stakeholder  
input to issues  
packs

**APR / MAY**

Developing  
change  
proposals

Stakeholder  
input to change  
proposals

**JUN / JUL +**

Amendments  
to change  
proposals

Approval to  
consult

**LATE 2024**

Public  
consultation





**Thank you**

**Pātai?**



# Waitemata Local Board AT's Work Programme

Date XXXXX



# What is Project Kōkiri

Auckland Transport's CEO has requested that we work more closely with the local boards.

Auckland Transport's new structure of engagement with Local Boards is named Project Kōkiri.

The aim is to develop a transparent, structured annual cycle of engagement between AT and local boards

The overall drive of this process is to identify AT projects and programmes that the local board is interested in; and to clearly express the level of engagement that members would like to have with AT regarding the project.

AT's commitment is that if a local board prioritises a project or programme and puts it into their Kōkiri Agreement then it will be closely monitored and regularly reported in detail. Further, that if possible the local board's input will help shape delivery of the project.



# Our work today

- **Consider AT's quality advice about projects and programmes.**
- **Identify projects or programme that the local board wants to:**
  - **'Collaborate' together with AT about and lead building consensus with the community.**
  - **Be 'consulted' about by AT.**
  - **Stay well-briefed about and expects AT to keep it 'informed' about.**
- **The local board's response will be reported to AT in early-2024.**



# The terms we use

- **Collaborate:** The local board works closely with AT and leads building consensus with the local community.
- **Consult:** AT will get feedback on the project or programme from the local board. This will include regular updates and reports that the local board can resolve its feedback against.
- **Inform:** The local board will get regular updates and briefings. Members can provide their individual insights about the project.
- *Terms are from IAP2 doctrine*



# Project Kōkiri process plan



AT provides local boards with quality advice about planned work

AT EMRPs support local boards to consider the advice provided and develop their feedback

Local board respond  
(Report and resolutions)

AT responds

AT EMRPs support local boards to consider response provided and develop their final Kōkiri agreement

Kōkiri Agreement resolved

# Local Board Plans

- Signed off 31 October.
- Provide information that helps Auckland Transport:
  - Provide 'quality advice' for the Annual Local Board Transport Plan/Agreements
  - Develop the Regional Land Transport Plan



# Summary of Waitematā Local Board's transport goals

- **Maintaining and upgrading town centres and facilities including parks, libraries and halls**
- **Advocate to Auckland Transport to progress Vision Zero policy**
- **Regular road and footpath maintenance and upgrade when appropriate**
- **Improve road safety and wayfinding and pedestrian experience around schools and our town centres**
- **Work with Parks and Community Facilities and Auckland Transport to deliver key connections for active modes.**
- **Work with Auckland Transport and Eke Panuku to provide safe, accessible pedestrian and cycling connections to Parnell Station**
- **Progress the east and west stitch as outlined in the City Centre Master Plan**



**Projects or  
programmes  
that AT  
suggests are  
'Collaborate'**

- **Newmarket Town Centre Project**
- **Parnell Town Centre Project**
- **LBTCF – Wayfinding Waipapa (Parnell)**
- **LBTCF – Domain Shared Paths Football Rd**
- **LBTCF – O'Neill Street, Safety Improvements**
- **LBTCF – New Street, St Mary's College Crossing**



**Projects or  
programmes  
that AT  
suggests are  
‘Consult’**

- **Community Partnerships Programmes (no projects planned at this stage)**
- **Virginia Ave East, Warnock, Peel**
- **Pompallier Terrance**
- **Bright Rd/St Stephen Road**
- **Anzac / Short**
- **Rose Road (funding dependent)**
- **Greenways network planning/development**





**Projects or  
programmes  
that AT  
suggests are  
‘Inform’**

- **Kingdon Street – pedestrian crossing**
- **Maintenance – BAU**
- **Great North Road improvements**
- **Low Emission Ferry Project**



**Projects or  
programmes  
that AT  
suggests**

**‘Are advocacy  
issues’**

- **Vision Zero – Road safety around schools**



Contact:

Ben Stallworthy – [Ben.Stallworthy@at.govt.nz](mailto:Ben.Stallworthy@at.govt.nz)

John Gillespie – [John.Gillespie@at.govt.nz](mailto:John.Gillespie@at.govt.nz)

Jane Winterman – [Jane.Winterman@at.govt.nz](mailto:Jane.Winterman@at.govt.nz)

*Let's go there* 

# LBAP 5 – local performance measures recommendations

Sarah Murray

Waitematā Local Board



## Purpose of today's workshop

Seek local board feedback on recommended performance measures for inclusion in your draft Local Board Agreement 2024/2025

Next steps:

- Staff recommend targets based on work programme direction
- Actual performance reported against target in Annual Report 2024/2025





# Agenda

- Recap of where we left off in October/November 2023
- Briefing on historical measures and why they are discontinued
- Presenting list of new core measures for major local services
- Presenting list of recommendations for tailored local measures (per LB direction/feedback)
- Next steps to LBA adoption



# Recap of October/November workshop (LBAP 2)

A new approach to local board performance measures:

- to improve performance transparency and accountability
- Better enable the public to assess delivery against identified levels of service and community outcomes
- Empower local boards to set service levels for locally funded services

Collectively, local boards provided over 160 pieces of feedback for staff to develop more meaningful measures

Staff have assessed and developed a set of recommended measures for local boards, which will be presented today.



# Historical measures – summary of change

Measure wording	Status	Future state
The percentage of Empowered Communities activities that are community led	Replaced	No longer available
The percentage of Empowered Communities activities that build capacity and capability to assist local communities to achieve their goals	Replaced	No longer available
The percentage of park visitors who are satisfied with the overall quality of sportsfields	Replaced	Available annually*
The percentage of users who are satisfied with the overall quality of local parks	Replaced	Available annually*
The percentage of residents who visited a local park in the last 12 months	Replaced	Available annually*
The number of attendees at council-led community events	Replaced	Available on request <sup>2</sup>
The number of visits to library facilities	Continue	Core measure

\*results are from the Annual Auckland Residents Survey

<sup>2</sup>Available through departmental reporting channels





# Historical measures – summary of change

Measure wording	Status	Future state
Percentage of Aucklanders that feel their local town centre is safe - day time	Discontinued	Available annually*
Percentage of Aucklanders that feel their local town centre is safe - night time	Discontinued	Available annually*
The percentage of local programmes, grants and activities that respond to Māori aspirations	Discontinued	No longer available
The number of internet sessions at libraries (unique sessions over public computing or public WIFI networks)	Discontinued	Available on request <sup>2</sup>
The percentage of art facilities, community centres and hire venues network that is community led	Discontinued	Available on request <sup>2</sup>
The number of participants in activities at art facilities, community centres and hire venues	Discontinued	Available on request <sup>2</sup>
The percentage of arts, and culture programmes, grants and activities that are community led	Discontinued	No longer available
The percentage of attendees satisfied with a nominated local community event	Discontinued	No longer available
Percentage of customers satisfied with the quality of library service delivery	Discontinued	Available on request <sup>2</sup>
The customers' Net Promoter Score for Pool and Leisure Centres	Discontinued	Available on request <sup>2</sup>

\*Annual Auckland Residents Survey

<sup>2</sup>Available through departmental reporting channels



# Historical measures – summary of change

Measure wording	Status	Future state
The percentage of Business Associations meeting their Business Improvement District (BID) <del>Partnership Programme</del> targeted rate grant agreement obligations	Continue	Minor wording update
The percentage of low carbon or sustainability projects that have successfully contributed towards local board plan outcomes.	Replaced	Work programme reporting
The percentage of local water quality or natural environment improvement projects that have successfully contributed towards local board plan outcomes	Replaced	Work programme reporting
The percentage of local waste minimisation projects that have successfully contributed towards local board plan outcomes	Replaced	Work programme reporting



## **Local Board Core measures – community only**

These core measures are for the most significant local community services identified and to be continued in the next Long-term Plan 2024-2034.

The associated measure(s) and targets will be included in your local board agreements if the service is funded by your local board.

The Long-term Plan consultation material included local board level targets and prior year comparatives - these were indicative and for benchmarking purposes to inform public consultation. Final targets will be agreed with local boards through Local Board Agreement process.



# Local Board Core measures – Community only

Service	Measure wording	Measure description
<b><i>Enable a range of choices to access community services and recreation opportunities</i></b>		
Libraries	Library opening hours service uptime	Measuring accessibility of the service to customers at LB funded levels
	The number of visits to library facilities	Physical visits through council libraries
Pool and Leisure centres	Pool & Leisure centres main functions & facilities opening hours service uptime	Measuring accessibility of the service to customers at LB funded levels
	Pool and Leisure centre physical visits	Physical visits at Pool and Leisure sites, regardless of operator
Provision of community facilities	Community Facilities in poor or very poor condition	Auckland Council asset condition rating, condition 4 and 5.



# Local Board Core measures – Community only

Service	Measure wording	Measure description
<b><i>Provide urban green spaces (local parks, paths and Ngahere) and access to the coast</i></b>		
Local Park operational maintenance	The percentage of quality audits achieved in local parks	Full Facilities maintenance quality audits for local parks which meet contractual service standards.
Provision of open space assets	Open space assets in poor or very poor condition	Auckland Council asset condition rating, condition 4 and 5.
Urban Ngahere canopy planting	Urban Ngahere Street planting Programme (number of trees)*	Planting done under the Urban Ngahere programme

*\*This measure is in the Long-term Plan consultation material but may be further refined and/or moved to tailored measures*



## Local tailored measures – all local activities

Staff have considered the following key factors during the development of recommended tailored measures.

- Local Board feedback/direction
- Prioritising common themes across multiple boards
- Relevancy to investment levels in local board work programmes
- Low resourcing/cost requirement to measure
- Reliability of data collection/methodology
- Focusing on the ‘main’ service level indicator (noting there are many indicators for service levels)



# LB feedback table – local community

What did the Local Board say?	Progressed	Why not?
Support community Organisations and groups to lead and deliver events, activities and programmes in their local areas such as with seed funding, or support from our Community Broker and access to resources and expertise, to build community capability	Yes	
Public safety and perceptions of safety.	No	Safety perception influenced heavily by outside factors. Insufficient resourcing to explore LB specific safety initiatives at this time
Prioritise our renewals programme to ensure our most used assets are sustainable and resilient to the impacts of climate change.	No	Measured through 2x asset condition measures
Continue to deliver the Urban Ngahere strategy and increase Waitematā canopy cover.	Yes	



# LB feedback table – local environment

What did the Local Board say?	Progressed	Why not?
Support local stream restoration such as Waititiko Meola Creek, Waipapa, Waiparuru and Newmarket streams. (Board request measures on measuring water quality and biodiversity in streams, number of trees planted, volunteer hours etc.)	Yes	
Waste diversion	No	Waste diversion may not be reliably measured
Support community and education and behaviour changes that aim to mitigate climate change and increase community resilience, such as: <ul style="list-style-type: none"> <li>• Empower our communities, schools and businesses to reduce their carbon emissions and be energy efficient</li> <li>• Local composting and community gardens network</li> <li>• Bike hub and sustainable food projects</li> </ul>	Yes	





# LB feedback table – local governance and planning

What did the Local Board say?	Proceed or not	Why not?
Seek opportunities to promote and celebrate heritage places in Waitemata including making digital content and place-based stories more available.	No	Insufficient resourcing to explore at this stage
Performing heritage assessments across the local board area to help preserve our built environment.	No	Heritage assessments are yet to be confirmed for the local board. Can consider a measure in the future should there be consistent heritage assessment delivery



# Recommended Local Board tailored measures

LTP activity	Measure wording	Measure description
Community	Number of local community events delivered	Includes both council-led and community-led but LB funded (Event Partnerships)
	Number of groups engaged to deliver placemaking activities	Groups funded through work programme for placemaking activities
	Number of trees planted in the Urban Ngahere programme	Measures activity delivered through the local board Urban Ngahere planting programme (capex)
Environment	Number of plantings for biodiversity enhancement	Planting through sustainability and healthy waters teams' programmes
	Number of participants in sustainable initiative programmes	Sustainability team programmes





**Discuss work  
programmes at  
workshop 6**

**Discuss targets after  
workshop 6**

**Finalise and adopt  
measures and targets in  
June as part of the  
Local Board Agreement**



# Waitematā Local Board

5 March 2024



**HEART  
OF THE CITY  
AUCKLAND**

COMMERCIAL IN CONFIDENCE

# AGENDA

Introduction

Year in review

Financials

Executive Committee

Strategic Plan 2023/26

Annual Plan 2023/24

# RECOVERY AND REBUILD



COMMERCIAL IN CONFIDENCE

# TRANSFORMATION



COMMERCIAL IN CONFIDENCE

# FOUNDATIONS



COMMERCIAL IN CONFIDENCE





# FINANCIAL STATEMENTS

## YEAR ENDED 30 JUNE 2023



COMMERCIAL IN CONFIDENCE

# HEART OF THE CITY INCORPORATED

## Statement of Financial Performance for the year ended 30 June 2023

	2023 (\$)	2022 (\$)
Total Revenue	5,568,955	5,669,484
Less Operating Expenses [2023 includes planned expenditure from reserves eg security]	5,751,057	5,379,002
Net Surplus/(Deficit)	(182,103)	290,482

# HEART OF THE CITY INCORPORATED

## Unqualified Audit Opinion for the year ended 30 June 2023

- Financial statements fairly present the financial performance and financial position.
- Audit is unqualified.



# HEART OF THE CITY INCORPORATED

## Proposed BID Targeted Rate Income 2024/2025

	2024/25 (\$)	2023/24 (\$)	Proposed percentage change	(\$)	Dollar Value
Proposed HOTC BID Targeted Rate Income	5,021,745	5,021,745	0%	0	



# EXECUTIVE COMMITTEE

COMMERCIAL IN CONFIDENCE



# HEART OF THE CITY EXECUTIVE COMMITTEE 2023/2024



Martin Snedden  
Independent Chair



Edward Caughey



Matthew Cockram



Nirupa George



Richard Hanson



Chamanthie  
Sinhalage-Fonseka



Paddy Stafford-Bush



Brett Sweetman



Greg Moyle  
Waitematā Local  
Board

COMMERCIAL IN CONFIDENCE



## STRATEGIC OUTCOMES

 A place that is loved  More people  Safe, clean and accessible  Vibrant places

Our 2023/24 work programme is geared towards the four outcomes of our strategic plan. Within this, we have two key goals for the coming year:

### GOAL 1:

## RESTORE THE REPUTATION AND EXPERIENCE OF QUEEN STREET VALLEY

### Safety Programme

- Co-ordination with Police, security, CityWatch, wardens & outreach
- Explore technology & systems to inform new approaches to safety
- Advocacy: More Police & downtown station; higher standards on the street

### Marketing & PR

- Build positive narratives for Queen Street/city centre through PR & Always On content

### Activation, Events & Placemaking

- Lead/collaborate on day & night-time activations & placemaking projects, including improved lighting, vacant tenancy initiatives & street trading
- Deliver and promote HOTC events including Fashion Friday, Changing Lanes & Late Night Art. Amplify third party events, including Matariki, Diwali, Auckland Art Festival & Writers Festival

### Night-time Economy

- Liaise with late night operators to test ideas & support growth

### GOAL 2:

## BRING MORE PEOPLE INTO THE CITY CENTRE

### Marketing & Communications

- Repositioning campaign to rebuild connection, motivation & value for the city centre
- Targeted Always On digital marketing to leverage the range of experiences, especially events, retail, hospitality, attractions, arts & culture
- Ongoing enhancement of communication and digital channels

### HOTC Signature Events

- Restaurant Month, ArtWeek in the City & Christmas

### Place Management & Growth

- Co-ordinated safety programme across city centre
- Street monitoring & issue resolution
- Influence planning & investment
- Influence improved access
- Performance tracking



THANK YOU



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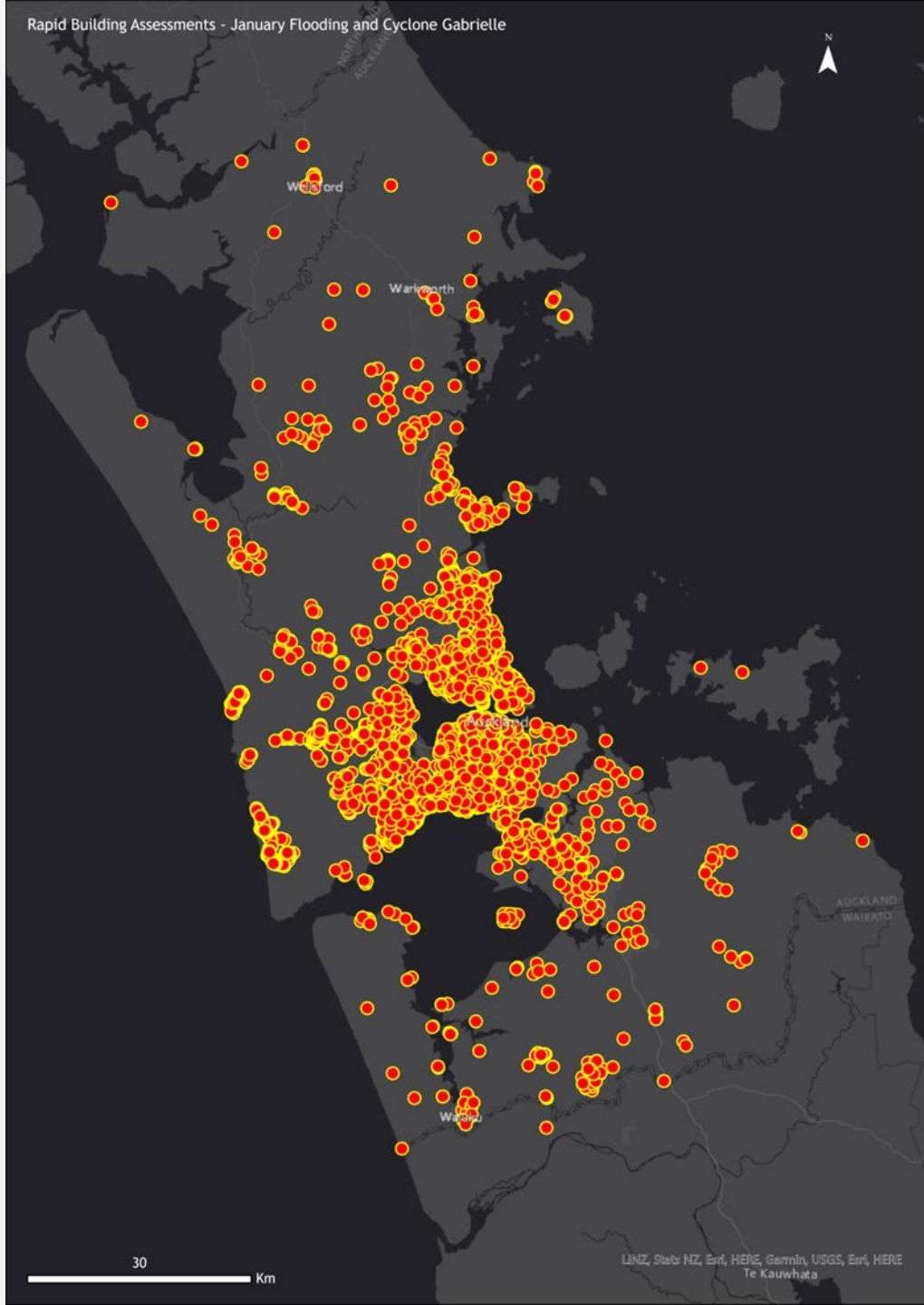
# Making Space for Water:

## Blue-green network design approach

Waitemata local board workshop

5 March 2023

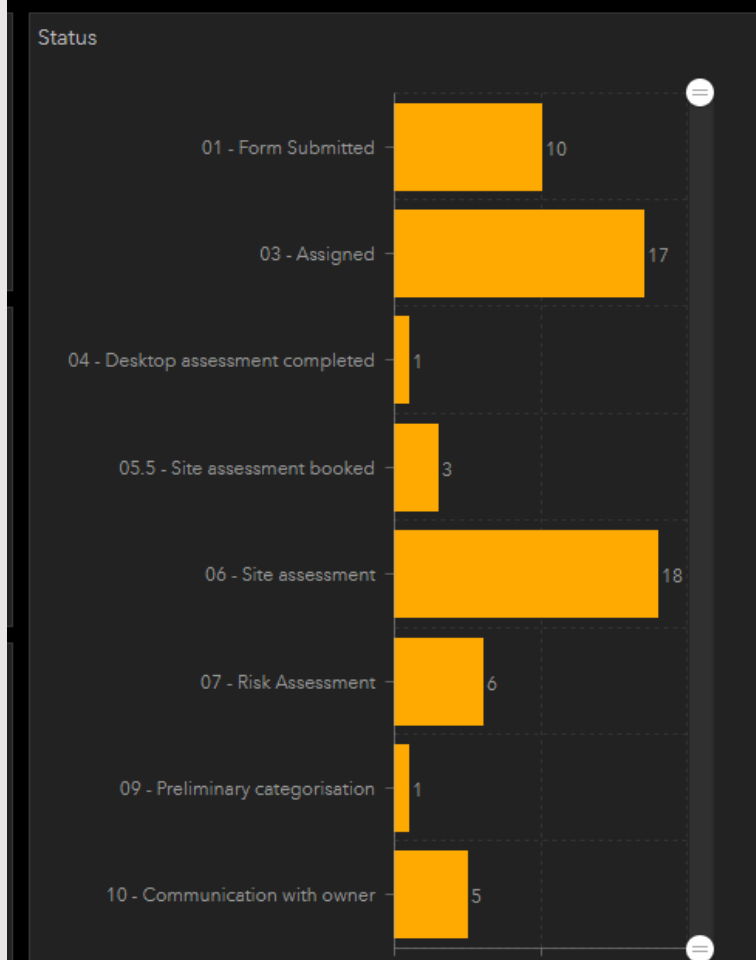




# 12 Focus areas for Blue-green Network Projects

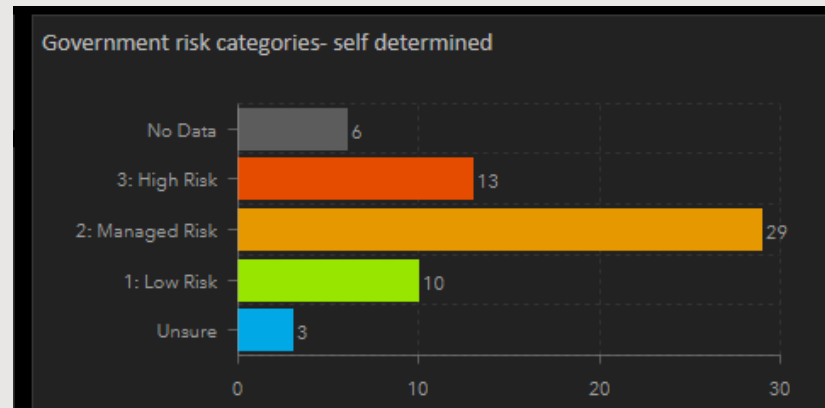


# Categorisation Update

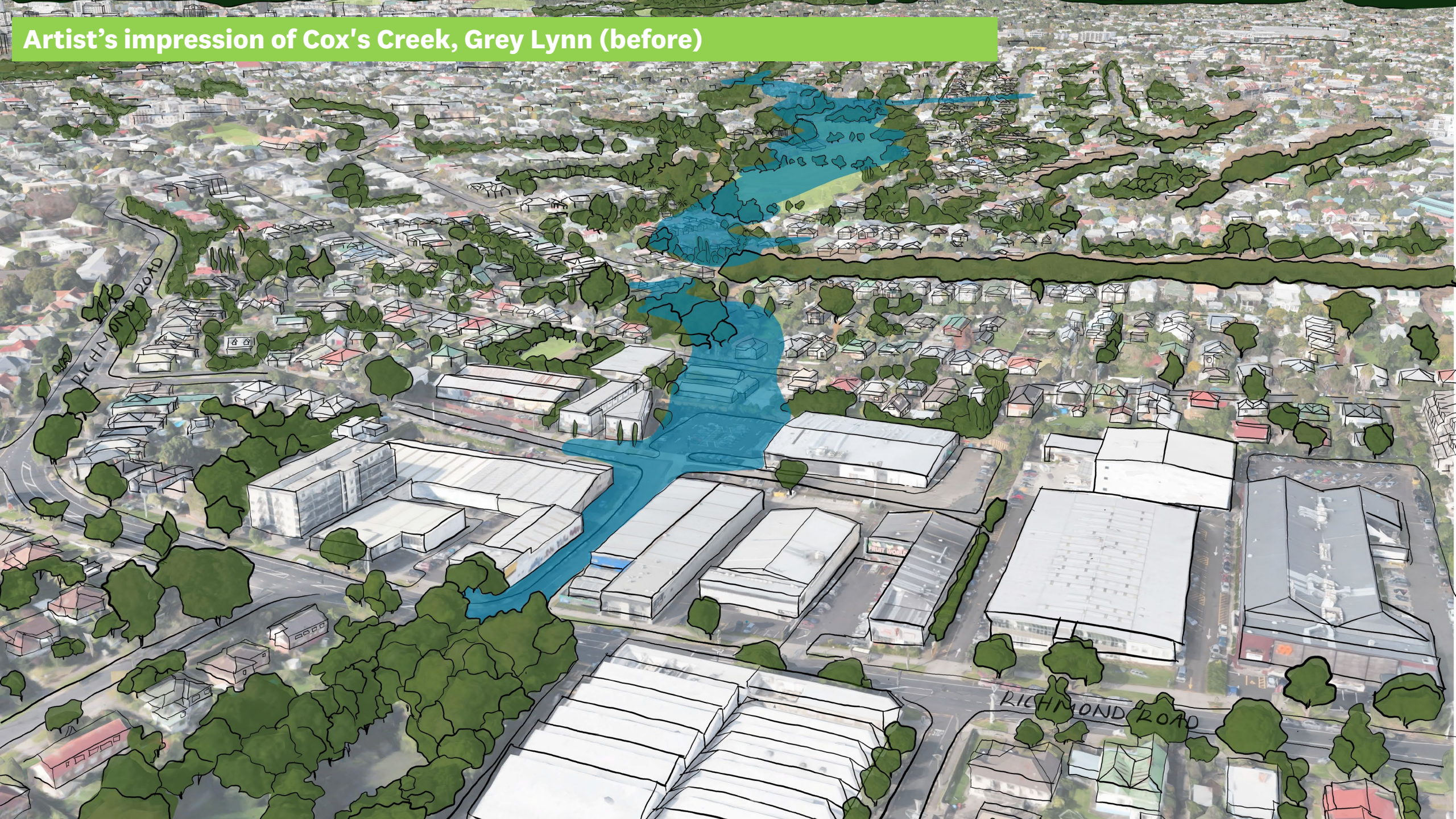


**1624 flood-affected** homeowners have voluntarily opted into the categorisation process regionwide

**61 of these** are from Waitemata Local Board



Artist's impression of Cox's Creek, Grey Lynn (before)



## Artist's impression of Cox's Creek, Grey Lynn potential upgrade



### Possible works:

- Road culvert upgrades
- Overland flow path improvements
- Stream rehabilitation
- Identification and preparation of building sites for redevelopment
- Establishment of footpaths and public amenity



# Design Approach



Collaborative design environment



Principles document with mana whenua partners



Relies on category 3 properties purchased

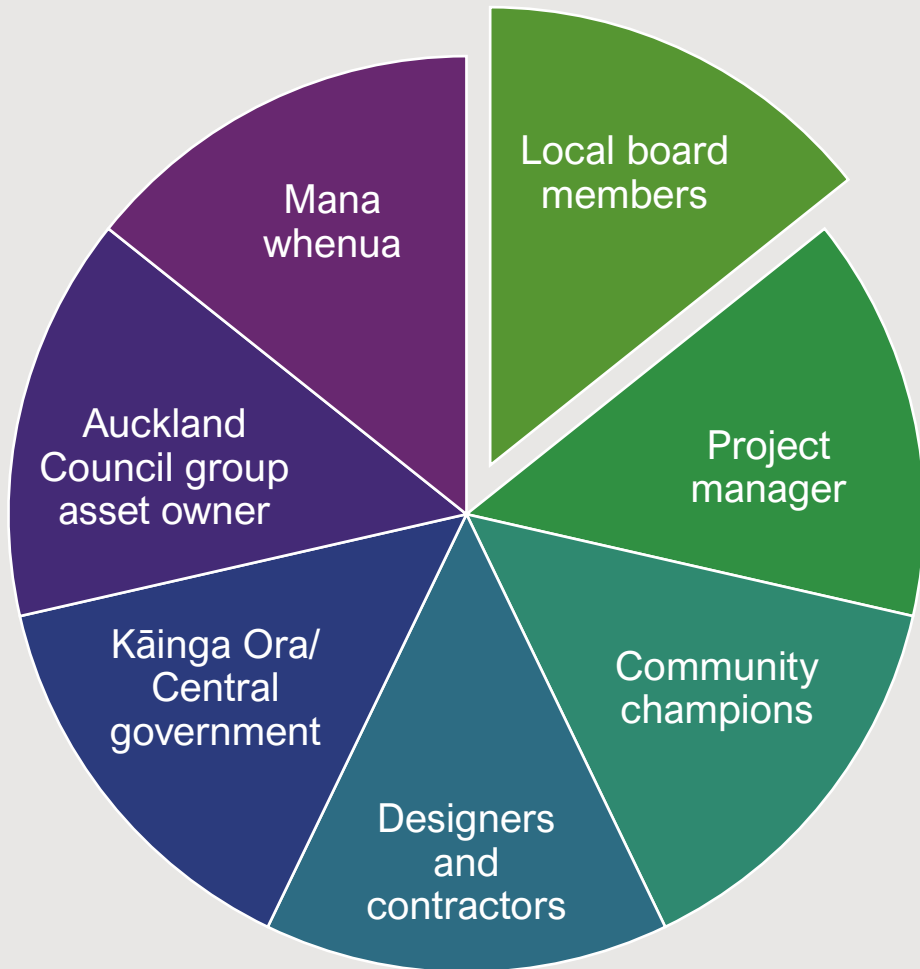


Business cases to access funding through co-funded agreement through government partners





# Waitemata Local Board involvement



- Working group for each blue-green network project from March
- Participate in design, engagement, and delivery
- 1 representative from each local board (plus back-up)
- Advocate for local priorities





**Pātai?**



# Development and delivery in partnership

