

Emily Place Improvements Project - Draft Concept Plan [DCP] - CCRG Feedback

CCRG Feedback

Thank you for the opportunity to provide feedback on the Draft Concept Plan (DCP) for Emily Place, and for all the work that has gone on to date to get to this springboard point.

CCRG start by referring to our main guiding doc the City Centre Masterplan (CCMP), in particular:

- Māori - Our Place in the World
- Outcome 6 - Residential City centre Neighbourhoods
- Outcome 4 - Green City Centre
- Outcome 5 – Public Life
- Outcome 7 – Quality Built Form
- Outcome 8 – Heritage Defined City Centre.

(Emily Place fits all of these criteria for delivery).

- Access for Everyone (A4E)
- Māori Outcomes,

And also our agreed climate plans:

- Te Taruke a Tāwhiri
- TERP
- ERP
- VKT reductions

We also note that there are approximately 800 residential units giving on to all parts of Emily Place & reserve - possibly 1500+ residents.

We note that there are something like 1,500 publicly available car parks within 100-200 metres of the same area.

Our overall comment is as above, we see this draft concept plan (DCP) as a good springboard to a more ambitious design that will actively progress all of our agreed plans.

CCRG would like to see more ambition around climate action:

'Auckland's continued road-based transport approach presents a "critical risk" to the city reaching its climate targets, such as halving 2016-level carbon emissions by 2030.

The most recent stocktake of Auckland's annual emissions shows a net 6% rise in the three years to 2019, with rising transport greenhouse gas emissions, along with energy production, the biggest contributors...]

It said there was a need for "rapid and substantial change in the management, priority, resourcing and delivery of Auckland's transport investments and existing assets".'

CCRG would like to see

- more ambition around encouraging residential living in the city centre, and supporting that future growth and enabling residential city centre neighbourhoods.
- more ambition around People first - our communities will be reshaped around the needs of people, not cars, with green streets for our children to play and move around safely.
- More analysis on how the proposed DPC achieves climate/VKT objectives
- more interventions for public space to support community gatherings/events, culture and heritage celebration, health of nature and street use, as well as the practical functionality of loading and servicing, that reflects residential values and lived experience of our place.

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- Less through traffic, less non-destination traffic, less circling,
- and definitely less general car parking (except for servicing and loading needs), This will also help to reduce drivers circling for cheap or 'free' parking which is inducing more driving, and all the negatives associated with that for people not in vehicles.
- more Loading & Servicing of various types,
- more car share, scooter and bike parking than exists currently - also a locky-dock-type offering
- a community strategy after project completion, to support the ongoing unfolding and development of the Emily Place neighbourhood that this project should unlock as part of CCMP Outcome 6.

We've heard a statement or objective around 'ensuring car parking is not lost' or that there should be 'sufficient' car parking.

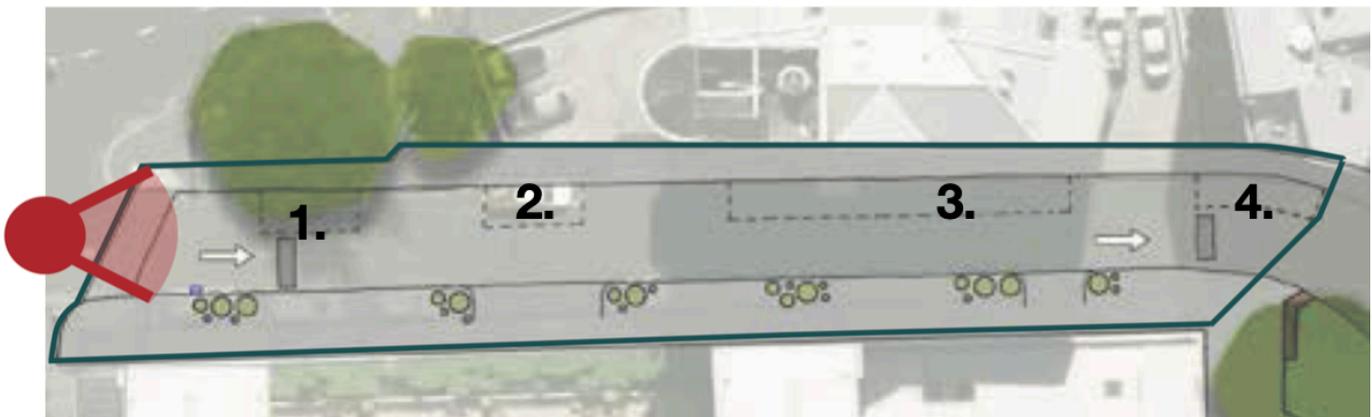
In CCRG's view, that objective runs contrary to what we need to do in the city centre to implement the CCMP - there is almost no other space available to reallocate, except that currently devoted to storing empty vehicles. Nor does supporting 'sufficient' kerbside car parking support our climate goals. Everyone is entitled to own a vehicle, but there is nothing in the CCMP that says it is the city's responsibility to provide public street space to store them.

There needs to be an assessment as to how 'sufficient car parking' meets our agreed CCMP plans, and climate targets, including reducing VKTs, which would surely indicate reducing general car parking spaces, perhaps by at least 30 -50% to meet our climate and VKT targets, unless there are some other magical solutions yet to be discovered and implemented..

Only by re-allocating street space can we hope to meet our CCMP-enabling, Neighbourhood-building, and climate emergency-mitigating agreed objectives.

Lower Emily Place

Lots to tautoko here.



Widened footpath on South side - **Support**

Footpath on Northern side - please ensure it is wide enough for people to pass easily - that was one of the key messages for the Innovating Streets project - the footpath it is too narrow, at the top especially.

Speed Humps x2 - **Support** - please ensure they go wide enough across the carriageway to prevent drivers trying to avoid them at the edges, and are sufficient to slow down SUVs and Utes that seem to now have advertising material on how they can mount kerbs at speed with little effect on the vehicle's passengers..

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Narrowed Carriageway - **support** - narrowness helps to slow vehicles. As much narrowness as possible for this <30kph zone.

Planters/Gardens to protect pedestrians - **support**, but would like to see **rain gardens** to collect some of the rainwater that will flow down the footpath. This stretch is windy and dry - raised planters could dry out quickly.

Additional needs: Lower Emily Place

- A Gateway Treatment, displaying cultural heritage signalling entry into a quieter/calmer zone
- Bike & scooter Parking
- Loading & Servicing & Car Share:
 - This is the biggest missing item.
 - 24/7 Loading & servicing (L&S) is the most lacking and oft-asked for bit of transport and accessibility amenity. From residents & businesses
 - We need a mix of (all 24/7) Goods Vehicle (GV)-only, PSV L&S and general L&S to meet the demand for GV L&S as well as non-GV needs of residents for 5 minute drop offs & pick ups.

CCRG Proposed carriageway allocation Lower Emily Place (see plan above):

1. **L&S** for all vehicles
2. **GV L&S park.** The footpath in this area (**at 1**) is regularly used currently by courier vans.
3. **Car Share**
4. **Bike/Scooter parking** - It would need to have some planters around it to prevent other vehicles parking there, and to prevent vehicles driving around the speed hump.
It would be good to see disabled parking if it were compliant.

Mid & Upper Emily Place

This is where CCRG think more work needs to be focussed.

CCRG like and support the thinking behind this proposal below 'Emily Place - one residential proposal' put together by some local residents. (And not from CCRG).

We think it progresses and meets all of CCMP, but particularly Outcome 6 and our climate plans.

CCRG's 6 main Objectives for this area

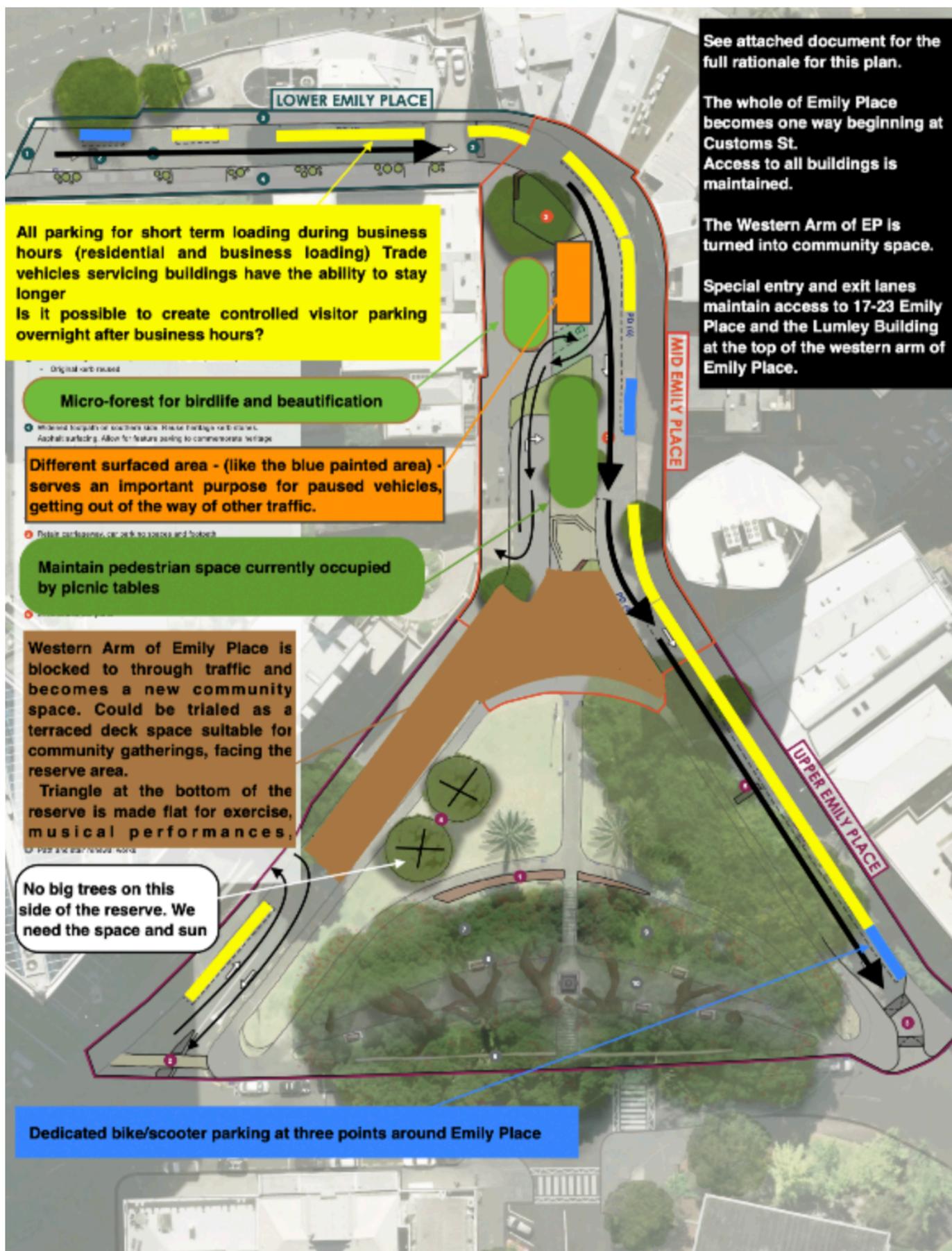
1. Creating a wonderful neighbourhood square with more central space for community activation and events
2. Supporting bio-diversity and climate change resilience
3. Extending residents living rooms - creating useable third spaces
4. Reducing & detuning traffic, thereby increasing safety, reducing noise and pollution
5. Celebrating our Cultural heritage - Tāmaki and beyond
6. Supporting 24/7 accessibility needs for L&S, car share, and active modes, for the largest number of adjacent residents and businesses.

Emily Place - one residential proposal

This alternative proposal:

- creates a much larger potential space for community events and activation.
- eliminates the need for large vehicles 'making a mistake' coming down Emily Place, to have to turn around a tight dogleg slip lane.
- maintains access to Silo, 17-19 Emily Place and Shortland & Fort

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- creates a much slower detuned driveway-like atmosphere outside Silo and 17/19 Emily Place, meaning that pedestrians coming down the central spine have a safer path to cross the carriageway.

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- does the most to reduce drivers circulating looking for car parks, thereby improving safety, pollution and reducing VKTs
- does more to reduce unnecessary driving through the area, prioritising A4E principles - people who need to access, can. (Adding more L&S spaces is also A4E in action).
- It creates a safer pedestrian path down the middle of the square

We've spoken to the 19 Emily Place owner who was supportive of this option.

We think the current L&S space outside 21 Emily Place could be retained given the slow speed area and reduced traffic through here that closing off the western arm to traffic, would provide.

From the original DCP, CCRG do not support moving the slip lane/dogleg northwards, to cut between the two central Box Trees - this is the most popular shady spot for people to sit, especially in the warmer months. It is a great gathering and meeting spot.

Moving the slip lane/dogleg would also truncate the available central spine non-vehicle space. It doesn't make sense visually, practically or for public space-maximising efforts.

This western arm could be closed off easily with bollards, perhaps two could be rising bollards for special access or emergency services, as occurs at Te Komititanga. The city centre needs to get a lot more adventurous with bollards.

The existing planters could be used to fill some space, or as bollards, with seating on one side, to and still allow for useable space (and be moved).

We do not support bringing the central angled parking out into the middle of the square in the current DCP at all - this parking should be removed or moved elsewhere altogether to meet our main objectives. The current DCP proposal for this area would mean you would come up around the corner from lower EP and be confronted by a wall of parked vehicles on both sides - hardly the vision we expect or want for the square.

As this alternative plan proposes, CCRG support providing general car parking occasional general parkers only once all the other local needs are met.

The current angled parking area can still be reused for something like a micro forest to increase biodiversity, cleaner air, more pleasant visually and a less car-dominated space.

While we support the idea behind the terraced community central plaza, the important objective for us is to maximise flat areas for community use where possible.

We do not support parking up against the eastern flank of the central plaza.

Loading zones of various types, car share and bike scooter parking should remain on the eastern upper side. Existing planter boxes could be positioned on the carriageway under the ginkgo trees to easily narrow the carriageway and prevent vehicles parking on the footpath on that stretch.

We do not support removing the palm trees, nor do we support planting two new trees in the DCP location shown on the reserve, for the same reasons as in the plan above - shade and reducing useable (and possibly safe) reserve space.

Even though they are not scheduled, these palms may well be over 100 years old.

We would like to see additional trees and rain gardens being planted:

- At the two buildouts at the top of the reserve at Eden Cres, and Shortland St
- On the very wide footpaths outside 24(?) EP (ZIPPI/Celestion high rise apartments)
- And support the micro forest proposed outside Carlisle. We don't think the community planters proposed in the Draft Concept Plan would thrive in that shady location.

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From the DCP, CCRG **support** the additional seating in the reserve.

We **support** the build outs at the tops of the street on each side of the reserve - these are much-needed to slow traffic, and create safe shorter crossings for pedestrians. They should have zebra crossings on raised tables **to fully prioritise pedestrian movements once and for all.**

We **support** all speed reducing and calming measures, including the speed humps.

Additional Elements we would like to see maintained or added:

- Community Library and Noticeboard
- Rain gardens - or other efforts to catch rain/storm water higher up the street and in the central area before they turn to torrents further down. Sustainable stormwater treatment that support Te Taiao
- Drinking fountains x2 - one in the reserve, and one lower down in the central spine
- Water and Power for events in the community plaza area
- Anchor points for temporary tents/marquees
- Better and more even lighting (and a professional Lighting/CPTED assessment done for the whole of Emily Place and Reserve to guide any lighting requirements). Shorter poles and visors to prevent light spill
- One swing
- Visually captivating Gateway treatments signage/markers at the top two northern street arms, that mark an entry/departure and celebrate local cultural heritage
- It would be good to see disabled parking if it were possible.
- Carriageways are all a maximum of 3.5m wide

CCRG believe that the cultural and heritage values of this site need more investment. Its significance to Auckland via it's mana whenua narratives, and Auckland's foundational history, need to be fully acknowledged, and then incorporated.

This project can do much to create a wonderful city centre square.

A model for other residential precincts.

It needs to be ambitious in meaningfully applying CCMP and climate principles and plans.

Now is not the time for half measures.

And our comments, along with support for the alternate proposal would also meaningfully enable Outcome 6.

We are also interested in what happens after - this is just one step, on a journey to create vibrant, safe, functioning, and interesting neighbourhoods, in Emily Place, and across the city centre, that celebrate Tāmaki, where people want to live, and businesses want to be adjacent to.

Adam Parkinson

Chair

Auckland City Centre Residents' Group

ccrg.org.nz

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