

# **Emily Place Improvement Project**

**Summary of public  
consultation during  
concept design phase –  
August to October 2023**



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## **Purpose of the report**

This report is a summary of public engagement activities and the feedback received during the public consultation on the Emily Place improvements project during the concept design and business case development phase.

The engagement summary outlines key findings across different feedback methods, including Online Survey (survey), Social Pinpoint Interactive Mapping Tool (interactive map) and community workshop.

This report outlines what was heard from each feedback channel during the engagement.

Please note that this report does not document Mana Whenua and local board engagement throughout this phase.

All feedback has been considered alongside Mana Whenua and Local Board input, project objectives, statutory requirements and budget.

## **Project background**

The Emily Place improvements project aims to provide a more people-focused street. This project and proposed improvements align with the City Centre Masterplan which focuses on making better use of city centre spaces and improving the quality of the environment.

### **Project objectives:**

The key objectives for the Emily Place improvements project are to:

- deliver a quality, accessible, attractive, distinctive and desirable public place
- create a destination that celebrates and responds to the cultural heritage and built form of the area
- provide a space that empowers local community-led placemaking and activation opportunities.

### **Innovating Streets for People Trial**

An Innovating Streets for People trial project was undertaken on Emily Place in 2021. The aim of this trial was to test temporary design ideas that helped create a more pedestrian-friendly and people-focused space.

Community feedback and engagement from the trial helped to shape the development of the draft concept plan presented during the 2023 public consultation.

## Engagement summary

Public consultation on the Emily Place improvements project ran from 18 August until 3 October 2023 and sought feedback on a draft concept plan illustrating proposed improvements for Emily Place. Feedback was received from people who live, work, recreate or move through Emily Place.

### How we engaged



Figure 1: Engagement and communication activities

### Key findings

The following provides an overview of the responses we received, mainly from the survey and the interactive mapping tool.

A survey with seven questions was hosted on Social Pinpoint. Respondents were able to download the information pack including the concept design to refer to.

The interactive mapping tool is an online platform on Social Pinpoint that allows people to comment on particular features or areas of a proposal.

#### Support / opposition for the plan and why

Support for the draft concept plan for Emily Place skews more in favour than opposed (39% of survey respondents were in favour vs. 24% opposed) while just over a third of survey respondents (36%) do not have a strong opinion positive or negative.

Across the interactive map feedback, 17% of comments provided were in support of a proposed design feature and 15% were opposed (all remaining comments were either general in nature or were centred on suggestions/feedback)

Among survey respondents, support for the plan is driven by an agreement that the changes are appealing/offer an improvement on the status quo (19%) and support for community/public spaces (9%). Opposition to the plan is largely linked to the two main themes: proposed removal of palm trees (12%) and resident only parking (7%). The negative feedback from the interactive mapping tool echoed the survey responses.

Mixed feelings from survey respondents stem largely from a feeling that more could be done to further improve the plan (15%) liking some but not all the changes (10%) and ensuring that the historical and cultural significance of Emily Place was properly addressed (9%).

**The following summarises the themes from across the different engagement methods:**

Overall project themes
Support for changes to enhance road safety/pedestrian safety and prioritisation of pedestrians (including crossings/intersection changes/safer walking paths/better accessibility)
Opposition to the removal of 4 established palm trees on the western side of the reserve
(Emily Place provides) a place to enjoy/be in nature/(open) green spaces
Support/desire for provision of cultural significance/heritage elements
Mixed sentiment about parking priorities within the community (need to balance short vs long term parking and consider residents needs e.g. priority resident parking/parking rights)
Open the stairs (at 2 Emily Place)
Have concerns relating to anti-social behaviour
Scope for more improvements to be made to the draft concept plan – community plaza/traffic flow improvements

### **THEME 1: Support for changes to enhance road safety/pedestrian safety and prioritisation of pedestrians (including crossings/intersection changes/safer walking paths/better accessibility)**

This theme was common to all parts of the engagement (survey, interactive map, and the community workshop).

Survey feedback included support/desire for measures related to enhancing pedestrian safety or prioritising their movements within Emily Place. More specifically, 60% of those responding to the survey were in support of the proposed changes to make the road safer while only 18% opposed. The main reasons behind this support are 'prioritisation of pedestrians/pedestrian safety' (23%) and support for speed bumps (9%). Safer crossing at the two intersections (Eden Crescent & Shortland Street) has been cited as the second most valued improvement in the survey (36% value this feature).

In the context of the interactive map, feedback also included a desire for crossing improvements and safety from speeding cars as well as other measures including handrails for the existing steps in the reserve, non-slip surfaces and ensuring paths weren't blocked/better accessibility. The feedback included 91 unique comments/net positive votes on the topic of pedestrian safety improvements/safer walking paths/better accessibility.

Feedback from the community workshop also included pedestrian safety, something seen as desirable for residents/those accessing the area on foot/using it as a thoroughfare. As well as the desire for safe

access, feedback here also included the need for non-slip paths and safety from vehicles. A submission from a body corporate representing 49 apartments also supported traffic calming measures aimed at enhancing pedestrian safety.

Although support for road safety changes skewed positive, 40% of survey respondents didn't overtly support the proposed changes to make the road safer. This is due to a belief that it is already safe enough (13%) as well as concerns that parking will in fact contribute to safety issues (11%). This is linked to the belief that more cars circling around looking for spaces negatively impacts pedestrian safety (with cars not always looking out for pedestrians).

*The original road design had vehicles travelling too fast, and wide radius corners mean drivers were looking for oncoming traffic but not pedestrians as they sped through. Pedestrians had to walk soooo far to get from one side to the other - an issue which made the area additionally unsafe for people with restricted mobility. The new design solves all these problems and makes the area so much safer for pedestrians, and as a result, all road users [SURVEY]*

*Ban scooters and bikes and fast-moving vehicles on the footpath (note the name!) It is a FOOTPATH. Where we live, we see the speed of cars as they come round the corner. The safety of pedestrians is often not considered [INTERACTIVE MAP]*

## **THEME 2: Opposition to the removal of 4 palm trees on the western side of the reserve**

Opposition to the palm tree removal was a sentiment common to both the survey and interactive map.

In the context of the survey, opposition to the palm tree removal was the main reason for opposition to the draft plan (12% citing this as a reason they were not in support of the plan). The palm tree removal was also seen to be a key reason why survey respondents felt the draft plan didn't support what is special about Emily Place (22%) and this is linked to potential negative consequences on the area e.g. birdlife or character/history of the space.

When survey respondents were asked to identify the features that they valued most in the draft plan, the 'removal of four palm trees in the reserve and replacement with two natives' achieved the poorest level of support (4%), further echoing opposition to this element of the plan.

When respondents were asked for feedback/suggestions to improve the draft plan, 'keeping the palm trees' was the most common piece of feedback (18%). Some struggled to understand the rationale for this change or thought it was a waste of money.

In addition to survey feedback, mapping feedback included 79 unique comments/net positive votes on the topic of opposition to the palm tree removal with reasons for this opposition including negative impacts on birdlife and the heritage/character of the area as well as enjoyment they bring to visitors.

*I would like for Auckland Council to retain the palm trees. They are part of the character of the place and its heritage." [INTERACTIVE MAP]*

*I am opposed to removing non-native plants from Emily Place as they have lived there long enough to be firmly established and provide sanctuary for a variety of birds. [SURVEY]*

### **THEME 3: (Emily Place provides) a place to enjoy/be in nature/(open) green spaces**

Emily Place's role as a space to enjoy/be in nature was a sentiment common to the survey and the community workshop. In the context of the survey this sentiment relates to the core benefit Emily Place offers visitors/users which is a quiet, open, green space seemingly 'hidden' from the hustle and bustle of the city centre. It offers an 'oasis' or 'sanctuary' and is a somewhere for users to enjoy nature, trees and the green spaces. The attributes linked to this sentiment include trees / enjoying the trees and green spaces / greenery and enjoying nature.

More specifically, when survey respondents were asked to identify which features they valued most in the draft concept plan 'greenery' rated as most popular (50%). This sentiment around nature/greenery was also reflected in what survey respondents deemed special about Emily Place with 25% citing 'a space of peace/tranquillity/calm,' 18% citing 'green space/open green spaces and 12% citing 'a place to enjoy/be in nature'.

When survey respondents were prompted, connecting to nature and relaxation ranked as the most important aspects for using the public space in mid Emily Place (75% and 70% net positive score respectively).

In the context of the community workshop, multiple user groups are seeking immersion with nature or a space to rest/enjoy/connect with nature.

*It is an oasis in the city to be able to sit and enjoy the trees and planting [SURVEY]*

*Greenery in mid-city provides a communal sanctuary which can be enhanced [SURVEY]*

### **THEME 4: Support/desire for provision of cultural significance/heritage elements**

This sentiment was captured within the survey and community workshops and centres on the cultural and historical significance that is attributed to Emily Place and the desire to see this clearly incorporated into the final design.

In the survey, 9% supported/desired more focus on heritage and/or culture in the proposed design and this was linked to the feeling that more could be done to bring these cultural/historical elements to life/make it more prominent (i.e. founding of Auckland, history of mana whenua).

Support for culture/heritage elements also emerged when survey respondents were asked to identify other uses that they deem important in mid Emily Place/what makes Emily Place special. Here, 14% believe 'a cultural/heritage location' is important while 26% feel 'the history/cultural significance of Emily Place' is what makes it special.

Community workshop feedback identified cultural significance/heritage elements as especially important to heritage enthusiasts (e.g. walking tour participants) and Tuku Whenua commemorators. To meet current and future usage considerations for these groups it was suggested that cultural considerations/taonga be included in the final design and that any future changes preserve the heritage of the space.

*Needs to make the Founding of Auckland (18 September 1840) central to the design [SURVEY]*

*Love the plans..but it does not do enough to focus on the stated intent to: Create a destination that celebrates and responds to the cultural heritage and built form of the area [SURVEY]*

## **THEME 5: Mixed sentiment about parking priorities within the community (need to balance short vs long term parking and consider residents needs e.g. priority resident parking/parking rights)**

Feedback to proposed parking changes was quite polarised and emerged from all touchpoints (survey, interactive mapping tool, community workshops and submissions). Parking feedback included the desire to balance both shorter- and long-term parking requirements all while ensuring residents are not negatively impacted in the process.

### **Parking number**

When survey respondents were asked about how they most want to use the public space in Emily Place 47% deemed parking as less important while 48% deemed it as very or fairly important, highlighting the degree of polarisation felt towards parking.

An analysis of all parking feedback identified that opposition to car park removal was more prominent in the survey (14% in opposition) relative to the interactive mapping tool (4% in opposition) where parking was less of a priority within the responses.

The reasons for/against parking removal were similar across both the survey and interactive mapping tool. Those in favour of removing parking saw this as providing benefits such as a reduction in traffic i.e. fewer parking spots mean fewer cars circling for a place to park (7%), creating a more pedestrian friendly area (4%), making the space a more pleasant space to visit/gather (3%) and making the space feel more safe/secure (3%). On the flip side, those in opposition to removing car parks saw them as a necessary provision for residents (10%) and the removal of this amenity could be isolating/cutting people off from visitors/friends/whānau or in some instances clients/customers (10%).

### **Resident parking**

Opposition to the removal of residents' car parks also came via a submission on behalf of a body corporate committee representing 49 apartments. Opposition from the body corporate submission was due to the belief that changes would disproportionately affect their residents, including many who are elderly, have limited mobility, or depend on their vehicles. The parking spaces directly outside the building were described as contributing to the quality of life for many residents and their removal would create stress and anxiety for them and in some cases may force a move away.

### **Loading and servicing / alternative parking solutions**

On the other hand, provisions for loading and servicing were deemed to be a moderately important aspect of the space in mid Emily Place (this aspect achieved a net positive score of 46% indicating a larger cohort were in favour of this aspect than opposed). Furthermore, across both the survey and social mapping tool, there was a desire expressed for short term parking options to cater to pick-ups/drop offs or loading zone type needs (4% in both touchpoints).

Community workshop participants were also invited to provide feedback specifically on the idea of relocating general parking space to loading zones. Feedback received on this sentiment was largely positive with a preference for short over long term parking and a view that loading zones were highly valued.

Both within the survey and interactive mapping tool respondents provided feedback/suggestions for alternative parking solutions. Within the survey 10% of respondents wanted to ensure parking security/priority for residents was kept and 4% wanted customers/visitors to be considered in the plan.



*I don't think residential needs are being addressed sufficiently - we bought our apartment with the understanding that we would have permit parking available, which my partner needs especially for work. We have made a significant investment in purchasing this apartment, and it seems unfair to have this undermined [SURVEY]*

*Please don't take away our residents' car parks. It is already hugely stressful any time there's an event at Spark Arena with visitors parking in the street - this will just make it harder for us. I can't see the point of doing this except to prioritise short-term visitors over people who live here [INTERACTIVE MAP]*

*In Auckland this is a rare example of a car dominated street being returned to something that can be used by residents rather than for cars circling to parking [SURVEY]*

*The pay and display parking should be removed as this causes prospecting for car parks bringing a lot of unnecessary traffic into Emily Place [SURVEY]*

#### **THEME 6: Open the stairs (at 2 Emily Place)**

A sentiment unique to feedback from the interactive map, a cohort of the community would like the stairs on lower Emily Place to be re-opened.

More specifically, 80 unique comments/net positive votes were received in the topic of stair re-opening and although there is some acknowledgement that the stairs fall outside council jurisdiction, there are concerns that these closed stairs attract undesirable behaviour and there is some desire to re-open them to provide a useful thoroughfare.

*Please re-open the stairs. They were presumably part of the original consent that allowed the developer to add more floorspace. There are well-known CPTED techniques to insure it's safe and not inhabited by rough sleepers [INTERACTIVE MAP]*

*Agree to reopening. It won't make an ounce of difference to the already increasing taking and homeless we are seeing, but it certainly is convenient. Especially for those not wanting to walk down an already dim lit Emily place.*

*Potentially installing extra lighting in the stairwell will discourage people sleeping or stopping there [INTERACTIVE MAP]*

## THEME 7: Have concerns relating to anti-social behaviour

This theme existed almost exclusively within the survey and feedback here included concerns with the pedestrian friendly areas attracting unwanted anti-social behaviour including crime, tagging, and fighting. In addition, the proximity of Emily Place to downtown area is a concern as it attracts crowds of anti-social people through the area creating excessive noise.

Within the survey, 5% of respondents cited concerns relating to anti-social behaviour as part of their feedback/suggestions for how to improve the draft concept plan.

*It is a concern that the typically rowdy, and anti-social Fort St crowds could be naturally directed up Emily Pl and towards the lovely terraces and seating area [SURVEY]*

*Keeping it safe for families and finding ways to keep the crazies away, the smokers, alcoholics and homeless. As a woman, everything I step outside I feel terrified that I will get attacked, harassed anything. I would like Emily place to be a safe friendly haven [SURVEY]*

## THEME 8: Scope for more improvements to be made to the draft concept plan (community plaza/traffic flow improvements)

This sentiment was captured to some degree across all engagement methods. Feedback on this theme tended to be more generic within the survey but more focused within the interactive map and community workshop.

When survey respondents were asked for their reasons why they supported/did not support the draft plan, 15% felt there was scope for more/different improvements to be made such as a better sense of community/space, limiting the focus on cars/parking, further prioritisation of pedestrians/ pedestrian safety and aesthetics.

Feedback from the interactive map also included the desire for improvements to the community space/plaza area (71 unique comments/net positive votes), pedestrian safety (91 unique comments/net positive votes) and traffic flow (61 unique comments/net positive votes).

Traffic flow improvements centred on structural changes such improving turning spaces, changes to traffic direction and traffic restrictions. These traffic related improvements would be seen to aid pedestrian safety, accommodate large vehicle types, minimise disruption to pedestrian areas and mitigate confusion and congestion.

The most common suggestion for the community plaza area included a desire for a flat space for gatherings/events. Community workshop feedback echoed the desire for flat/open spaces for community gatherings and to foster community connection.

*There is still traffic travelling the wrong direction down this one-way street (whether they are aware or not is debatable). Can there be improved signage or other ways to deter this? [INTERACTIVE MAP]*

*But these spaces are tiny. Is it possible to have larger level areas where more people can gather? [IN REFERENCE TO MID EMILY PLACE PLAZA - INTERACTIVE MAP]*

*A good start but could be more ambitious around prioritising people and the reallocation of street space to a lot more uses than parking and vehicle movement. There's no reason to prioritise private car parking when we have so many other demands and better uses for street space like loading and servicing, disabled and car share parking, drop offs/pick-ups, green rain gardens, bike and scooter parking, trees and lots more community space.. [SURVEY]*

# How we engaged

## Target audience

Participation wasn't limited to a geographical or interest area – anyone with an interest was able to participate in the process - we actively targeted promotion to those with the following relationships to Emily Place:

- Live in or around Emily Place
- Work in Emily Place
- Own a business that operates in the Emily Place neighbourhood
- Own a property in Emily Place
- Students at nearby universities
- Regularly visit or pass through Emily Place, or bring my whānau or friends here
- Advocate for members of the Emily Place neighbourhood
- Those working on linked projects

The focus area for the geographical community outreach for Emily Place defined where the physical door knocking, poster and flier distribution and rates database notification outreach occurred. The streets targeted were:

- Eden Crescent
- Shortland Street down to Fields Lane (extended after consultation with Waitemata Local Board)
- Princes Street (final block, past the Northern Club)
- Waterloo Quadrant
- Parliament Street
- Short Street (top end)
- Beach Road (between Customs Street and Anzac Avenue)



Figure 2: Focus area for the geographical community outreach

## Engagement and communications activities

Engagement was delivered by Auckland Council project team staff, alongside Aaiotanga Community Space

Public engagement on the draft concept design began on 18 August 2023 and was originally planned for one month. The end date was extended to a 6-week total period to widen participation.

A project web page (ProgressAKL.co.nz) was established that directed people to an online Social Pinpoint page where they were given the opportunity to:

- learn about the design intent by downloading a draft concept plan and the rationale behind the proposed concept,
- complete a survey about the proposed design,
- provide comments on an interactive map and
- watch a recording of the design team presenting the design at an online information session held early in the engagement process.

A project specific email address [emlyplace@aucklandcouncil.govt.nz](mailto:emlyplace@aucklandcouncil.govt.nz) was also available if people had questions or wanted to provide feedback this way (submissions via email were received this way).

An online information session was hosted that gave the participants an overview of the project, explained the design rationale and provided time for questions and answers from the public.

Aaiotanga Community Space supported the outreach for the project by door knocking, putting up posters, connecting with their community networks and databases, targeting businesses, building managers and body corporates. They hosted a number of informal conversations that explained the design and how to participate fully in the online engagement process. Two have your say drop-in sessions were hosted at their space to support people to participate online.

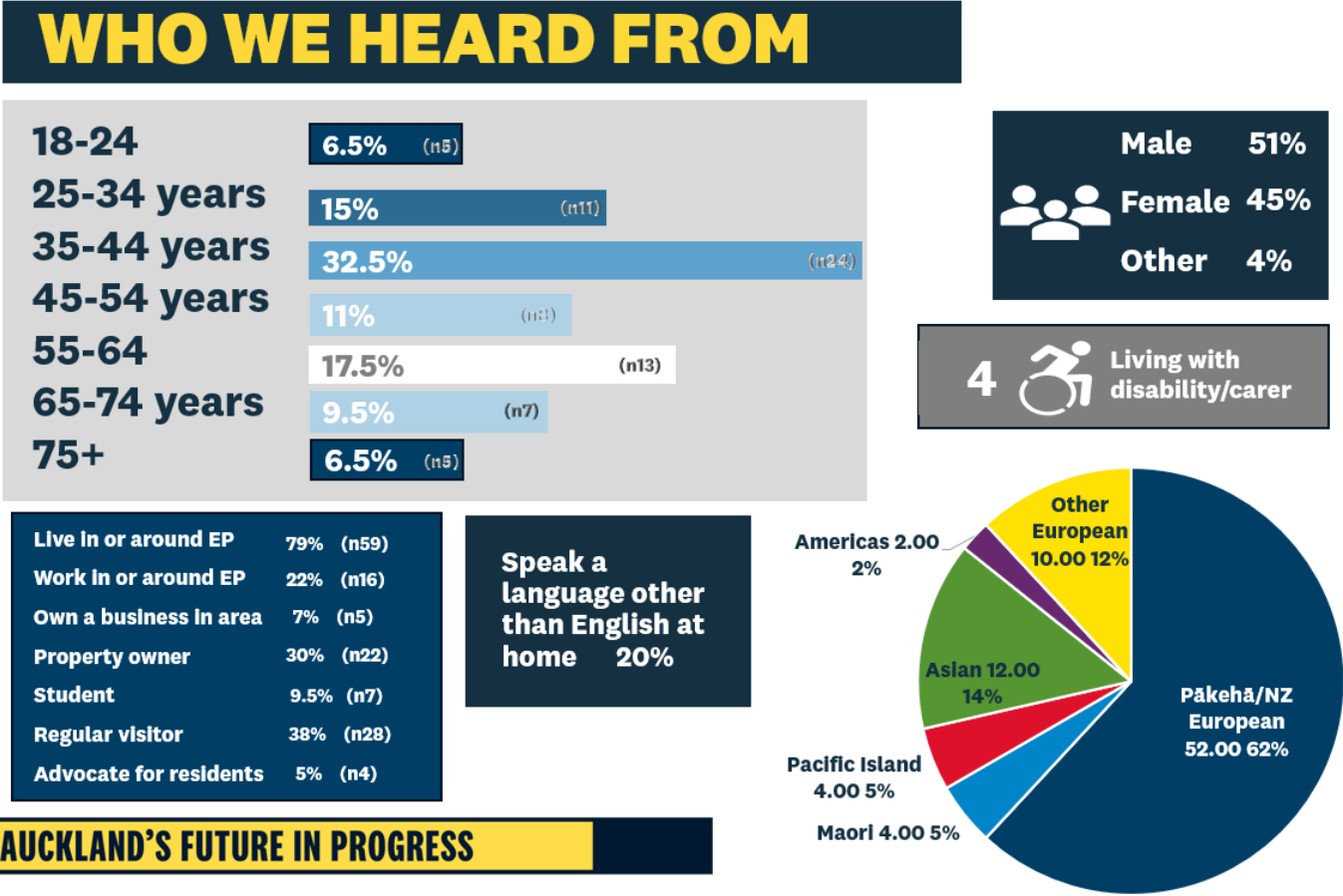
A community workshop was also held after the closing of the social pinpoint map and survey. The purpose of this workshop was to give the local community an opportunity to do a 'deeper dive' into aspects of the draft concept plan with the project team.

Engagement activities	Communications activities
<b>ONLINE</b> <ul style="list-style-type: none"> <li>• Online information session</li> <li>• Electronic survey</li> <li>• Interactive online map</li> </ul> <b>FACE TO FACE</b> <ul style="list-style-type: none"> <li>• Exhibition of design at (Aaiotanga Community Space)</li> <li>• Drop-in session (Aaiotanga Community Space)</li> </ul> <b>GROUP:</b> <ul style="list-style-type: none"> <li>• Online information session</li> <li>• Community workshop</li> <li>• Kitchen table conversations (Aaiotanga Community Space)</li> </ul> <b>INDIVIDUAL</b> <ul style="list-style-type: none"> <li>• Submissions</li> <li>• Survey (hardcopy)</li> </ul>	<ul style="list-style-type: none"> <li>• Design information pack</li> <li>• ProgressAKL.co.nz project page</li> <li>• Have Your Say page redirect</li> <li>• E- newsletter updates</li> <li>• Posters/flier</li> <li>• Networking emails</li> <li>• Ratepayer notifications</li> <li>• Emails</li> </ul>

# Survey responses and themes

A survey with seven questions was hosted on Social Pinpoint. Respondents were able to download the information pack including the concept design to refer to. A mix of qualitative and quantitative questions were included. 74 people completed the survey online.

## Who we heard from in the survey

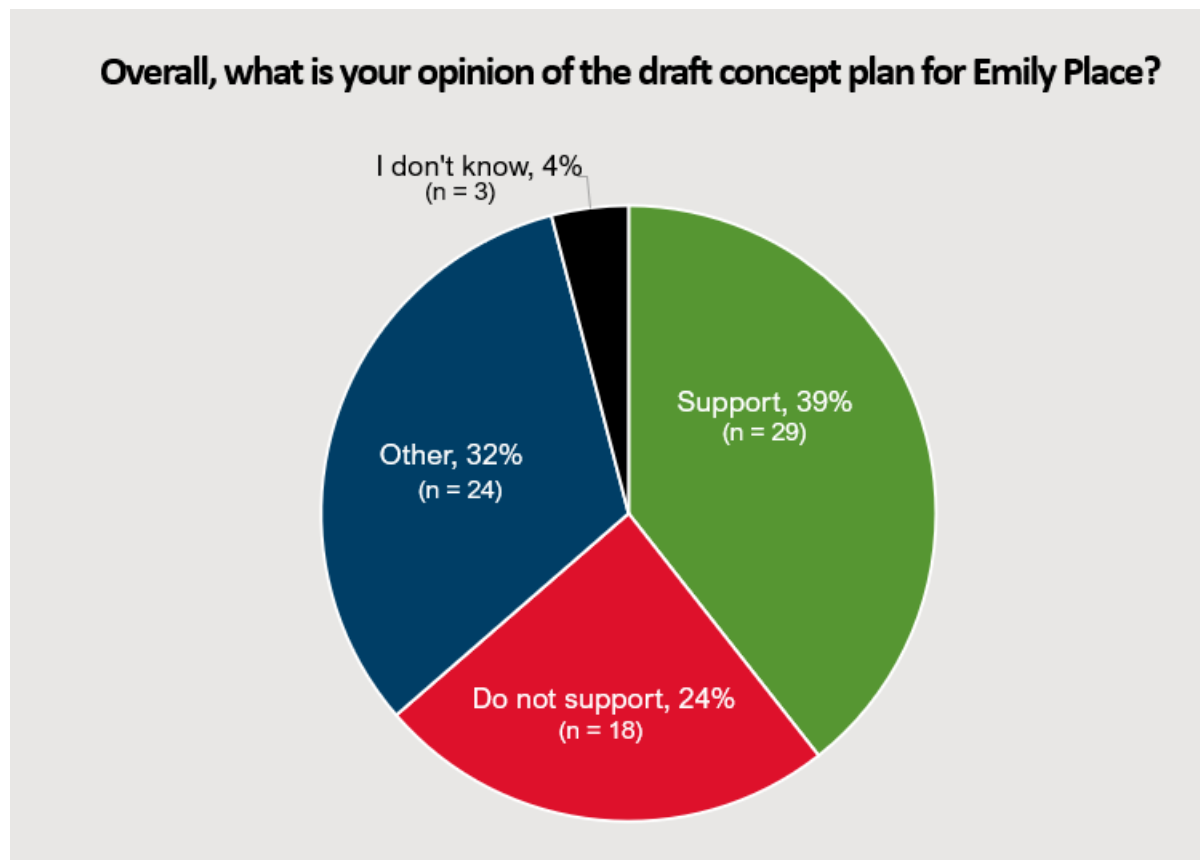


Most survey respondents (80%) use a public space within Emily Place weekly or more often.

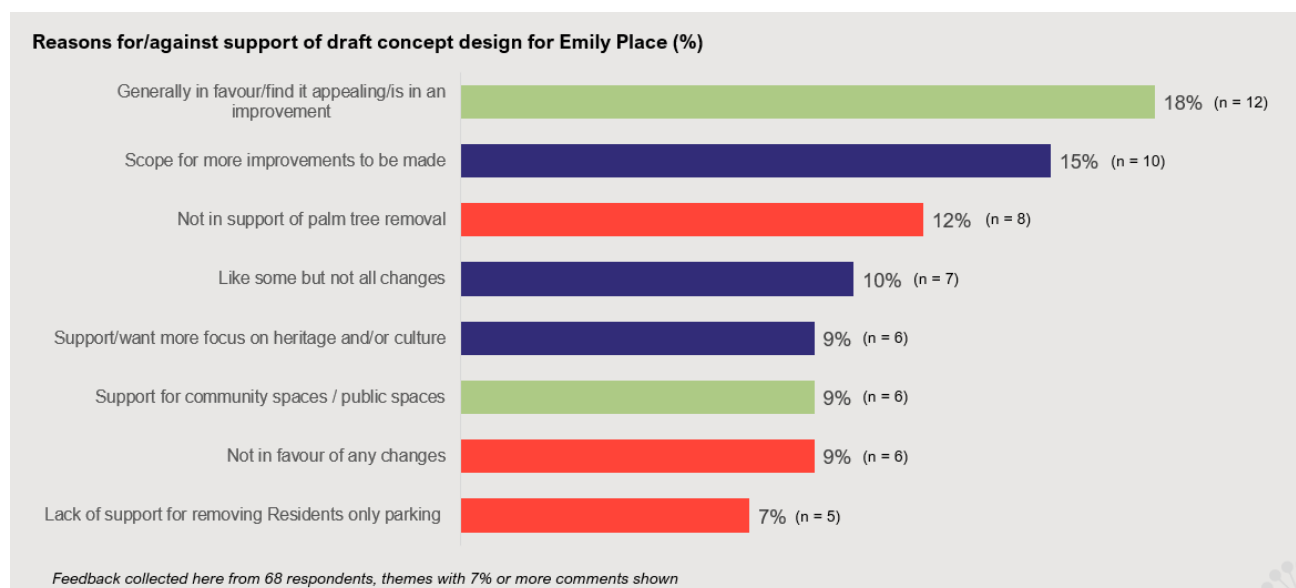
## Survey findings

### Question 1: Overall, what is your opinion of the draft concept plan for Emily Place?

39% of survey respondents support the draft concept plan and around a quarter (24%) do not. Those without a strong opinion either way (accounting for about 36% of respondents) indicated a range of views, for example, supporting some aspects of the draft concept plan but not others.



### Tell us why – reasons for support/opposition of the draft concept design for Emily Place



## THEME

### **Generally in favour/find it appealing/is in an improvement (n=12)**

Sentiment here came from respondents who expressed being in favour of the changes and felt the changes offered an improvement or were headed in the right direction. There was the sense among some that the changes were an improvement to the temporary fixes currently being utilised.

### **Scope for more/different improvements to be made (n=10)**

This sentiment came predominantly from those who were in favour or felt mixed about the plan (responded other when asked if they were in favour). Those feeling this way felt the plan could be further extended / developed and those that did elaborate provided suggestions around a sense of community/space (n=3) limiting the focus on cars/parking (n=3) further prioritising pedestrians/ pedestrian safety (n=1) and aesthetics (n=1)

### **Not in support of palm tree removal (n=8)**

This feedback came from opposers of the plan and captures the desire for the palm trees (that were proposed to be removed) to remain in the park.

### **Like some but not all the changes (n=7)**

Feedback on this theme came from those who were mixed towards the draft concept. Those with this view expressed support for some improvements or principles of the design but were against others. Where specifics were provided, one respondent was against the palm tree removal and another was against the emphasis given to parking.

### **Support/want more focus on heritage and/or culture (n=6)**

Support for this aspect came mostly from those who were mixed in response to the draft concept plan. This captures the sentiment around Emily Place being a place of cultural and historical significance and the desire to ensure this is represented in the final design (i.e. founding of Auckland, mana whenua)

### **Support for community spaces / public spaces (n=6)**

This theme focused on the concept providing a space for the community; one that would be enjoyable, enticing and provide for the wellbeing of the community.

### **Not in favour of any changes (n=6)**

Sentiment here came from those opposing the changes in general with reasons being 'not worth the cost' (n=2), focusing on minor improvements to what is there rather than making any changes (n=2), 'being impractical' (n=1), not aligned to community needs (n=1)

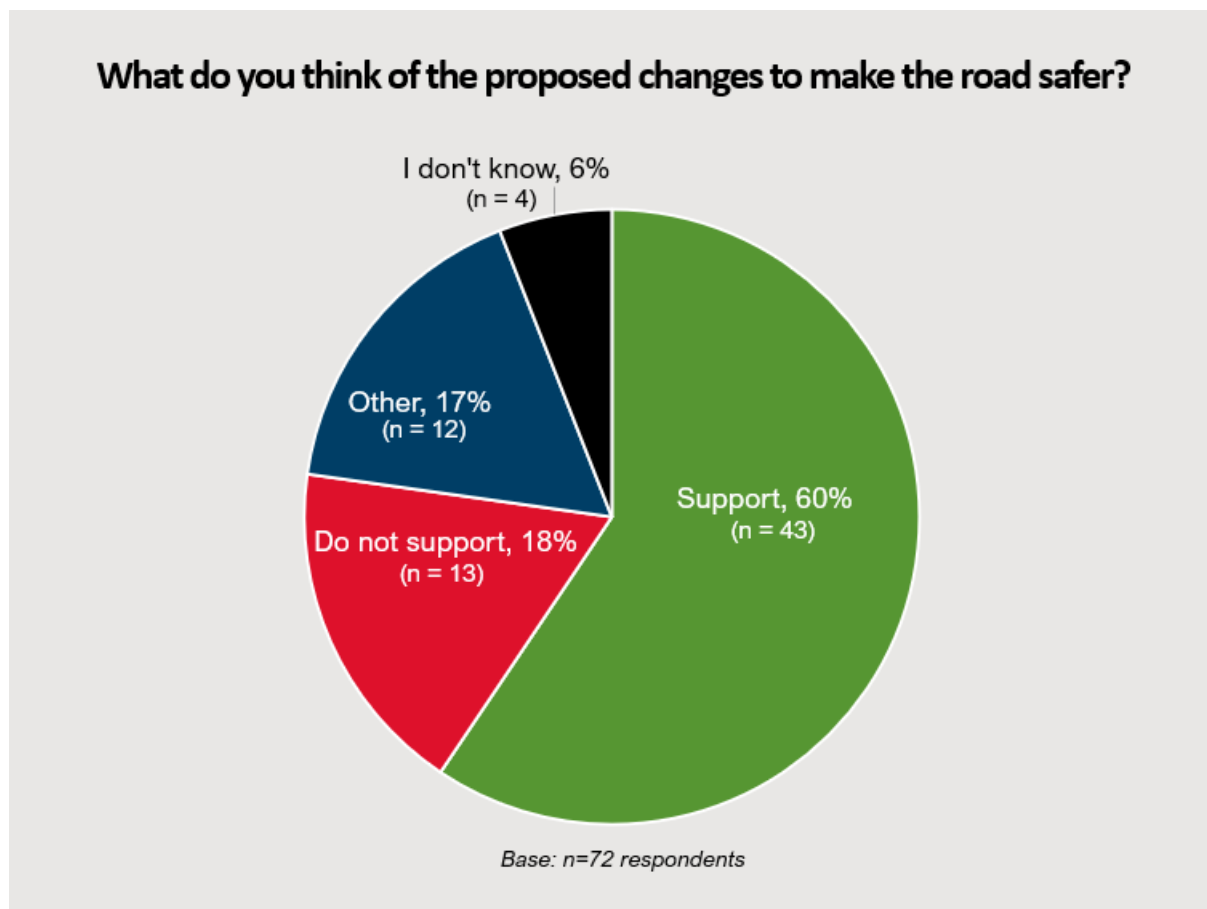
### **Lack of support for removing residents only parking (n=5)**

This was a negative aspect of the plan felt by some who saw resident only parking as a priority and not something to be removed. Some felt it was taking away a right or long-standing agreement held by those who reside in the area.

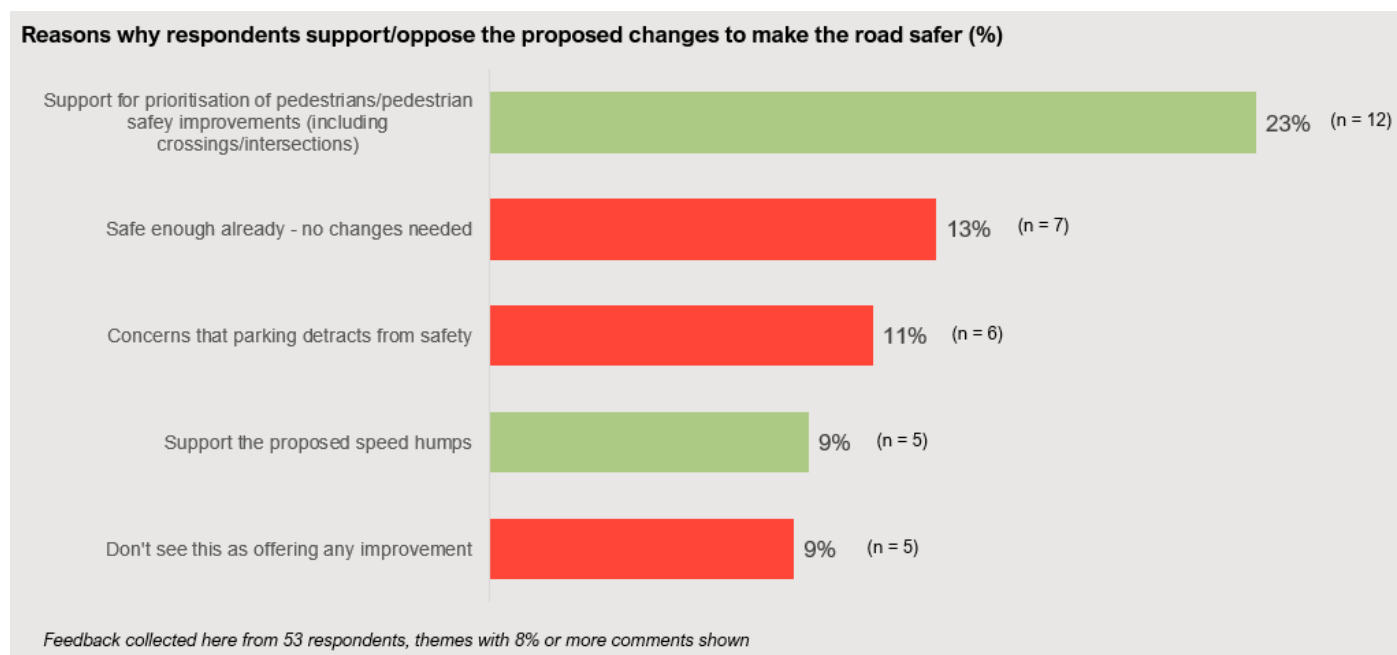


## Question 2: What do you think of the proposed changes to make the road safer?

60 per cent of respondent's support features in the draft concept plan intended to improve road safety. Those who indicated 'other' as a response tended to have mixed views, supporting some features but not others.



## Tell us why: reasons for response to whether proposed changes make the road safer



## THEME

### Support for prioritisation of pedestrians/pedestrian safety improvements (including crossings/intersections) (n=12)

Feedback on this theme came from those who supported the proposed changes to make the road safer. They felt that changes would bring an increased sense of safety when travelling through the area on foot or with children/grandchildren. Some currently feel unsafe as pedestrians due to speeding vehicles or drivers not looking out for pedestrians when crossing.

### Safe enough already - no changes needed (n=7)

This captures the belief felt by some that there is no need to make any changes as they don't feel the area is unsafe to begin with. Therefore, the majority here do not support the proposed changes to make the road safer.

### Concerns that parking detracts from safety (n=6)

The majority who expressed this sentiment are mixed towards the proposed changes to make the road safer (selecting other or 'don't know'). Those with these concerns feel that with parking comes more cars circling around looking for spaces, which in turn negatively impacts pedestrian safety (with cars not always looking out for pedestrians).

### Support the proposed speed humps (n=5)

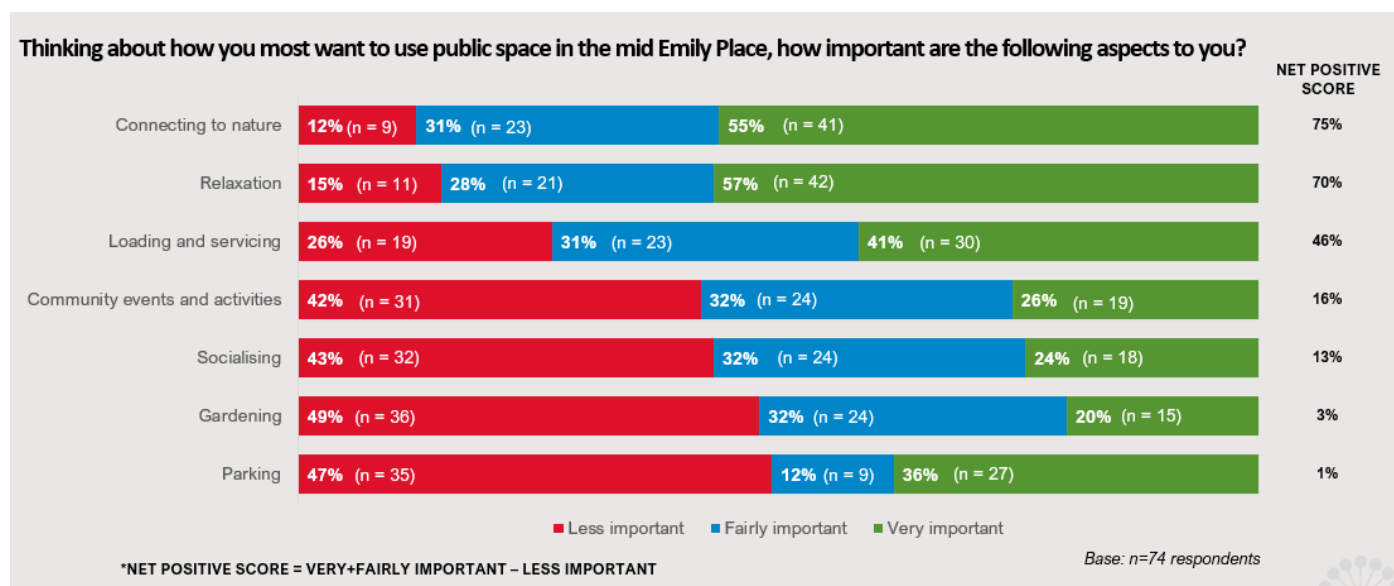
Those in favour of the proposed speed humps are also all in favour of the proposed changes to make the road safer. Most didn't elaborate further on the reasons for their support with only one mention linking this to increased safety.

### Don't see this as offering any improvement (n=5)

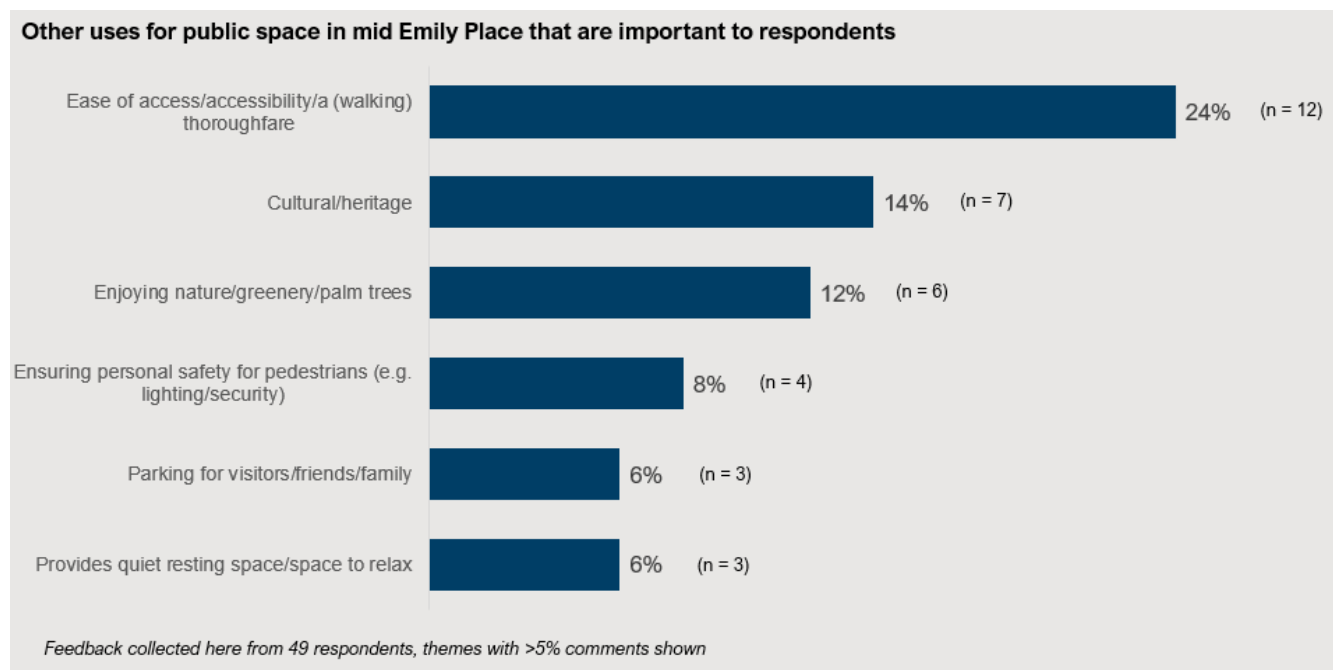
Some felt the proposed changes didn't clearly offer any improvement to the current situation. Feedback here included concerns that the changes would cause confusion or were focused on changes that wouldn't benefit road/pedestrian safety.

## Question 3: Thinking about how you most want to use public space in mid Emily Place, how important are the following aspects to you?

Connecting to nature, relaxation and loading and servicing needs are the three aspects with the highest important net positive ratings among respondents (net positive scores of 75%, 70% and 46%). Socialising, gardening, parking are identified as being less important (net positive scores of 13%, 3% and 1% respectively)



## What other uses are important to you?



### THEME

#### **Ease of access/accessibility/a (walking) thoroughfare (n=12)**

Emily Place offers the ability for users a thoroughfare / accessway into or out of the CBD. Some describe it as an easy walk (n=2) while others find it aesthetically pleasing (n=2).

#### **Cultural/heritage (n=7)**

Emily Place is viewed by some as a location of cultural / historical significance and acknowledging this is important to those who feel this way.

#### **Enjoying nature/greenery/palm trees (n=6)**

Those with this feedback enjoy taking in/viewing the nature aspects (e.g. trees, nature, birds) Emily Place offers its visitors/users.

#### **Ensuring personal safety for pedestrians (e.g. lighting/security) (n=4)**

A small cohort place value on ensuring Emily Place provides a safe access route which can be facilitated by addressing crime and anti-social behaviour and providing better lighting.

#### **Parking for visitors/friends/family (n=3)**

Some place value on parking, specifically for their needs i.e. friends/whānau visiting or for clients.

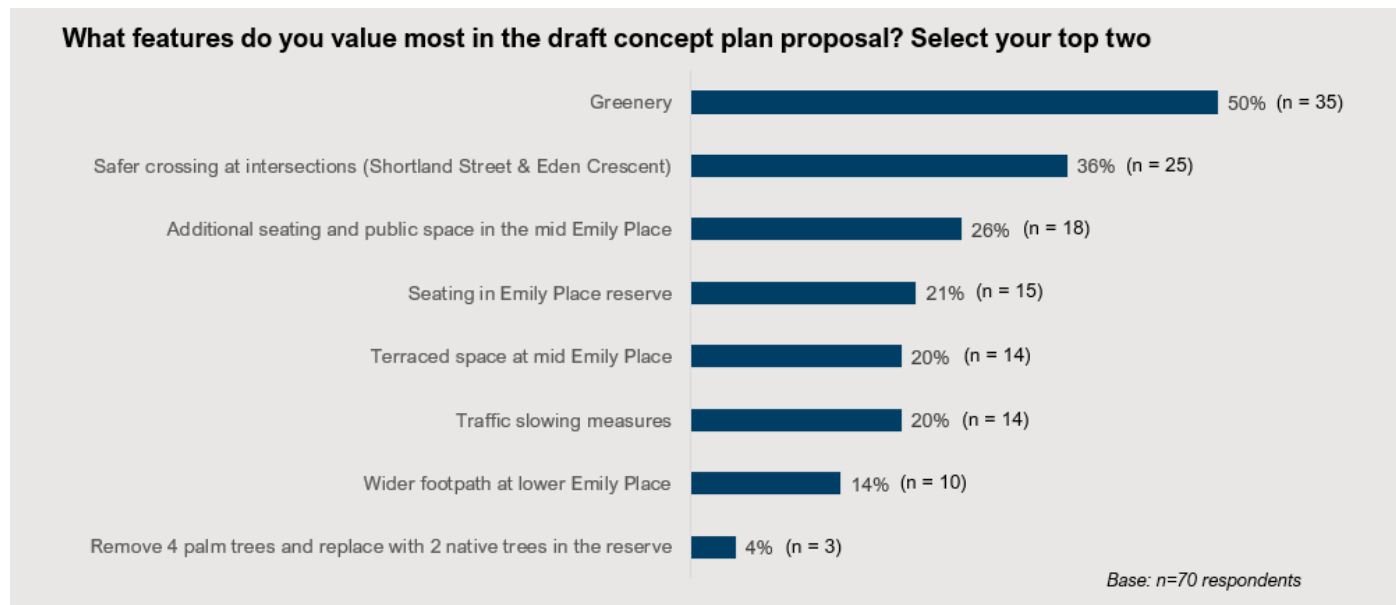
#### **Provides quiet resting space/space to relax (n=3)**

Emily Place offers some visitors a peaceful/quiet respite from the busy city/workday.

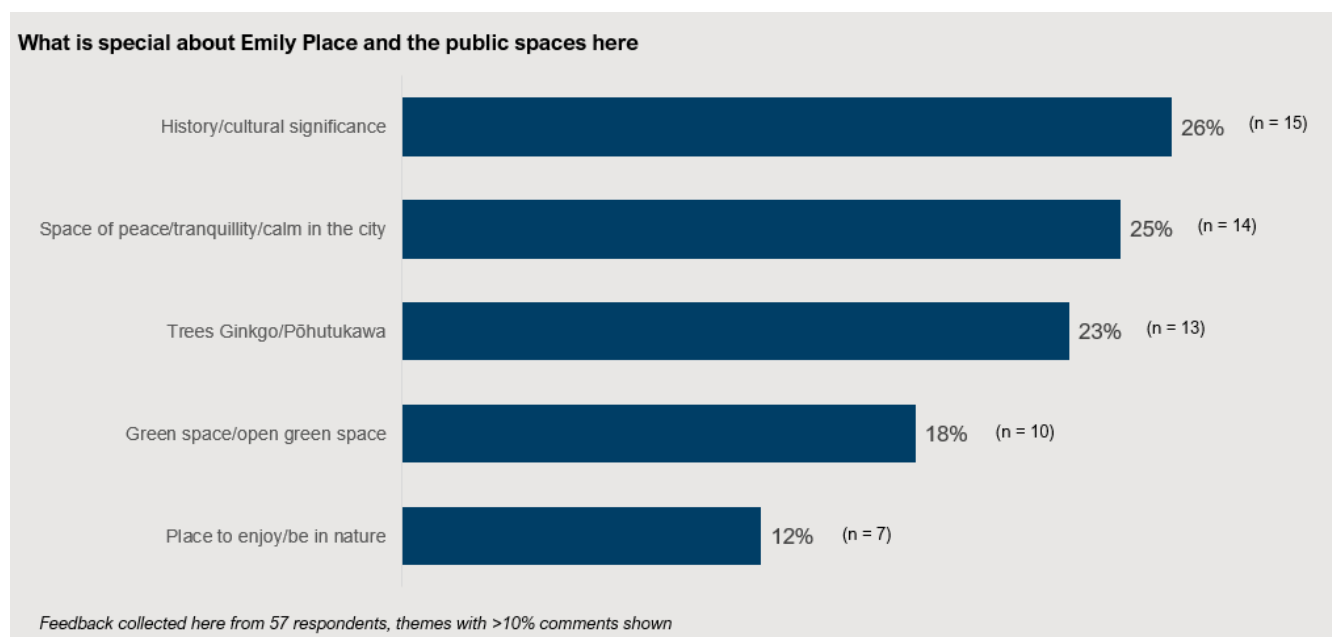
#### Question 4: What features do you value most in the draft concept plan proposal? (Select your top two).

The features that the highest number of respondents identified as being of most value to them are:

- Greenery (50%)
- Safer crossing at intersections (Shortland Street and Eden Crescent) (36%)
- Additional seating and public space in mid Emily Place (26%)



#### Question 5: What is special about Emily Place and the public spaces here?



#### THEME

##### History/cultural significance (n=15)

Over a quarter of those responding to this question deemed Emily Place to be special due to links with cultural and historical significance. Specific mentions included its location as a founding site (n=4) the heritage buildings (n=3) and the history in general (n=3).

##### Space of peace/tranquillity/calm in the city (n=14)

## THEME

Emily Place is believed to provide its visitors a calm, quiet, peaceful spot and given its proximity to the city it is seen as a bit of an escape from the noise and bustle, an 'oasis' in the city centre.

### **Trees including Ginkgo/Pōhutukawa/Palm (n=13)**

This sentiment captures the appreciation for the trees within Emily Place and some feel they are synonymous with Emily Place and are part of its character. Most mentioned trees in general with few specific mentions for the Ginkgo, palm trees and Pohutukawa.

### **Green space/open green space (n=10)**

This sentiment captures the appreciation for the green spaces on offer within Emily Place and some see these are special/unique within the city centre area.

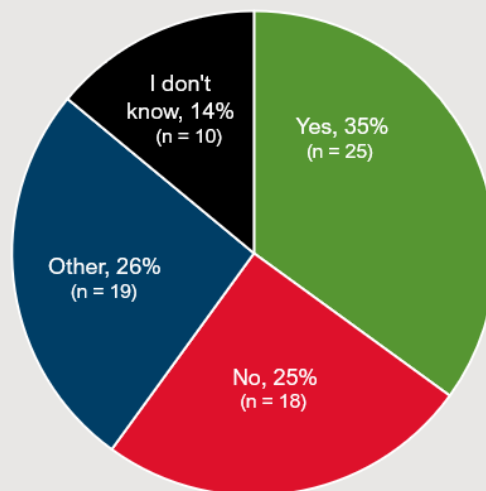
### **Place to enjoy/be in nature (n=7)**

The sentiment here captures the immersion of users with nature i.e. stopping and or sitting and taking the opportunity to enjoy the nature aspects within Emily Place which includes green spaces/trees - either alone or with others.

## **Question 6: Does the draft concept plan support what you think is special about Emily Place and the public spaces here, or not?**

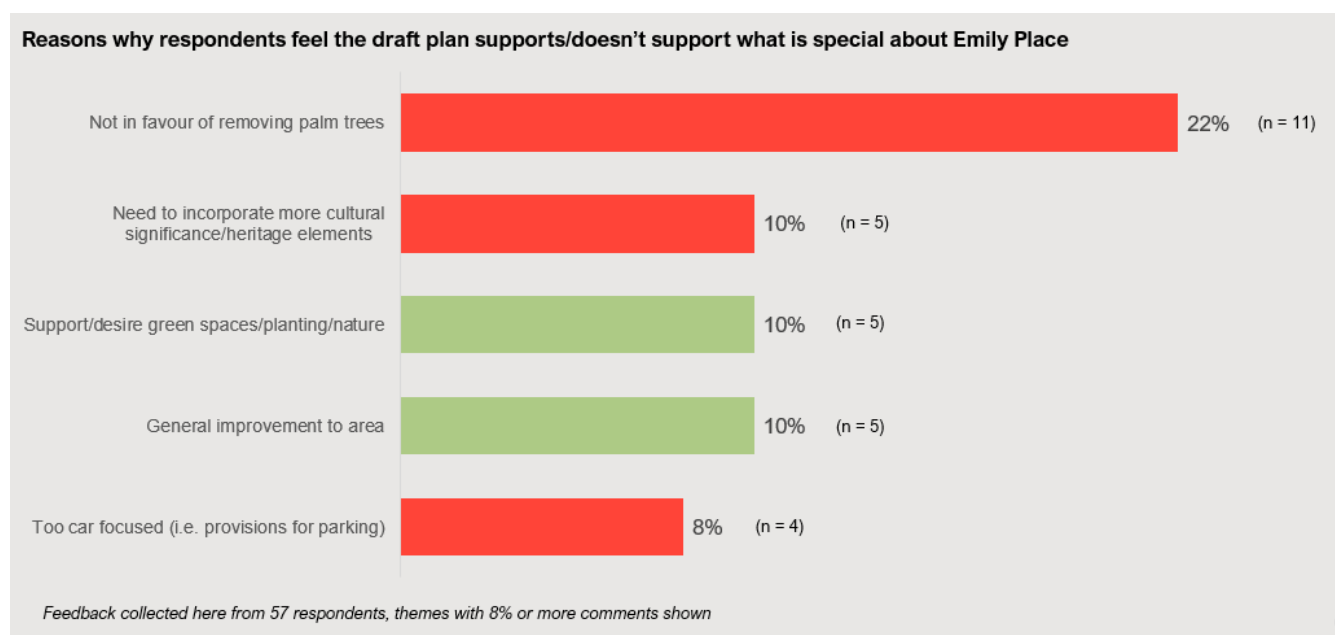
Just over a third (35%) of respondents believe that the draft concept plan supports what is special about the Emily Place's public spaces. Those respondents who did not agree equated to 1 in 4 (25%) respondents, a similar percentage to those who had mixed responses to this survey question.

Does the draft concept plan support what you think is special about Emily Place and the public spaces here, or not?



Base: n=72 respondents

## Tell us why: reasons about why or why not the concept plan supports what is special about Emily Place



### THEME

#### **Not in favour of removing palm trees (n=11)**

Opposition of the removal of palm trees was predominantly felt by those who felt the draft plan didn't support what is special about Emily Place or were mixed (citing other). Most opposed without a particular reason but those that did saw it as something that would have a negative impact on the area (n=3) or character of the space (n=1) or deemed it 'unnecessary' (n=1).

#### **Need to incorporate more cultural significance/heritage elements (n=5)**

Some (mostly with mixed views) felt the historical significance of Emily Place wasn't reflected strongly enough and more could be done to ensure this was more prominent.

#### **Support/desire green spaces/planting/nature (n=5)**

Greenery/green spaces were viewed in a positive light and seen as an enhancement to the area. Those who felt this way tended to be positive or mixed towards the draft plan supporting what is special about Emily Place.

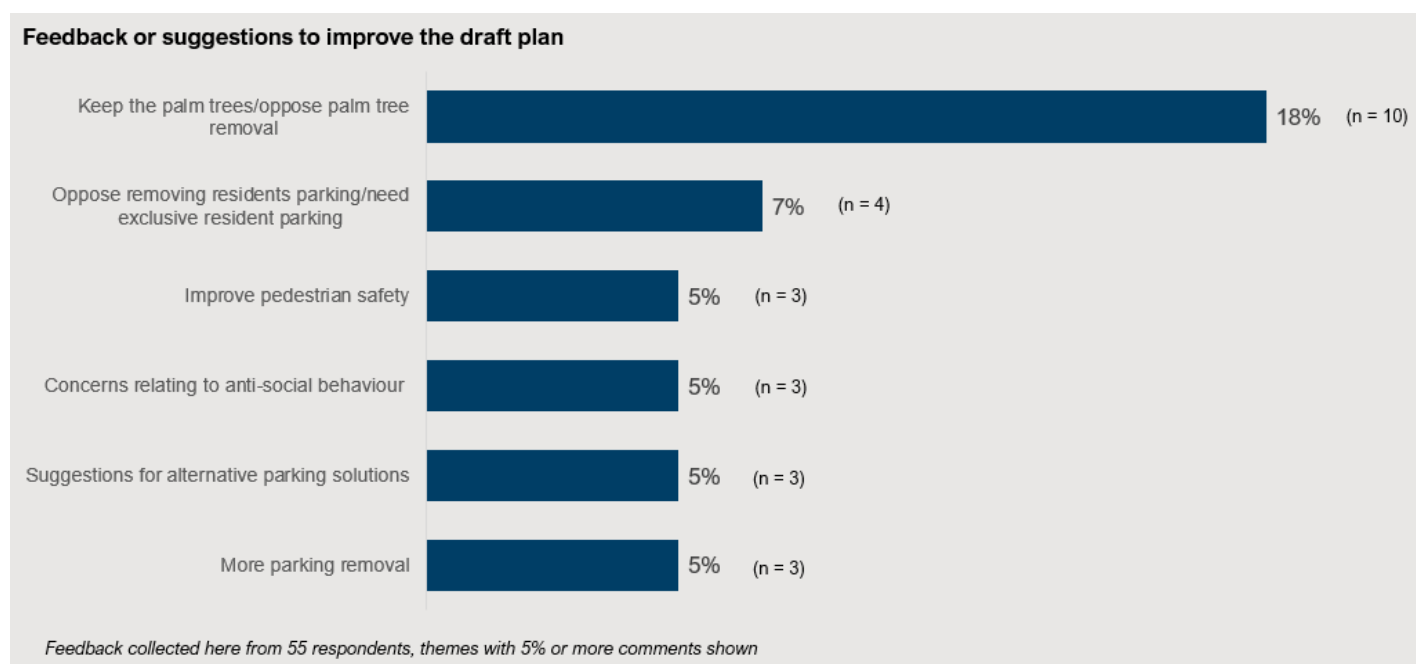
#### **General improvement to area (n=5)**

This sentiment was very generalised and felt amongst those who were either positive or mixed towards the draft plan supporting what is special about Emily Place. Comments here expressed gratitude for the work being done and the proposed plans being an enhancement/improvement.

#### **Too car focused (i.e. provisions for parking) (n=4)**

Some felt the draft concept plan still catered a bit too much for cars in terms of retaining parking provisions and there was a sense that this could be better redirected towards more public spaces.

## Question 7: Do you have any other feedback or suggestions on how we could do to improve the draft concept plan?



### THEME

#### **Keep the palm trees/oppose palm tree removal (n=10)**

The prominent theme for feedback/suggestions centred on opposition to palm tree removal. Those who provided specific feedback struggled to understand the rationale for this change (n=3) or thought it was a waste of money (n=2)

#### **Oppose removing residents parking/need exclusive resident parking (n=4)**

A small cohort were opposed to removing resident's car parks as it provided security for residents and shifted the priority to short term parking use which was viewed negatively.

#### **Improve pedestrian safety (n=3)**

Feedback here included specific mentions of changes that would improve safety for pedestrians and included a comment on adding speed bump in the mid-section and improving pedestrian visibility on Eden Crescent

#### **Concerns relating to anti-social behaviour (n=3)**

Some are concerned that due to its proximity to the CBD it attracts visitors displaying anti-social behaviour or those using the park for anti-social activities (drugs, drinking etc)

#### **Suggestions for alternative parking solutions (n=3)**

A few expressed a desire for alternative parking options, and this included short-term parking during business hours, after hours resident only zones, off street parking for service/trade vehicles.

#### **More parking removal (n=3)**

This sentiment included those who wanted more parking removed or no parking altogether.



## Interactive map responses and themes

The interactive mapping tool is an online platform that allows people to comment on particular features or areas of a proposal. The Emily Place improvements project map received 311 comments during public engagement from 63 individual commenters.

For reporting purposes, mapping comments have been matched against different category themes as illustrated in the following table. (Note that comments under these themes are not necessarily from people with the same views. For example, under the theme ‘vehicle parking’ a range of opinions have been captured, such as people who want more parking, less parking, no parking, more loading zones etc).

The numbers below don’t refer to the number of individual commenters, but the overall comments themselves.

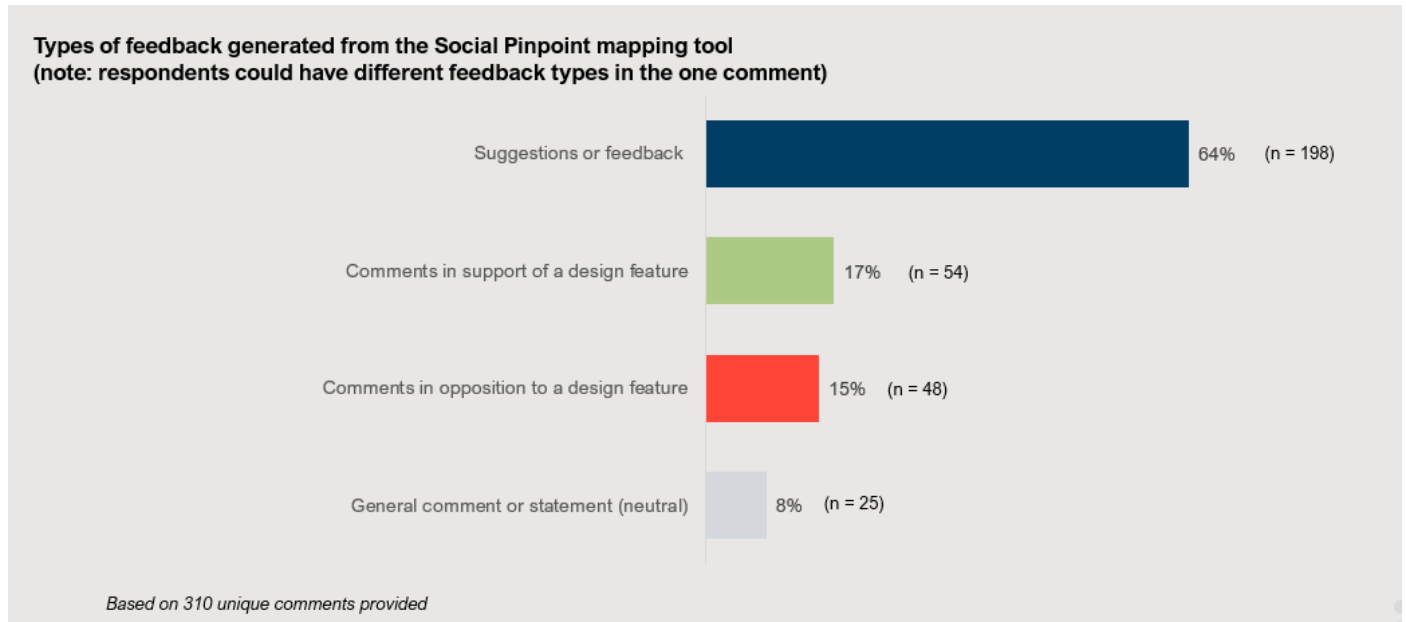




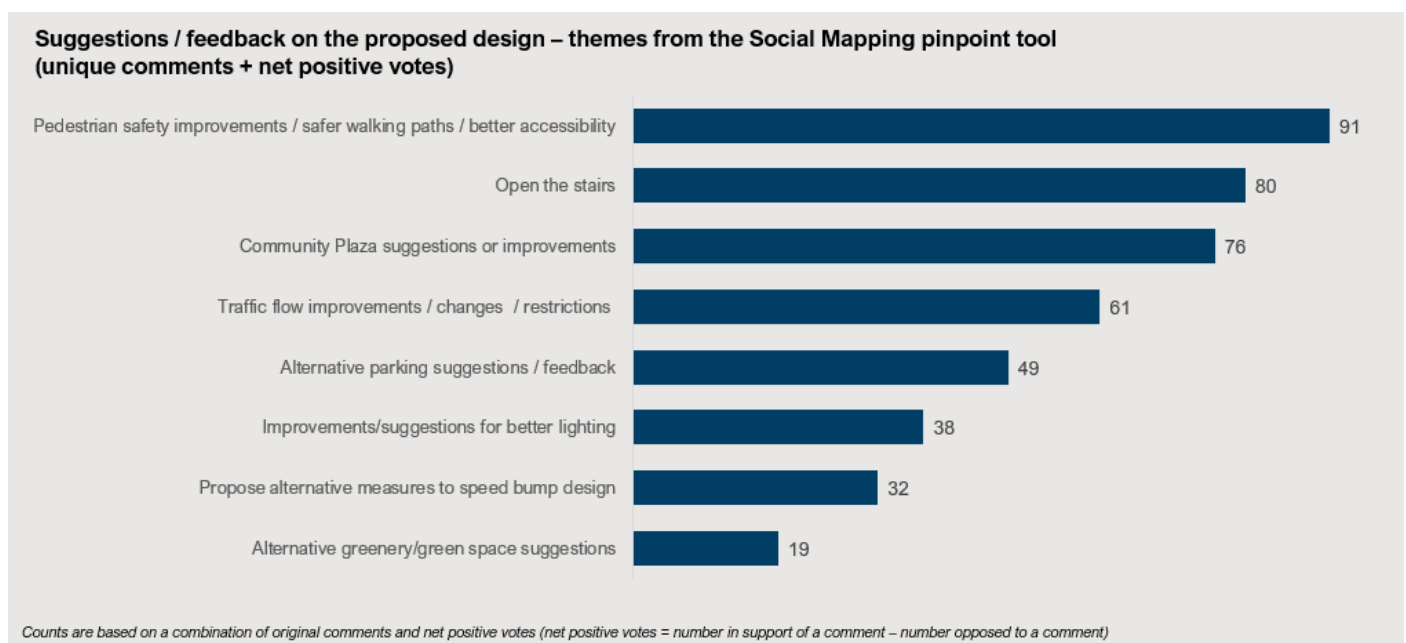
## Interactive mapping comments – theme analysis

In total 310 unique comments were received as part of the Social Pinpoint mapping tool (some comments were multi-faceted and could include both a comment in support / opposition to a feature as well as suggestions/feedback)

Most of these comments (64%) related to suggestions or feedback on the design features. Just under 1 in 5 comments (17%) mentioned opposition to a feature and 15% included support for a feature.



The most common themes for suggestions/feedback related to pedestrian safety improvements, opening the stairs, Community Plaza suggestions/improvements and changes/restrictions/improvements for traffic flow.



**Detailed breakdown of themes for feedback/suggestions, with supporting quotes to highlight these themes**

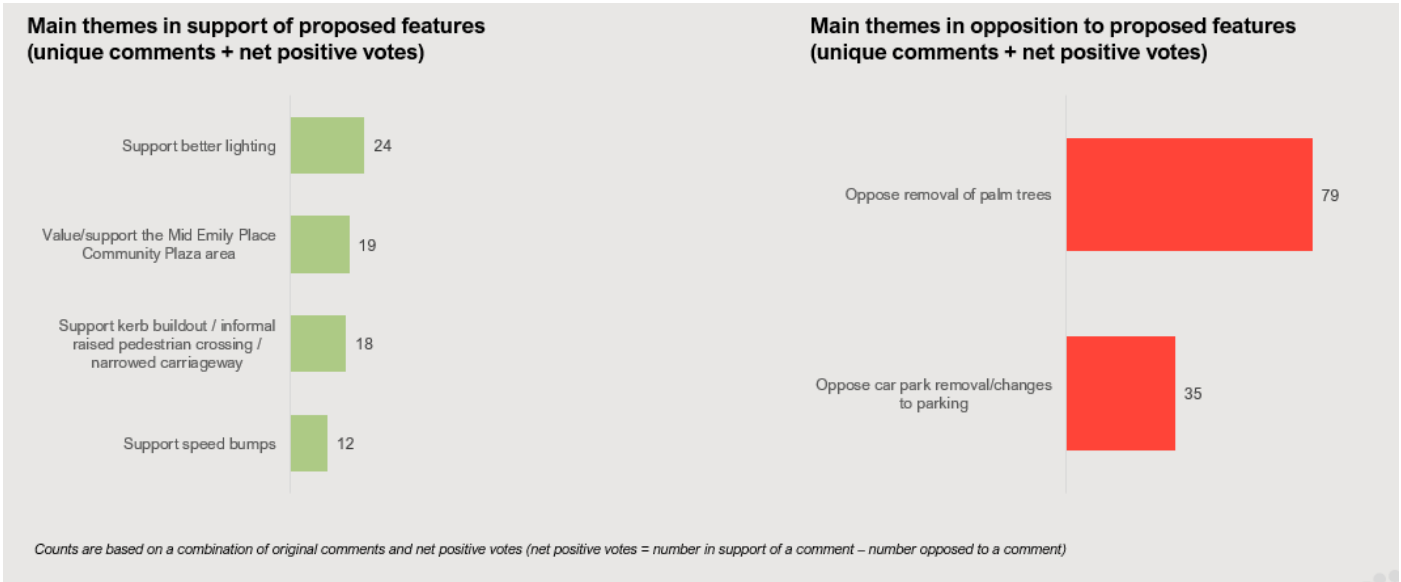
Theme	Quotes
<p><b>Pedestrian safety improvements / safer walking paths / better accessibility (original comments + net positive vote count = 91)</b></p> <p>These comments linked back to an overarching theme of improved safety / accessibility for pedestrians. This included improvements to pedestrian crossing areas, safety measures such as handrails, ensuring paths weren't blocked with scooters and ensuring surfaces weren't too slippery</p>	<p><i>"Ban scooters and bikes and fast-moving vehicles on the footpath (note the name!) It is a FOOTPATH. Where we live, we see the speed of cars as they come round the corner. The safety of pedestrians is often not considered."</i></p> <p><i>"This steep road is difficult for full bodied people. disabled people need places of safety and quite frankly this council has not taken them into account far too many times with new or remodelled areas. A lot do not have safety rails down steps. the stupid yellow dots on pavements are slippery."</i></p> <p><i>"Would like to see this section narrowed to further inhibit deliberate wrong waters, and slow speeds. Maybe use planter boxes along the street by the uphill footpath (gingko footpath)."</i></p>
<p><b>Open the stairs (original comments + net positive vote count = 80)</b></p> <p>Though users recognise the stairs fall outside council jurisdiction, and that the area currently attracts undesirable behaviour, there is a desire among some to re-open them to provide a useful thoroughfare</p>	<p><i>"Block it off completely or reopen and do something like what they did at Henderson train station in the Council bridgeway...they played opera music to discourage people hanging around. It worked well."</i></p> <p><i>"Please re-open the stairs. They were presumably part of the original consent that allowed the developer to add more floorspace. There are well-known CPTED techniques to insure it's safe and not inhabited by rough sleepers."</i></p> <p><i>"I understand this is on private property / isn't a Council asset, but surely whatever funding is needed to make the stairs safe again is minuscule and worth the public benefit - Council should work proactively with the property owner to get this sorted."</i></p>
<p><b>Community Plaza suggestions or improvements (original comments + net positive vote count = 76)</b></p> <p>A few suggestions were put forward all relating to the Community Plaza showing the extent to which users are engaged in this space. The most cited suggestion linked to a larger flat surface where people could gather.</p>	<p><i>"Yes, it would be nice to have the biggest possible flat areas, with power and water for community gatherings and events occasionally."</i></p> <p><i>"I am keen to see much better-quality pots and planters similar to the trees/ shrubs and flowers currently being used as a windbreak at Britomart."</i></p> <p><i>"Request of focus on one large flat area and then consider intimate terracing. The path does not need to come through the centre of the only potential area of flat ground i.e. the path comes down the middle and then separates off left and right. The only potential flat part of the park should not necessarily be the thoroughfare."</i></p>
<p><b>Traffic flow improvements / changes / restrictions (original comments + net positive vote count = 61)</b></p> <p>Though slightly fragmented, there was a cohort of responses all linked to the request</p>	<p><i>"This space between existing trees currently has picnic tables and is regularly used. Vehicles passing between trees not good for trees particularly large vehicles. Maybe better to not have this turn by blocking traffic"</i></p>

for structural changes to Emily Place traffic flow. Improvements were cited as aiding pedestrian safety, accommodating large vehicle types and minimising disruption to pedestrian areas and mitigating confusion and congestion	<p>from coming down west Emily Place.” [MID EMILY PLACE]</p> <p>“Agreed, during peak hour traffic along Beach Rd to Custom Street East this area bottlenecks and it can take up to 45 mins on a really bad day to reach the bottom of Emily Place coming from Beach Rd or Britomart Place.” [LOWER EMILY PLACE TRAFFIC DIRECTION]</p> <p>“There is still traffic travelling the wrong direction down this one way street (whether they are aware or not is debatable). Can there be improved signage or other ways to deter this?” [UPPER EMILY PLACE]</p>
<p><b>Alternative parking suggestions/feedback (original comments + net positive vote count = 49)</b></p> <p>There were a range of suggestions/feedback to the parking issue, by and large opinions were mixed with more loading zones/car share options/pick up-drop off facilities requested by some while others deemed parking unnecessary altogether and some wanted residents only parking.</p>	<p>“Everyone WANTS a car parking space - impossible to provide. However, everyone NEEDS a short term pick up and drop off facility handy to the building. Make car parking the owners problem but make accessibility for all a community requirement.”</p> <p>“Take the planters and useless seating areas away. Replace the car parks that were taken away.”</p> <p>“Retain and increase loading zones and car share options. The fines are meaningless and cost less than the fines - which are rarely enforced.”</p>
<p><b>Improvements/suggestions for better lighting (original comments + net positive vote count = 38)</b></p> <p>This sentiment links to a desire for improved lighting in the area as the current design/setup feels inadequate/not bright enough</p>	<p>“Needs more and much brighter lighting in this tree area.”</p> <p>“Think the whole of Emily Place from top to bottom needs a good lighting assessment and plan.”</p> <p>“Lighting. For the sake of all that is sensible, please install adequate lighting.”</p>
<p><b>Propose alternative measures to speed bump design (original comments + net positive vote count = 32)</b></p> <p>There is a sense that alternative measures could be explored to achieve the same goal as the proposed speed bumps. Suggestions here include different heights, frequency or even alternative traffic calming measures.</p>	<p>“Instead of Speed Humps at lower Emily Place, could other traffic calming measures be considered such as tree planting? I think it's great that the signalised crossing will be retained.”</p> <p>“It is in the wrong place. heavy trucks go over that bump and scrape the hump. never been in favour of them.</p> <p>“Speed Humps are needed every 50 metres or so. It would slow things down and possibly discourage the amount of "Rat Running" that happens at the moment. Emily Place should a destination for pedestrians, not a place you drive through on your way to somewhere else.”</p>
<p><b>Alternative greenery/green space suggestions (original comments + net positive vote count = 19)</b></p> <p>A few alternatives for green spaces were suggested, mostly fragmented but indicate some desire alter elements of the current proposal</p>	<p>“What about more of a small forest of trees instead - would be good to have something nice here instead of car parking.”</p> <p>“Yes and make a rain garden of it so it actually collects some of the stormwater coming down the street.”</p> <p>“Perhaps one large, grassed area here instead of two small planters (maybe even connecting with the larger one to the south). Include larger shrubs/ trees to give</p>

	<i>the feel of the reserve running all the way down to Fort Street. Only a minimal width footpath would be required across the front of the carparks.” [MID EMILY PLACE]</i>
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Supporting comments were quite fragmented across a few areas. The areas with the most comments received included ‘support for better lighting’, ‘support for the Mid Emily Place Community Plaza area’ , support for the proposed kerb buildout/pedestrian crossing/narrowed carriageway and support for speed bumps (as a traffic controlling/speed controlling measure).

Negative sentiment hinged on two main themes: opposition to the palm tree removal and car parking changes



**Detailed breakdown of comments relating to support for an element of the proposed design, with supporting quotes to highlight these themes**

Theme	Quotes
<b>Support better lighting (original comments + net positive vote count = 24)</b>  There was a general feeling that Emily Place could benefit from enhanced lighting to make things feel safer/more inviting	<i>“Yes, it's very dark in the evenings and gives off a generally uninviting feeling. At one point the lamps weren't even working, but now they're still very weak and don't sufficiently light up the surrounding area.”</i>  <i>“Agree - the lighting needs to be improved - the areas between the two sets of steps feel quite unwelcoming.”</i>  <i>“Agree, better lighting would make this area more usable. I currently avoid it at night.”</i>
<b>Support/value the Mid Emily Place Community Plaza (original comments + net positive vote count = 19)</b>  Protecting/enhancing this area was seen as valuable to some and they enjoyed how it offered a little community space to welcome various activities	<i>“This little patch of nothing has planters maintained by locals, and planted with herbs, a library.. well used seating Get out of your autobox and smell the clean air.”</i>  <i>“This is the really important part of creating a wonderful square in Emily Place. As much space for people activities and certainly not for storing cars.”</i>  <i>“I think the whole idea is to not live in a parking lot. Make this space more friendly for people. I believe</i>

	<i>that the added green areas on the map will be vegetation and not green paint.”</i>
<b>Support kerb buildout / informal raised pedestrian crossing / narrowed carriageway (original comments + net positive vote count = 18)</b>  The proposed feature for Upper Emily Place resonated with some as it felt to be improving safety and giving more priority to pedestrians	<i>“An excellent idea. A carriageway narrowed enough to make it absolutely clear that there is only one lane going in one direction. A raised pedestrian crossing like what is up the hill at the Princes Street intersection would be aces.”</i>  <i>“Love this - the intersection in its original form is so dangerous.”</i>  <i>“Yes, it is currently so scary crossing here.”</i>
<b>Support speed bumps (original comments + net positive vote count = 12)</b>  Support for speed bumps came from those who believed they were a valuable tool to slow down cars that use excessive speed through this area	<i>“Speed humps (and bollards) two excellent tools.”</i>  <i>“Unfortunately, the only thing that slows drivers down is design - like humps, narrowing visual cues and so on. We just can't rely on drivers to do the right thing. Just check out all the red light running, speeding and drivers on phones at the intersection below.”</i>  <i>“Yes please, unfortunately with all the rampant and increasing red light running, at speed, vehicles often approach this area way too quickly.”</i>

**Detailed breakdown of themes in opposition to an element of the proposed design, with supporting quotes to highlight these themes**

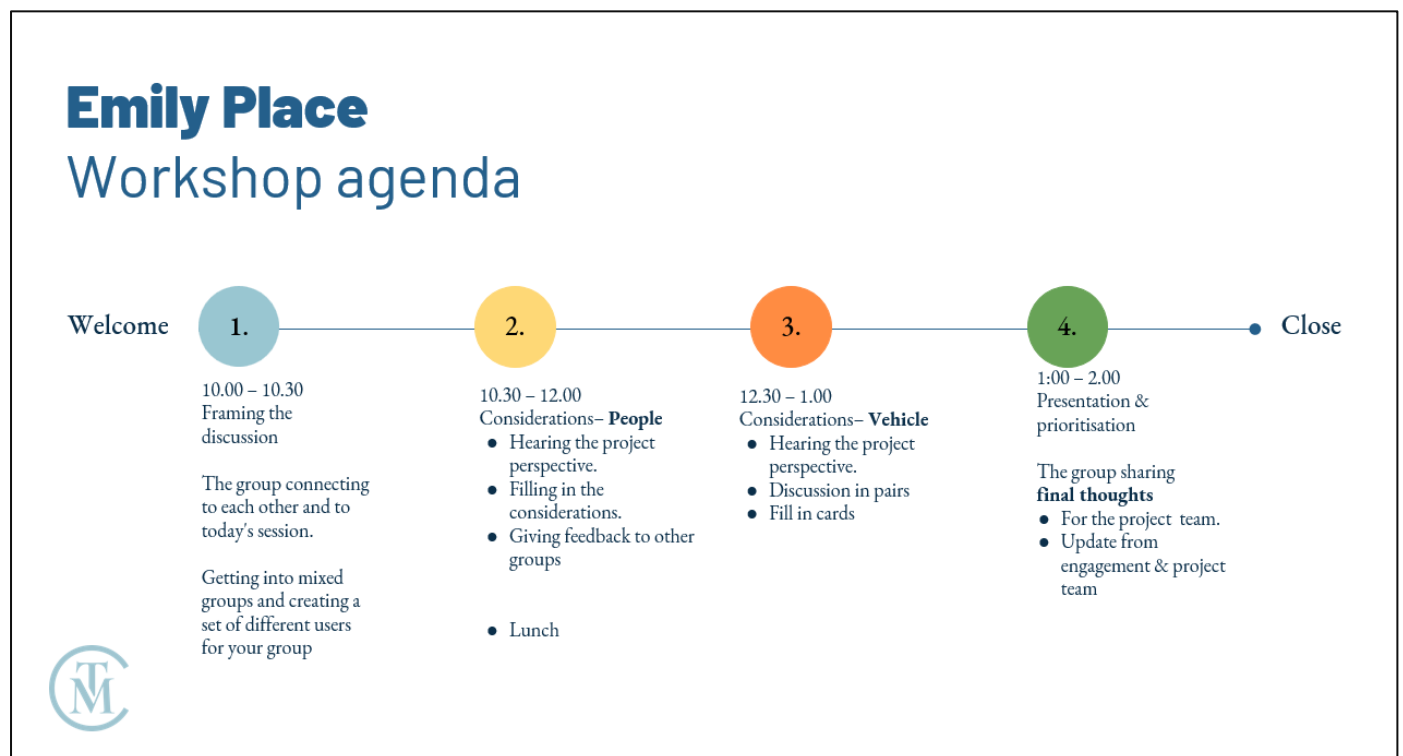
<b>Theme</b>	<b>Quotes</b>
<b>Oppose tree removal (original comments + net positive vote count = 79)</b>  The proposal to remove four palm trees and plant natives was met with some opposition for reasons including heritage, birdlife, character and enjoyment brought to users	<i>“Don't cut the palm trees down! They're beautiful and home to many birds, roosting trees.”</i>  <i>“I would like for Auckland Council to retain the palm trees. They are part of the character of the place and its heritage.”</i>  <i>“Council needs to lose its preoccupation with planting only native trees. There are many examples where Nikau Palms and Cordylines have been inappropriately planted and have not thrived as a result.”</i>
<b>Oppose car park removal/changes (original comments + net positive vote count = 35)</b>  The provision of car parks for residents and those that relied on them for work or other activities was seen as important to some and therefore reason enough to retain them	<i>“Removal of residents' carparks will simply prioritize parking for other parkers, i.e., short-term parkers and service vehicles from elsewhere.”</i>  <i>“There are people who need cars for their work, to visit their families etc etc. we need to also understand that and accommodate them.”</i>  <i>It would be great not to lose any more parking here. It's bad enough that Wilson's capitalise on a lack of car parks by charging outrageous prices. The council needs to think about what is best for those living in the area, instead of trying to beautify the area to attract out of towners. A healthy balance can be reached, I am sure.”</i>

# Community workshop

Following the formal public consultation period, an opportunity was given to local residents, businesses and interested stakeholders to attend a community workshop. The intention of the workshop was to provide an opportunity for the community to meet directly with the project team, provide feedback in a group environment and to give the design team a better understanding of how different people use Emily Place and to hear first-hand how they hope Emily Place can function moving forward for people and vehicles.

The workshop was held on Sunday 15 October from 10-2 pm at the Studio One: The Kenneth Myers Centre, 74 Shortland Street. Not all community members who indicated that they would attend came to the workshop. Eight members of the project team attended the workshop which was facilitated by two independent facilitators 34 people were registered and 13 people attended on the day.

The workshop agenda is illustrated below.



## One thing that's important to me coming into this workshop

At the beginning of the workshop, participants were asked what one thing was important to them coming into the workshop. Participants recorded these on cards and shared with each other.

Summarised themes:

- Value of the area including the reserve and nature
- Care for place
- Interest in living in a beautiful street
- Acknowledge heritage of Emily Place
- Pedestrianisation
- To improve Emily Place



## Project team presentations:

To support participants discussions, some context on the proposed concept plan was given by Project members in small groups. The first conversation focused on people and their usage of Emily Place, and the second on the allocation of loading spaces and vehicle movements.

The team outlined key design considerations for each area and the key challenges for design of the different parts of Emily Place.

## Who uses Emily Place?

This activity asked the question about who uses Emily Place. Participants were asked to identify key current users, how they use the space now and for what reasons and what they would like to be able to do in the future and for what reasons.

## Design Brief: People

In small groups the project team briefed the participants on the key opportunities and constraints of the site and the proposed concept. They described the challenges of balancing the different needs or different users and their different preferred activities.

## Usage considerations for people

Following this the groups used the different user types from their tables and summarised what activities and uses they do and what they wanted to see more of what they wanted to see less of and what needed to change (across any part of Emily Place) to achieve this.

Please note - the following tables summarise these groups notes to be easier to read.

EMILY PLACE USER TYPES – GROUP 1				
WHO:	Students (all ages)	Nature/outdoor lovers	Heritage enthusiasts (e.g. walking tour participants)	Person with disability
SNAPSHOT OF CURRENT USAGE:	For passing through Place to rest / socialise Gathering place in the shade (under the trees) or in the sun, on the new benches Young kids - local park/ urban space	Foraging - ginkgo nuts and understory herbs Mental health breaks Inspired by the Pohutukawa Working to encourage biodiversity Observing birds and insects	Visit sites of significance Increase knowledge, awareness and connection to area	We can see issues with footpath, incline of the street and possible hazards Blind people have issues with Uber/ taxi pick up spot, and street crossing too
WHAT THEY WOULD LIKE TO DO IN THE FUTURE:	Better transport/ travel Local enjoyment Play space for younger kids Safety	See much more thriving biodiversity Relax Be inspired Mental health	Safe access Increase international connections and access of physical resources (and collection) Increase bi-cultural histories	Have a clear way to move around Have designated areas for pick ups/ drop offs, deliveries Have clear and easy to find street crossing
SPECIFIC FOCUS:	GATHERING SPACES/SAFETY	PROTECT BIODIVERSITY	CONNECTION TO SPACE	ACCESSIBILITY
COMMON THEMES	ENHANCED SAFETY / SPACES TO REST, RELAX AND ENHANCE MENTAL HEALTH / CONNECT WITH OTHERS AND NATURE / ACCESSIBILITY			



## EMILY PLACE USER TYPES – GROUP 2

<b>WHO:</b>	Residents	Couriers	Business owners / trades
<b>SNAPSHOT OF CURRENT USAGE:</b>	Access to/ from their home To load/ unload goods from vehicles To get outside	Their business is ensuring residents and businesses receive goods requested/ required mostly stop in blue zone/ loading zone if they can get it Large trucks have nowhere to go	Access by vehicle Trying to find a park to do a plumbing, electrical, air-conditioning, IT fixing, painting, window wash, etc., etc.
<b>WHAT THEY WOULD LIKE TO DO IN THE FUTURE:</b>	Not be run over by vehicles Enjoy moving safely in Emily Place Have available short-term park Have useful outdoor leisure spaces	Better to have more stopping space outside all buildings to provide quicker deliveries Just need short term availability Better surface grip on steeper areas	Maintain access by vehicle Access to nearby parking buildings so can drop off tools and then park or other solutions such as having parking access all along one side of Emily Place during business hours
<b>SPECIFIC FOCUS:</b>	UNIMPEDED ACCESS	LOADING ACCESS	VEHICLE ACCESS
<b>COMMON THEMES</b>	ACCESS THAT CAN MEET VARYING NEEDS		



## EMILY PLACE USER TYPES – GROUP 3

<b>WHO:</b>	Tuku Whenua commemorants	Community groups	Families and children (young)
<b>SNAPSHOT OF CURRENT USAGE:</b>	Gathering annually for karakia, mihi, haka waiata, cultural ritual Also - heritage hikoi and history lessons	Picnics, markets, gardening, socialising, movies - exercise together	Open space relaxing and fun, exercise, picnicking, meeting up with other families and friends
<b>WHAT THEY WOULD LIKE TO DO IN THE FUTURE:</b>	Close the road for safety reasons Public speaking Engage with Te Wai Ariki Experience lush native nature/ birds / sanctuary Interact, lots of people comfortably	Need water and power for watering plants, musical instruments, movies, sit in groups Flat space for exercise	Expect to meet more families and make more friends, belonging, ownership
<b>SPECIFIC FOCUS:</b>	CULTURAL ACCESS	UTILITIES AND FLAT SPACE	OPEN SPACE
<b>COMMON THEMES</b>	CULTURAL CONSIDERATIONS / OPEN (FLAT) SPACE		





## EMILY PLACE USER TYPES – GROUP 4

WHO:	Dog walkers	Solitude seekers	Pedestrians
SNAPSHOT OF CURRENT USAGE:	Thoroughfare to water front Resting with pet (giving them an airing) Meeting with other dog owners/ dogs Exercising in a green space	Sitting among the trees Collect conkers for Ginkgo tree	They are using Emily Place as a thoroughfare
WHAT THEY WOULD LIKE TO DO IN THE FUTURE:	To stop and relax - connect with others - sit and smell the Ginkgo's	Keep doing it!	To walk more safely
SPECIFIC FOCUS:	ACCESSIBILITY, RESTING SPACE	RETAIN GINKGO TREES	SAFETY / ACCESSIBILITY
COMMON THEMES	ACCESSIBILITY / QUIET RESTING SPACES		



## SUMMARY OF USAGE CONSIDERATIONS FROM GROUP NUMBER 1

CURRENT USAGE ACTIVITY:	WALKING THROUGH / FORAGING (E.G GINKGO TREES) / SENSE OF PLACE/BELONGING / CONNECTION WITH NATURE / MENTAL HEALTH - POSITIVE EFFECTS / PLAY SPACE / HANG OUT/ CHILL OUT - IN SHADE/ SUN
WHAT THIS GROUP WOULD LIKE TO SEE LESS OF:	CARS/ PARKS / INVASIVE SPECIES, PESTS / FRAGMENTED DESIGN / LESS SLIPPERY PATHS (IN BAD WEATHER) / POOR CONSIDERATION OF DEALING WITH TREES (THAT AREA RISK TO PEOPLE)
WHAT THIS GROUP WOULD LIKE TO SEE MORE OF:	CONNECTIONS / ACCESSIBILITY / MICRO-MOBILITY PARKING / TERRACED AND FLAT SPACES FOR PEOPLE GATHERING / PEDESTRIAN SPACE / [4 HEARTS] ECO SYSTEMS/ NATURE BEING REINTRODUCED/ MICRO ECOLOGY / SEATING / RECOGNITION OF HERITAGE, HISTORIC VALES – GATEWAY / PLAY SPACES FOR KIDS / PUBLIC SAFETY/ 'EYES ON THE SPACE' CPTED CONSIDERATIONS / CONSIDERATION OF CONTEXT - CONNECTIONS TO PEDESTRIAN WALK-THROUGHS IN THE AREA; MANA WHENUA INPUT; LIGHTING; STORMWATER MANAGEMENT
CHANGES REQUIRED TO EMILY PLACE TO SUPPORT THIS GROUP:	A GREATER OVERALL VISION FOR THE SPACE / SAFETY FEATURES / RECOGNITION OF GEOGRAPHICAL, ENVIRONMENTAL, HISTORICAL PROMINENCE

Overall key message from this group:

To enhance the space for pedestrians, tamariki or those wanting to connect with nature, support is needed  
via **enhanced safety features**, a **cohesive plan/vision for the space** that allows for **connectedness with  
the native environment** and provides **spaces to relax**, all while **preserving its heritage**



## SUMMARY OF USAGE CONSIDERATIONS FROM GROUP NUMBER 2

CURRENT USAGE ACTIVITY:	RESIDENT - ACCESS TO HOME/ GROCERY DROP OFF, DOING TAI CHI / COURIERS / BUSINESS OWNER - WORK DURING DAY - 6-7 DAYS A WEEK
WHAT THIS GROUP WOULD LIKE TO SEE LESS OF:	LESS SCOOTERS OUTSIDE FRONT DOOR / LESS 'UNDESIRABLES' USING THE PUBLIC SPACE - LOOKING FOR BREAK-IN OPPORTUNITIES / BUSINESS RUBBISH OVER WEEKEND
WHAT THIS GROUP WOULD LIKE TO SEE MORE OF:	MORE SHORT-TERM (VEHICLE) ACCESS / TRADESMEN DAY PARKING SPACE / CCTV / [2 HEARTS] HERB GARDEN/ SELF (RESIDENTIAL) PLANTING / MOBILITY ACCESS / SPACE FOR PUBLIC ACTIVITIES WATER SUPPLY (TAP INTO HISTORIC STREAM?)
CHANGES REQUIRED TO EMILY PLACE TO SUPPORT THIS GROUP:	LESS LONGER-TERM PARKING / CCTV PROVISION / CULTURAL RECOGNITION OF HISTORICAL SIGNIFICANCE

Overall key message from this group:

For residents, couriers and business owners **accessibility and security** are important. Need to balance the need for access with the types of business usage i.e., **more short-term vehicle access** vs longer term parking.



## SUMMARY OF USAGE CONSIDERATIONS FROM GROUP NUMBER 3

CURRENT USAGE ACTIVITY:	LARGE GATHERINGS: TUKU WHENUA COMMEMORATIVE, HERITAGE FESTIVAL, COMMUNITY PICNICS; MARKETS; GENERAL SOCIALISING; TAI CHI/ EXERCISE GROUPS; SANCTUARY/ SOLITUDE IN TREES; FORAGERS/ GINKGO / DOG WALKING / CHILD WALKING/ AIRING/ PLAYING; SUNBATHING; WORKERS LUNCH SPACE
WHAT THIS GROUP WOULD LIKE TO SEE LESS OF:	TRAFFIC / NOISE / RINGED FEELING OF THE TRAFFIC (SHUT WESTERN ARM) LESS FRAGMENTATION / LESS PARKING / TARMAC
WHAT THIS GROUP WOULD LIKE TO SEE MORE OF:	ROAD CLOSURES FOR EVENTS / RECOGNITION OF SPIRITUAL, CULTURAL TAONGA, POU / TERRACED STEPS UP TO CENTRAL POU IN SHAPE OF FORMER POINT / GREENERY INSTEAD OF PARKING MID-EMILY PLACE / BIRD LIFE / IMPOSING, MYSTERIOUS CARVED FIGURES AS TALL AS LAMPPOSTS AT THE BOTTOM OF EMILY PLACE/ A GATEWAY / MĀORI WARDENS / SPONGEY SURFACE UNDER POHUTUKAWA'S / SOMETHING AKIN TO MARK WHIPPY'S ARTIST IMPRESSION OF EMILY PLACE / SWING IN THE GINKGO TREES
CHANGES REQUIRED TO EMILY PLACE TO SUPPORT THIS GROUP:	SHUTTING WESTERN ARM (WITH BOLLARDS) FOR SAFETY AND PROTECTION / EMERGENCY ACCESS / INCREASE VEGETATION, TREES, BIRD LIFE / CREATE SPACIOUSNESS / CLEAR DIRECTION OF CONCEPT DRAWING ON CULTURAL TAONGA OF THIS SITE AND ECOLOGICAL INTEGRITY / USE COBBLESTONES / BRING IN WATER FLOW THROUGH STREETS/ SEATING TO PROMOTE GATHERING / FLAT SPACE AROUND POU FOR EXERCISE / MICRO FOREST/ [4 HEARTS] BUDGET NEEDS TO CHANGE = OVERLAPPING PURPOSES WITHIN COUNCIL - STORM RECOVERY; WELCOMING COMMUNITIES BUDGET; PRIVATE DONORS - THIS PROJECT = STAGE 1

Overall key message from this group:

To support large gatherings/group activities/moments of connection there needs to be **appropriate spaces e.g. flat space** for exercise. **Cultural considerations/taonga** are key for design inclusion as is **vegetation/micro forests**





## SUMMARY OF USAGE CONSIDERATIONS FROM GROUP NUMBER 4

CURRENT USAGE ACTIVITY:	RELAXATION / MEETING PEOPLE / EXERCISING / PICNICS / EATING LUNCH (OFFICE WORKERS) / PARKING FOR DELIVERING SERVICES / ACCESS TO OTHER AREAS, E.G. UNI STUDENTS / CATCHING UBERS / EXERCISING DOGS / OXYGEN AND NATURE CONNECTION / NEIGHBOURHOOD EVENTS INCLUDING CULTURAL TOURIST STOP
WHAT THIS GROUP WOULD LIKE TO SEE LESS OF:	CIRCLING CARS TRYING TO FIND PARKS - REMOVE THE CIRCLE / UNSAFE CROSSINGS FOR PEDESTRIANS NATURAL PEDESTRIAN CROSSING ON WEST SIDE OF MID EMILY PLACE HAS A BLIND SPOT
WHAT THIS GROUP WOULD LIKE TO SEE MORE OF:	PEOPLE PICKING UP AFTER DOGS / REMOVE TWO-WAY AT TOP OF WESTERN SIDE - [1 HEART] MOVEABLE BOLLARDS DEAL WITH EMERGENCY ACCESS / EXERCISE GROUPS / ONE WAY UP EMILY PLACE / SHORT TERM LOADING DURING BUSINESS HOURS / RESIDENTS ONLY PARKING / MORE FLAT SPACES IN MID EMILY PLACE / CONSIDER (CULTURAL)HERITAGE IN PLAN E.G. AIOTANGA DESIGNS / UPPER EMILY PLACE - MICRO FOREST / MORE RICHNESS OF TREE DIVERSITY UNDER THE POHUTUKAWA'S - URBAN FOREST / LIGHTING FOR SAFETY - PARTICULARLY UPPER EMILY PLACE IN RESERVE TABLES ON FLAT GROUND
CHANGES REQUIRED TO EMILY PLACE TO SUPPORT THIS GROUP:	FLAT SPACES FOR PEOPLE TO EXERCISE, PICNIC, SIT AT TABLES, E.G. TAI CHI CLASSES, ETC. / CULTURAL HISTORY VISION, ASPIRATION FOR MID EMILY PLACE, TYING IN THE TE WAIARIKI WITH THE DESIGN - WATERFLOW / [1 HEART] DESIGN SEATING, TERRACING AND TABLES TO PROMOTE GATHERING (LEARNING OPPORTUNITIES, ART EVENTS, E.G./ GUS FISHER GALLERY EVENTS FOR CHILDREN)

Overall key message from this group:

Those coming together to relax/meet others/exercise would like **flat spaces/seating** to facilitate these occasions and **greater diversity in ecology of the space. Cultural considerations are also paramount**



## HIGH LEVEL SUMMARY OF KEY THEMES TO FEED INTO DESIGN

FUTURE NEEDS:	SAFE, SECURE AND ACCESSIBLE SPACES TO RELAX, CONNECT WITH OTHERS, NATURE AND CULTURE / APPROPRIATE VEHICULAR ACCESS
FOCUS AREAS:	ENHANCED SAFETY / (QUIET) SPACES TO REST, RELAX AND ENHANCE MENTAL HEALTH / CONNECT WITH OTHERS AND NATURE / ACCESSIBILITY / CULTURAL CONSIDERATIONS TO MANA WHENUA / OPEN (FLAT) SPACE
WHAT USERS WANT MORE OF:	PLACES TO GATHER FOR SOCIAL, FITNESS OR NATURE OCCASIONS / CULTURAL HERITAGE ADDRESSED IN DESIGN / SAFETY FEATURES / CONNECTIONS TO PEDESTRIAN WALK THROUGHS / SHORT TERM VEHICLE ACCESS / DIVERSITY IN ECOLOGY - NATIVES, MICRO FORESTS
CHANGES REQUIRED:	COHESIVE VISION FOR THE OVERARCHING DESIGN THAT INCLUDES CULTURAL, ECOLOGICAL AND HISTORICAL ELEMENTS / LESS LONG-TERM PARKING / MORE DIVERSE VEGETATION / FLAT SPACES AND SEATING



### Usage considerations for vehicles

Following this the groups looked at the question: "If there are opportunities to relocate general parking spaces to loading zones, would you prefer to see that happen."

Please note - the following tables summarise these groups notes to be easier to read.

## USAGE CONSIDERATIONS FOR VEHICLES

WHO:	GROUP 1	GROUP 2	GROUP 3	GROUP 4
<b>IF THERE ARE OPPORTUNITIES TO RELOCATE GENERAL PARKING SPACES TO LOADING ZONES, WOULD YOU PREFER TO SEE THAT HAPPEN / WHAT MIGHT HAPPEN IF GENERAL PARKING SPACES BECAME LOADING ZONES? KEY CONSIDERATIONS:</b>	<p>We want to make sure there is provision for moving trucks, tradespeople, with longer periods of time, than 5 minutes</p> <p>More short-term parking during business hours</p> <p>Multi-function parking (ex. Like in Melbourne)</p> <p>Pedestrian marks (mid Emily Place - western arm)</p>	<p>Loading is really important - need spaces to meet that practical need</p> <p>Many apartment buildings have off-street parking? Others can use paid parking</p> <p>Suggest realigning traffic to be local access rather than through traffic - one way from Customs Point to Eden Crescent (remove downhill traffic on western side) - reducing through traffic also improves air quality</p> <p>Be stronger in delivery on the design principles, be more ambitious with changes</p> <p>Stop tempering solutions with assumption that need to manage two-way through traffic</p>	<p>Trucks/ loading/ rubbish/ trades/ Ubers</p> <p>50% increase in loading zones (existing)</p> <p>Retain blue painted space for trucks (moving/ rubbish)</p> <p>Close road below Shortland and Fort building (western arm along silo)</p>	<p>Change all of current parking to short term or 'blue zone'</p> <p>It would reduce congestion by removing cars looking for all day/ private parking</p> <p>It would allow local needs to be serviced/ <u>prioritised</u></p> <p>Tradie permits for allowing use of short term parking for longer</p>
	<p>MULTI - FUNCTION PARKING - CONSIDER TIME DEPENDENT</p>	<p>PRIOTISE LOADING ABOVE OTHER NEEDS - CONSIDER ONE WAY ONLY TRAFFIC FLOW</p>	<p>NEED MULTI PURPOSE PARKING THAT ACCOMOCATES RUBBISH/MOVING TRUCKS</p>	<p>FOCUS ON SHORT TERM PARKING AS PRIORITY FOR LOCAL NEEDS</p>
KEY TAKE OUTS:	<p>LOADING ZONES HIGHLY VALUED AND SHORT TERM IS FAVOURED OVER LONG-TERM PARKING. MUST ENSURE CONSIDERATIONS OF CORE USERS ARE MET VIA MEASURES SUCH AS MULTI-FUNCTION (TIME DEPENDENT) PARKING AND ACCESSIBILITY FOR MOVING/RUBBISH TRUCKS/TRADIES FOR PRACTICALITY</p>			



### Final thoughts / key messages for the project team (summarised themes)

- This is an amazing and inspiring project.
- From moana to maunga, Emily Place is part of a connection from Britomart to Albert Park.
- Be bold and not afraid of change.
- Prioritise people over cars and return the city to the people.
- Create a big vision for Emily Place.
- Increase biodiversity.
- Adopt fully the project objectives.

# Submissions

Whilst submissions were not formally invited as part of this process, some people elected to provide their thoughts on Emily Place and the draft concept plan via submission by email. We received seven individual or group submissions via email.

- One submission indicated support for the overall approach to the project - “*Thank you for the work you are doing on our behalf,*” and also indicated support for traffic calming. The submitter did not want to see palm trees removed.
- Another submitter, who was not able to attend the community workshop, reiterated their appreciation of the area’s history and a desire to see more sustainable modes of transport provided for.

*“Emily place is an important historical reserve so needs to be structured as a place for people to walk through, visit and gather as well as a place that venerates our city’s Māori and colonial heritage. Parked cars are an impediment to this. Climate catastrophe is upon us so every bit we can do to reduce carbon dioxide emissions is important. Restriction of parking in Emily Place can act as a disincentive for cars in central city. (Each litre of petrol produces 53,000 litres of CO<sub>2</sub>.) Pedestrian and bike/access along with policed loading zones are more important than on-street parking.”*

- Another submission was on behalf of a body corporate committee representing 49 apartments. This submission supports traffic calming features and improvements to the Emily Place Reserve proposed in the draft concept plan but does not support the removal of residents’ parking proposed in mid and upper Emily Place noting that this would be seen as disproportionately affect residents of the building related to this submission.
- A submission was made from the Executive Director of the Aaiotanga Trust. The submission outlines a visionary future for Emily Place (and the city centre) which reflects street adaptations to cope with increased rainfall as predicted by many climate change scenarios and the historical significance of Te Rerenga-ora-iti (Emily Place) as a key founding site of Auckland city, through an agreement made between paramount chief Apihai Te Kawau (Ngāti Whātua Ōrākei) and Governor Hobson on 18 September 1840.

The vision suggests that Emily Place could be developed as a highly significant cultural site in keeping with the intentions of the original founding agreement, to ‘Prosper in Partnership’ and includes carved figures acting as a gateway to Emily Place, a mural in lower Emily Place, reflecting the migrations of all the diverse cultures which make up our current demographics, and an impressive carved pou erected at the base of Emily Reserve. The intention of such of site, would be to honour our cultural heritage, our founding story as a city and to communicate a place of belonging for all who have made Auckland city their home. The submission was accompanied by an artist’s impression.

While the submission notes that the author is not claiming to ‘know the mind of ngā mana whenua or to have secured mana whenua support,’ the author indicated they have received informal support for the vision from members of Ngāti Whātua Ōrākei.



- Two additional submissions were made in support of the visionary narrative submitted by the Executive Director of the Aaiotanga Trust and did not make specific comments about the draft concept plan for Emily Place.
- The City Centre Residents' Group (CCRG) submission states the group sees the draft concept plan "...as a good springboard to a more ambitious design that will actively progress all of our agreed plans."

The submission supports:

- The terraced central plaza
- Additional seating
- Build outs at the tops of the street on each side of the reserve (noting a request for these to have raised zebra crossings).
- Speed reducing and traffic calming measures

The submission also seeks:

- Less through traffic, less non-destination traffic, less circling
- Less general car parking (except for increased servicing and loading needs)
- More car share, scooter and bike parking
- A Gateway Treatment at lower Emily Place, displaying cultural heritage signalling entry into a quieter/calmer zone
- Carriageways a maximum of 3.5m wide
- Community amenity features including:
  - Community library and noticeboard
  - Rain gardens
  - Drinking fountains
  - Water and power for events
  - Anchor points for temporary tents/marquees.
  - Better and more even lighting
  - A swing
  - Mobility parking.

Requests more ambition around:

- Climate change (including more analysis on contribution towards climate/VKT objectives)
- Cultural and heritage values of this site need more investment.



- Encouraging residential living in the city centre and supporting that future growth
- Communities reshaped around the needs of people, not cars, with green streets for our children to play and move around safely.
- 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

Reference to an alternative plan for Emily Place was mentioned. The CCRG support an alternative plan submitted in collaboration with local residents believing it:

- Creates a much larger potential space for community events and activation.
- Eliminates the need for large vehicles that mistakenly come down Emily Place to turn around a tight dogleg slip lane
- Maintains access to Silo, 17-19 Emily Place and Fort Street.

The CCRG submission expresses opposition for the following proposals in the draft concept plan:

- Moving the slip lane.
- Central angle parking.
- Parking against the eastern flank of the central plaza.
- Removing the palm trees.

## **Next steps**

We are sharing the updated concept plan with the community and will continue to keep everyone informed about the project's progress.

Our engagement with technical specialists, Mana Whenua, the Waitematā Local Board and other stakeholders will continue as we move through future phases of design.

As we progress through the design process, we will need to balance community and stakeholder feedback with project objectives, statutory requirements and the budget that we have.

We will also conduct further detailed investigations to help inform the final design.

At this stage, we expect the final design for Emily Place to be available in mid-late 2025. We'll make the final design available to the community when it is complete.

We will communicate with you and keep you informed about the timing and activities for the construction phase of the project once we have a timeline for this work.