

## CENTRAL CITY PLAN: RETAIL QUARTER - GEORGE STREET CONCEPT DESIGN

Department: City Development and Transport

### EXECUTIVE SUMMARY

- 1 The purpose of this report is to present the preliminary concept design for George Street. The preliminary concept design has been developed based on the key objectives of the Central City Plan, universal design best practice of the Global Street Design Guide adopted by Council in 2018 and feedback received through community consultation, which was reported to Planning & Environment Committee on 16th April 2019.
- 2 The design seeks to improve vibrancy through placemaking and public realm design, changes to the layout and movement aspects of the street to improve safety and accessibility, improving the overall experience of the street to encourage more people to visit George Street and stay longer, flexible access with electronic bollards to provide for full pedestrianisation of some blocks for events or when required, and measures to reduce impacts of flooding events by incorporating sustainable drainage systems such as rain gardens and greenery.
- 3 An Activity Plan has been developed to encourage activation of George Street prior to and during construction. The plan includes events, educational mini projects, social value, trials and other positive interventions.

### RECOMMENDATIONS

That the Committee:

- a) **Endorses** the preliminary design for the George Street – Central City Plan project
- b) **Notes** the Activity Plan being developed by staff to encourage activation of George Street prior to and during the construction period

### BACKGROUND

#### *Central City Plan*

- 4 The Dunedin Central City Plan is designed to guide development of the central city area for the next 10-15 years. It establishes a vision for the central city area and an integrated series of initiatives and changes designed to work towards this vision. The vision is aspirational and aims to support the city's goal of becoming "one of the world's great small cities". The vision is to

create a prosperous, vibrant, exciting, and accessible central city as a key to this aspiration. This framework was presented to the Planning and Environment Committee in October 2011. Below is an excerpt outlining the objective and approach of implementing the Central City Plan.

*“The CCP takes a place-based approach. This means that it takes a more integrated approach to the central city, looking at how different conditions, stakeholders, and work programmes can work together collaboratively to influence the success of the central city. It looks at the way people experience an area. It recognises that people’s use and enjoyment of an area is influenced by a range of different factors and these need to be considered comprehensively. Focusing on one element (such as transport or parking) at the detriment of others (greater pedestrian space and an attractive environment, for example) can erode the overall success of the area in question, even where individually the element may be important. Place-based planning in this sense seeks to take a more holistic approach to areas to create places that function effectively, protect special character, and that people enjoy.” (page 15 of Central City Plan)*

- 5 Stakeholder and public engagement have been completed to inform the design of the George Street project. This feedback was presented and noted by Planning and Environment Committee on 16th April 2019 and a summary is appended to this report in Attachment A.

## **DISCUSSION**

### *George Street Key objectives*

- 6 The George Street project works to enhance safety and the ‘look and feel’ of George Street and the broader retail area. In addition renewal of existing water infrastructure will take place. The following key objectives are taken from the Central City Plan:
  - a) Protect and enhance George Street and associated streets as the city’s premiere retail destination for a range of commercial tenants.
  - b) To make George Street a more attractive place for people to visit.
  - c) Improve safety and accessibility for pedestrians and other vulnerable road users and reduce crash rates.
  - d) Coordinate infrastructure renewals to limit the extent of any further disturbances in the period following the amenity and safety improvement works.
- 7 The table appended as Attachment B is a list of strengths and weaknesses of the Retail Quarter as outlined in the Central City Plan and the ways in which these have been considered and will be resolved through the proposed preliminary concept design and visualisations.
- 8 Subject to Committee endorsement the preliminary concept design for George Street included in this report will be developed further in the coming months prior to the commencement of detailed design. The designs and visualisations for the concept plan are included as Attachments C and D respectively. Typical street type examples are included as Attachment E.
- 9 A description of the typical street types are included below;

### *Placemaking*

- 10 A key objective of the Central City Plan is to provide a place-based approach to changes to the central city. George Street is the heart of the city and is a place where the entire community can

come together. The ‘heart of the city’ is a place that is the centre of daily life for people in Dunedin, that is inclusive and defines the character of the city, whether through art, culture, events or people.

- 11 The preliminary concept design proposes to improve vibrancy on the main street by the addition of native trees, greenery, seating areas, artistic installations, smart technology, improved lighting, wayfinding, signage and street furniture. These interventions are indicative at this stage but will be developed using the cultural narrative developed by Aukaha and Ngai Tahu. These placemaking attributes will celebrate what is special about George Street and stories which reference of all cultural identities that have shaped George Street to present day.

#### *Layout*

- 12 The proposed typologies of a ‘shared space’, ‘slow street’ and ‘commercial one-way street’ are taken from the Global Street Design Guide which was adopted by Council in April 2018. The guide provides a global best practice guide for universal design and is adopted by 200 cities in 70 countries across the world.

#### *Commercial One-Way Street and Shared Space (between Moray Place and Frederick Street)*

- 13 The proposed street layout is altered to still allow one-way vehicular movement in a southerly direction from Frederick Street to Moray Place. This allows significant traffic safety and accessibility improvements at the intersection of George Street and Frederick Street. The proposed layout also includes a contraflow lane heading north for other non-vehicle modes such as bicycles and e scooters.
- 14 The proposed layout will allow for the block between St Andrew Street and Hanover Street to be constructed as a ‘shared space.’ This will allow for a paved carriageway and pedestrians and cyclists will have priority in this space. As the design develops, paving of the carriageway in other blocks will be considered subject to budget.

#### *Slow Street (between Frederick Street and Albany Street)*

- 15 The block from Frederick Street to Albany Street will be a two-way slow street environment to allow for north moving traffic and buses. Allowing some traffic through the street will have a positive impact on natural surveillance through quiet parts of the day when the businesses are closed and there are less people in the street.
- 16 The proposed design allows for electronic bollards at the entrance and exit points of blocks (excluding Knox Church block) in order that the street can be closed for events and other activities. This flexible solution will allow the street to be pedestrianised at appropriate times and also mean when there are few pedestrians can be open to allow through movement which will contribute to natural surveillance within the Crime Prevention Through Environmental Design (CPTED) guidelines.
- 17 The plan indicates that there is space available in the proposed design for delivery spaces for shops, mobility car parking spaces, drop offs. All further car parking will be considered as part of a car parking study.
- 18 The footpath experience will be improved by widening footpaths which will have positive impacts on consumer spending for retailers in the main street, increasing footfall and encouraging users of George Street to ‘stop and stay.’

*Environmental Sustainability*

- 19 The scope of the project includes the place and movement attributes of the street, but also much needed upgrading of underground 3 waters infrastructure. The design includes measures for the future to reduce the impacts of flooding events in the street by providing sustainable urban drainage systems such as ground level vegetation, rain gardens, strata cells, permeable paving, infiltration gaps and other remedies to prepare the street for the effects of climate change. The technical design of these aspects, their connections to the new system and proposed 3 waters infrastructure will be completed in the next design stage.

*Bringing George Street to life*

- 20 An Activity Plan is included as part of the concept design of the street to show how the street will be activated through events, educational mini projects, social value, trials and other positive interventions that will manage disruption through the construction period. A copy of the draft activity plan is included as Attachment F.

*Data Collection*

- 21 Included in this report is a recommendation of a study of baseline data. The studies outlined below will consider how George Street is used currently, its constraints and recommendations for change.
- a) Public Life Assessment – this study will provide baseline data for the vehicular movements, pedestrian counts, pedestrian behaviours and other modes within George Street
  - b) Economic Assessment – this assessment will provide for baseline data of property values, rental values, EFTPOS/ consumer spending, tenant turnover, number of chains vs independents, footfall of shoppers, forecast of economic value of project to city, employment figures and recommendations
  - c) Accessibility Audit at detailed design stage
  - d) Environmental survey – this assessment will include baseline data for CO2 emissions/pollution/particulate matter and the condition of existing air quality
  - e) Parking Study – this study will consider how the existing car parking inventory is managed and recommendations required that incorporate economic best practice, urban design and transport outcomes.
- 22 Upon completion of the project, this data set will be collected again and used evaluate the project, providing key performance indicators.

**OPTIONS**

**Option One – Recommended Option – The Committee endorses the proposed preliminary concept design**

- 23 The preliminary concept, supported by an activity plan has been informed by the Central City Plan, Global Street Design Guide and community feedback from the recently completed engagement process.

### *Advantages*

- The preliminary concept is consistent with the objectives of the Central City Plan.
- The preliminary concept is consistent with best practice design as set out in the Global Street Design Guide.
- Recent community engagement showed strong support for changes to the design of George Street.

### *Disadvantages*

- Changes to the operation of George Street will not be viewed positively by all parties.
- Road layout changes will result in some increases to travel times through the CBD

### **Option Two – The Committee does not endorse the preliminary concept design**

- 24 This option would require the project team to revisit the concept design and report back to the Committee at a later date

### *Advantages*

- Further consideration could be given to the proposed changes to George Street

### *Disadvantages*

- A new design less consistent with the central city plan and global street design guide will need to be developed
- Timeframes for the delivery of the project may be compromised

### **NEXT STEPS**

- 25 If the concept design is endorsed by the Committee staff will progress the design, including further traffic modelling, baseline data collection and the confirmation of an Activity Plan. The project will continue to be progressed as an integrated and collaborative initiative across Council and with Aukaha.
- 26 The procurement process to engage design consultants and a Contractor will continue

### **Signatories**

|             |  |
|-------------|--|
| Author:     | Kathryn Ward - Principal Urban Designer<br>Richard Saunders - Group Manager Transport                |
| Authoriser: | Simon Drew - General Manager Infrastructure Services<br>Sandy Graham - General Manager City Services |

### **Attachments**

|                    | <b>Title</b>                                   | <b>Page</b> |
|--------------------|--|-------------|
| <a href="#">↓A</a> | Stakeholder and Public Consultation Evaluation | 67          |
| <a href="#">↓B</a> | CCP Retail Quarter Strengths and Weaknesses    | 71          |

|                     |  |    |
|---------------------|--|----|
| <a href="#">↓</a> C | George Street Preliminary Concept Design                               | 75 |
| <a href="#">↓</a> D | George Street Typologies   | 81 |
| <a href="#">↓</a> E | Retail Quarter Activity Plan   | 83 |
| F                   | Draft Activity Design (to be circulated as a supplementary attachment) |    |

**SUMMARY OF CONSIDERATIONS**
***Fit with purpose of Local Government***

This decision promotes the social well-being of communities in the present and for the future.  
 This decision promotes the economic well-being of communities in the present and for the future.  
 This decision promotes the environmental well-being of communities in the present and for the future.  
 This decision promotes the cultural well-being of communities in the present and for the future.

***Fit with strategic framework***

|   | Contributes                         | Detracts                 | Not applicable                      |
|---|-------------------------------------|--------------------------|-------------------------------------|
| Social Wellbeing Strategy               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Economic Development Strategy           | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Environment Strategy                    | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Arts and Culture Strategy               | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| 3 Waters Strategy                       | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Spatial Plan                            | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Integrated Transport Strategy           | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Parks and Recreation Strategy           | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| Other strategic projects/policies/plans | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Delivery of the Central City Plan projects will contribute to a range of objectives contained within Dunedin City Council strategies.

***Māori Impact Statement***

The concept design has been developed with mana whenua who have been engaged throughout the process. The concept and visualisations presented in this report have been prepared with input from mana whenua and a cultural narrative for George Street.

***Sustainability***

The design presented will have positive implications for George Street and will improve the street as a destination and see development of the commercial aspects of the street. The concept also promotes the social benefits of creating a community space in the central city where people can meet and spend time. From an environmental perspective, the design includes rain gardens, trees, vegetation and permeable paving solutions which will have a positive effect on the environment for the future.

***LTP/Annual Plan / Financial Strategy /Infrastructure Strategy***

The Central City Plan project is included in the Long Term Plan 2018-2028.

***Financial considerations***

Costs for the proposed work are within approved budgets.

***Significance***

This significance of this decision is assessed as high due to the importance of the project in redeveloping Dunedin's main street. There has been a high level of community engagement and participation in the project. The concept is in line with the values and objectives of the Central City Plan and utilises global best practice in universal design of the Global Street Design Guide.

***Engagement – external***

Significant external engagement has occurred throughout this process.

## SUMMARY OF CONSIDERATIONS

### ***Engagement - internal***

Significant internal engagement has occurred throughout this process.

### ***Risks: Legal / Health and Safety etc.***

There are no specific risks associated with this decision. Further work on the proposed concept plan will be completed and the project will manage all identified risks.

### ***Conflict of Interest***

No conflicts have been identified

### ***Community Boards***

George Street is not located within a Community Board area.



# Stakeholder Workshops

## Feedback

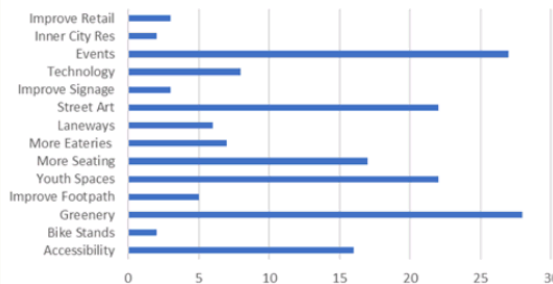


Layout

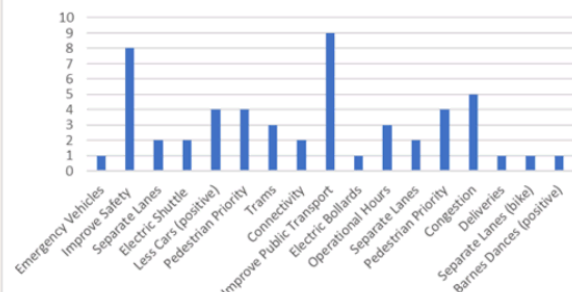


- Status Quo
- Full Pedestrianise (some blocks)
- Part Pedestrianisation (some blocks)
- Full Pedestrianisation (all blocks)
- Part Pedestrianisation (all blocks)

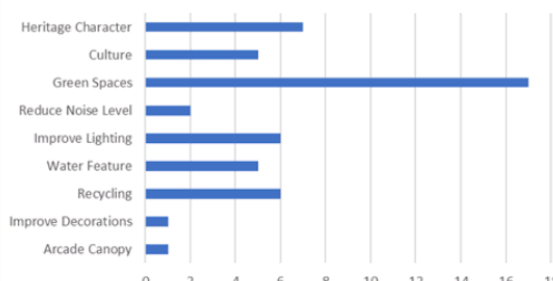
Placemaking Comments Graph #1



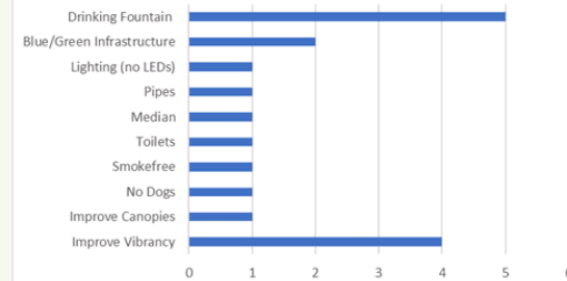
Movement Comments



Placemaking Comments Graph #2



Placemaking Comments Graph #3

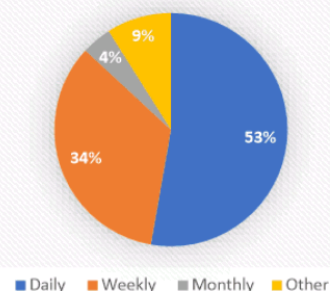


# Public Consultation

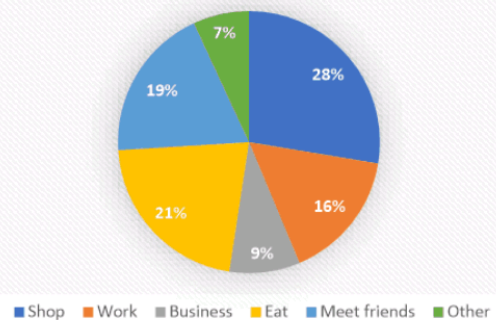
Feedback from DCC Survey



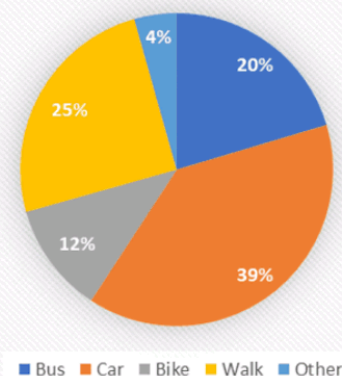
I visit Dunedin's central city



I visit the central city to...



I travel to Dunedin's central city by...

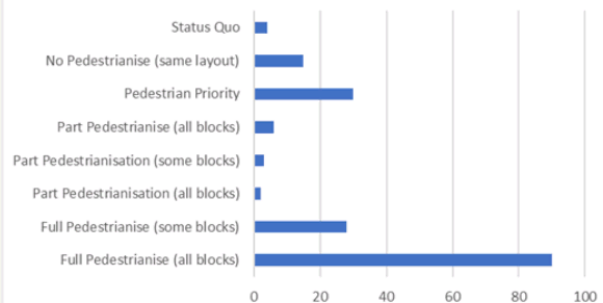


# Public Consultation

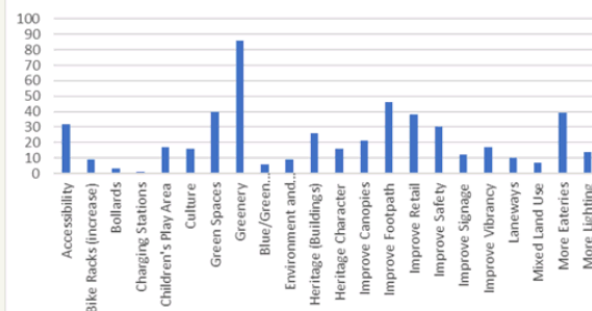
## Feedback from DCC Survey



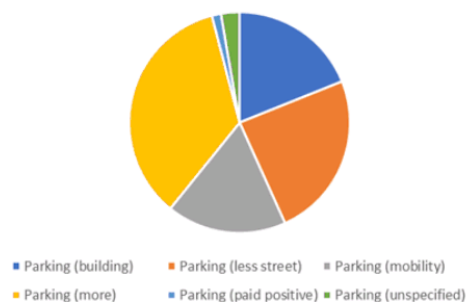
Layout Comments



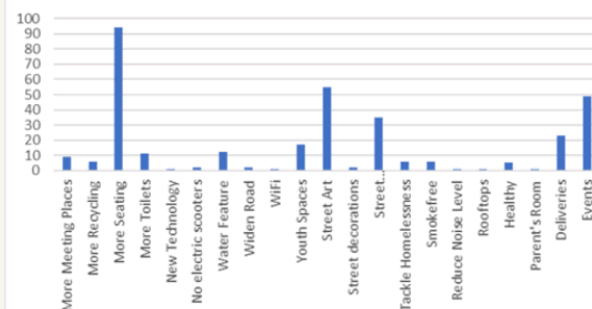
Placemaking Comments part 1



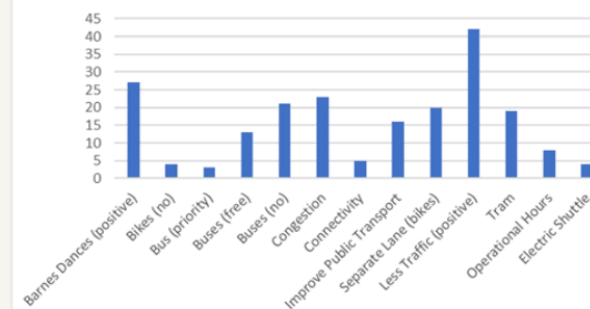
Parking Comments



Placemaking Comments part 2

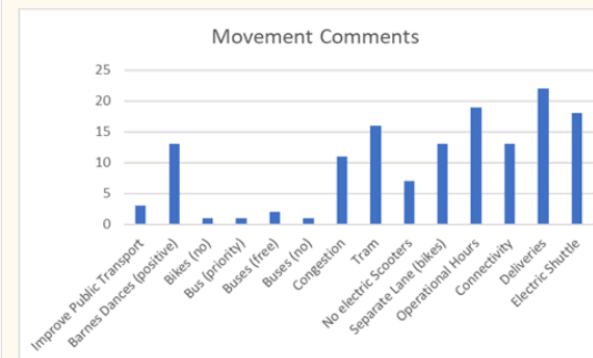
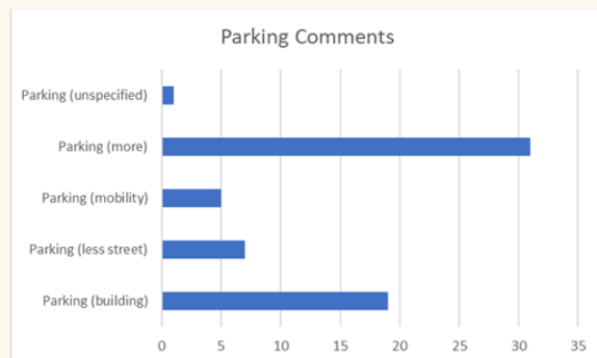
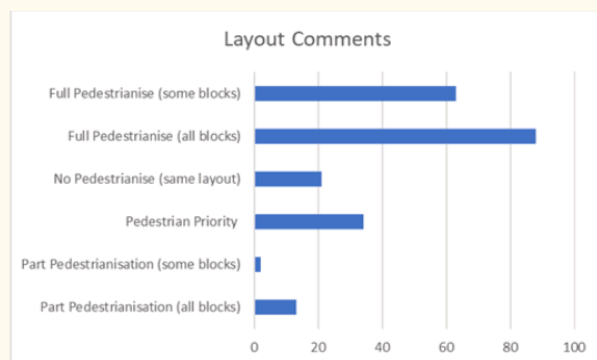


Movement Comments



# Public Consultation

## Feedback from Social Pinpoint



**Central City Plan**
**Retail Quarter: George Street Project**

The table below is a list of strengths and weaknesses of the Retail Quarter as outlined in the Central City Plan and the ways in which these have been considered and will be resolved through the proposed preliminary concept design and visualisations. These designs and visualisations are included as Attachments B and F respectively:

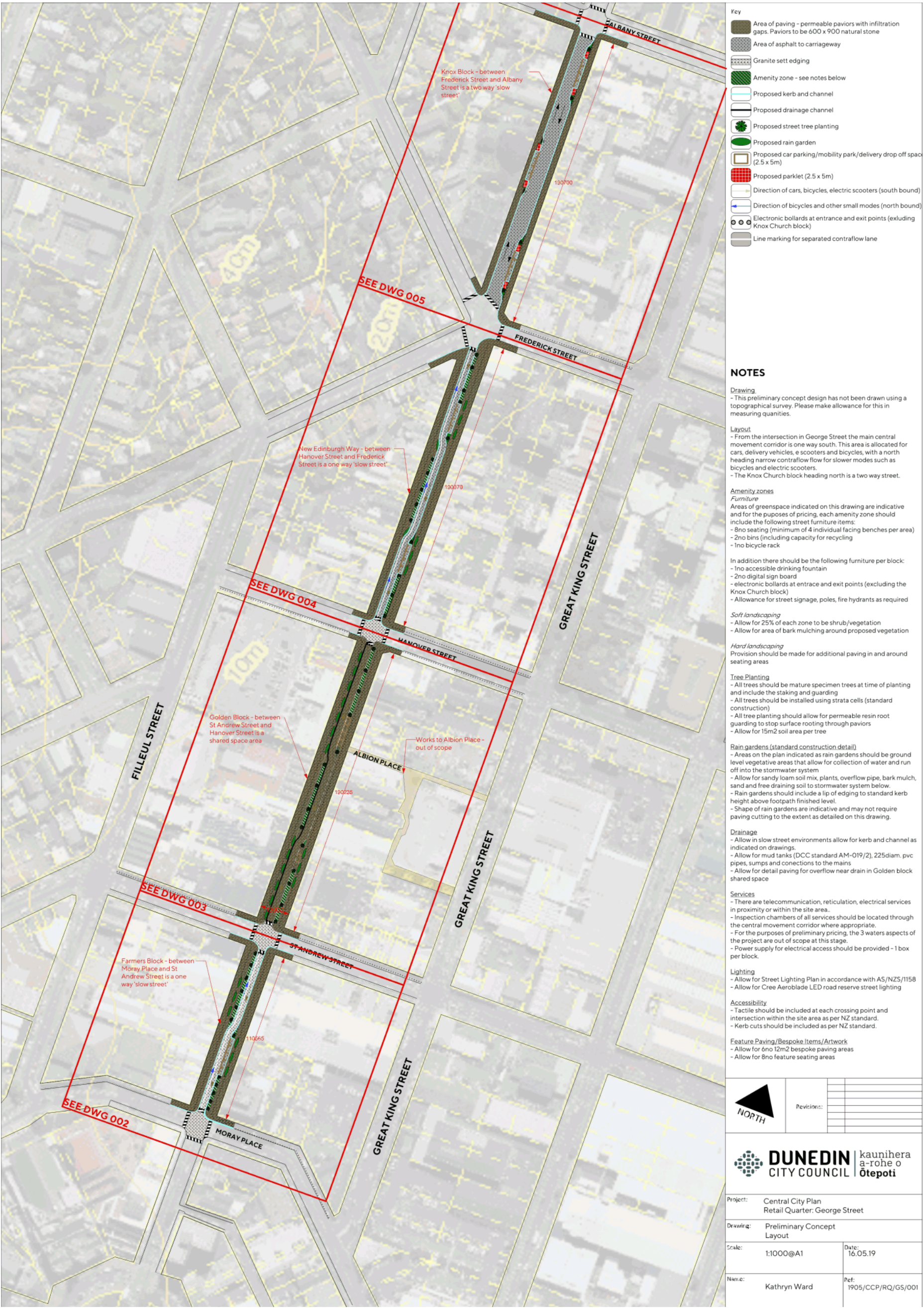
| <b>Strengths</b>  |  |
|---|--|
| <i>As outlined in the Central City Plan</i>                               | <i>Design consideration</i>  |
| An attractive and welcoming environment                                   | The concept includes elements such as greenery, seating, signage and promotes civic pride through celebrating Dunedin's unique culture and heritage through artistic interventions   |
| Visual interest of the heritage buildings lining the street               | The design allows key views through George Street and promotes celebration of heritage and buildings through the 'serial view.' As the member passes through the street elements of the street will emerge to encapsulate a changing view.   |
| A sunnier and more sheltered microclimate than other part so the city     | The design incorporates maximising the solar gain of the street, whilst slowing down wind speed through a chicane movement corridor, broken up by trees and vegetation.  |
| The proximity of the University and the Hospital                          | These connections will be further developed through the concept by the development of Albion Place and its connection to the proposed hospital and bus hub. By providing better continuous pedestrian access through George Street through the Knox Church block, this will promote more successful connection to the Tertiary Precinct.   |
| The proximity to large amounts of off-street car parking                  | Within a 400-metre walking distance to George Street there are over 3000 public car parking spaces available. This strength will be enhanced by the data collected from the proposed Car Parking Study.  |
| The continued agglomeration of retail activity                            | Through the 2GP, retail activity will continue to focus on George Street to maintain the compact nature of the CBD.  |
| A topography that encourages ease of accessibility for a range of users   | The levels through the street are reasonable flat, however the works will improve the footpath and road camber to reduce flooding events within the street and improve accessibility.  |
| <b>Weaknesses</b>   |  |
| <i>As outlined in the Central City Plan</i>                               | <i>Design consideration</i>  |
| The need to complete 3 waters infrastructure renewals and paving upgrades | The concept design includes full renewal of the 3 waters infrastructure and sustainable urban drainage systems above ground level such as rain gardens. The design also proposes full footpath upgrades including widening the footpath for pedestrians.   |
| Changing retail patterns and the growth of online shopping                | Through the 2GP, mixed use development and entertainment will continue to be permitted and other land uses will be encouraged into George Street as is evident. Improving vibrancy through art and events will enhance the experience of George Street and encourage shoppers to frequent the quarter rather than to shop online. These events are outlined in the Activity Plan appended in Attachment C. |

|   |   |
|---|---|
| The lease costs of locating businesses on George Street   | DCC will continue to work alongside building owners, Heart of Dunedin retail group and the Chamber of Commerce to monitor lease costs.  |
| The cost of building upgrades   | DCC will continue to promote the Heritage Fund Grants Scheme to all building owners and work on a feasibility study for further grant schemes that can support building upgrades.   |
| Further relocation of retail services away from the CBD   | Through the 2GP, retail activity will continue to focus on George Street to maintain the compact nature of the CBD.   |
| Conflicting ideas related to the amount of space and priority allocated to different road users (cars, cyclists, public transport, pedestrians) | Council adopted the Global Street Design Guide in April 2018 which guides includes spatial typologies for streets across the city. This document prescribes the geometrics, typologies and standards around allocation of space required for differing road users. For the concept design presented, the typologies used are a 'commercial one-way street', and 'slow street,' which are taken from the Global Street Design Guide. The golden block will be a constructed as a 'shared space' and the others as traditional kerb and channel arrangement. Subject to budget, the project team will consider upgrading some traditional kerb and channel streets to shared spaces where possible. |
| High numbers of accidents involving vulnerable road users   | The concept design includes improving traffic safety issues at the Frederick Street intersection by removing a phase of traffic lights and creating a one-way south movement corridor. Further improvements proposed include shortening crossing distances and reduction of vehicular traffic within George Street.   |
| Conflicting views over the amount, location and types of car parking  | The proposed Car Parkin Study will include collecting baseline data and how existing car parking inventory can be more efficiently utilised. This also includes developing better real time information about where parks are available and signage at gateways into the city to their location. The study will provide recommendations about where car parking should be located to maintain and improve footfall to the street to boost the economy.  |
| The effects of large numbers of buses using George Street (noise pollution, fumes, amount of space required for bus stops)                      | The bus hub is now complete, and the buses will be utilising the Great King Street movement corridor through to Frederick Street, where buses will re-join George Street. The concept includes developing links through Albion Place allow for widening of footpaths and a healthier environment through reduction of all vehicular movement.   |
| Confusion between roads acting as a destination or through route  | Traffic will be restricted from Moray Place to Frederick Street to a southerly through movement which will encourage George Street as a shopping and entertainment destination. This report acknowledges supplementary works will be required to Great King Street and Filleul Street for north moving traffic. These streets have the capacity for additional vehicular movement. The east-west connections of St Andrew Street, Hanover Street and Frederick Street will continue to be important vehicular routes through the transport network and supplementary works will be considered in these locations too.   |
| Low levels of building maintenance and upgrading  | DCC will continue to promote the Heritage Fund Grants Scheme to all building owners and work on a feasibility study for further grant schemes that can support building upgrades.   |

|   |  |
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| A limited range of shop sizes   | DCC will continue to work alongside building owners, Heart of Dunedin retail group and the Chamber of Commerce to consider this constraint.  |
| Limited amounts of public space and areas to rest along with uninspiring nature of existing public areas, with limited public art and lack of innovative design                     | The proposed concept design allows for amenity zones, which allocate space at this stage for public realm. These areas will include greenery, seating and meeting areas, parklets, artistic interventions, drinking fountains and placemaking details. These spaces will be developed further in the next design stage. The narrative that will form this brief will reference the concept of George Street being revitalised as the 'heart of the city,' which will be developed in collaboration with mana whenua.                         |
| The age and style of amenity improvements and street furniture making the area appear dated, contributing to a cluttered appearance   | All street furniture will be replaced in keeping with the design of the public realm elements of the next design stage as outlined above.  |
| Too few public toilets  | This weakness will be considered at the next design stage.   |
| The difficulty of negotiating the area for those with disabilities  | The concept design as presented has been developed in consultation with the Access For All forum. This forum consists of members of the community representing people with mental and physical disabilities. The baseline data proposed in the next phase of work will include an Access Audit at detailed design and at evaluation. The proposed Activity Plan will also include opportunities to 'test drive' works as they become complete on site to tweak kerb alignments and maximise accessibility throughout the construction phase. |
| Uneven brick paved surfaces pose a safety concern, especially for the elderly.  | This item has been considered within the Access for All forum of which many older persons groups are represented.  |
| <b>Other initiatives to investigate</b>   |  |
| <i>As outlined in the Central City Plan</i>   | Design consideration   |
| Encourage formation of retailers/neighbourhood association to improve engagement between DCC and businesses in the area   | The Heart of Dunedin retail group is an established group and is made up of building owners, retailers and managers specific to George Street. The group have been consulted through the stakeholder engagement and DCC continue to have regular meeting with the group.   |
| Improved signage and real time information on the location and number of off-street car parking spaces  | This information will be considered in the proposed Car Parking Study  |
| Identify sustainable locations to install play equipment for children so families are encouraged to spend more time in the central city   | The project team will continue to consider suitable locations for play opportunities in the central city. The design includes the provision for places for families, youth spaces with emphasis on creating an inclusive environment for all.  |
| Consider opportunities to re-use the road space formerly used as bus stops following the construction of the central city bus hub with new uses such as micro parks, seating areas, | As vacant bus stops become available, temporary parklets will be installed into spaces and relocated when construction commences. The design depicts that the Knox Church block will include permanent parklets which will be installed through the construction period.   |

|   |  |
|---|--|
| locations for public art, or cycle parking, in addition to relocating on street car parks | Through the provision of parklets and amenity zones, areas of greenery will be increased. In addition, the proposed Activity Plan will include events such as Park(ing) Day, which will be an opportunity for local artists and organisations to takeover a car parking space for the day. |
|---|--|

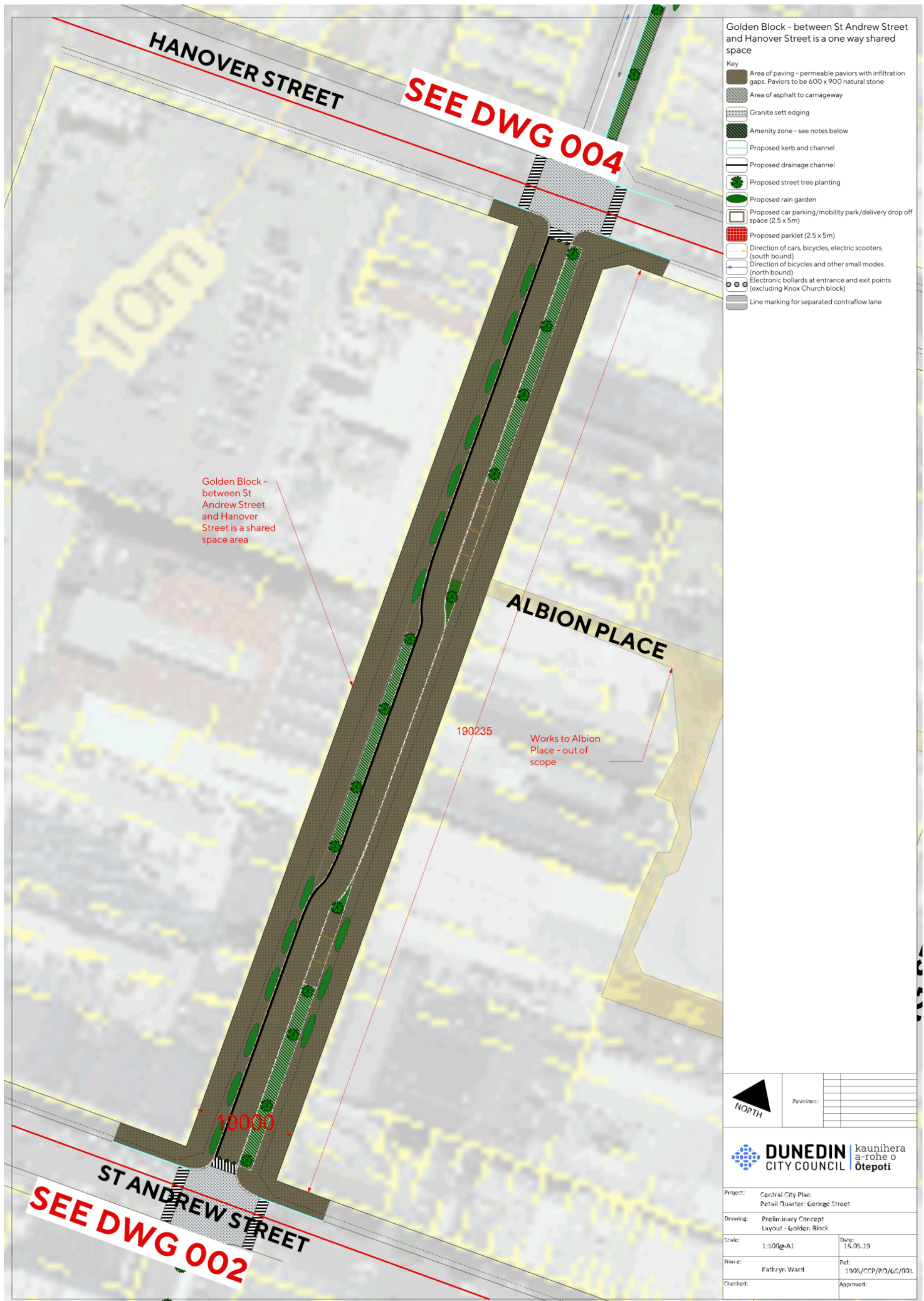




















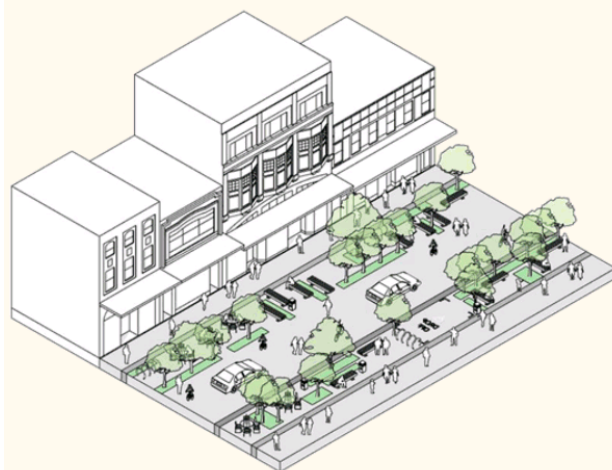




## George Street Typologies



Shared Space (one way)  
*Golden Block*



Commercial Street (one way)  
*Farmers block and New Edinburgh  
Way block*



Slow Street (two way)  
*Knox Church block*







| Central City Plan - Activity Plan                 |           |         |          |          |         |          |        |       |     |        |      |        |  |  |
|---|-----------|---------|----------|----------|---------|----------|--------|-------|-----|--------|------|--------|--|--|
| Retail Quarter: George Street                     |           |         |          |          |         |          |        |       |     |        |      |        |  |  |
|   | Spring    |         |          | Summer   |         |          | Autumn |       |     | Winter |      |        | Mini Projects - Ongoing  |  |
| Activities  | September | October | November | December | January | February | March  | April | May | June   | July | August | Art, Culture and Heritage                                      |  |
| Dunedin Marathon (activation on George Street)    |           |         |          |          |         |          |        |       |     |        |      |        | Exhibition space in temporary spaces - Dunedin Dream Brokerage |  |
| Global PARK(ing) Day                              |           |         |          |          |         |          |        |       |     |        |      |        | Art work on manhole covers and drains                          |  |
| National Poetry Day                               |           |         |          |          |         |          |        |       |     |        |      |        | Encourage street art   |  |
| Arts Festival Dunedin                             |           |         |          |          |         |          |        |       |     |        |      |        | Repaint lost typography signs                                  |  |
| Sporting Events - Summer                          |           |         |          |          |         |          |        |       |     |        |      |        | Dunedin artwork on construction hoardings                      |  |
| Pedestrianisation Trials                          |           |         |          |          |         |          |        |       |     |        |      |        | Video Projects   |  |
| Outdoor Cinema                                    |           |         |          |          |         |          |        |       |     |        |      |        | Digital Signage content  |  |
| Street Café Trials                                |           |         |          |          |         |          |        |       |     |        |      |        | Art and Sculpture  |  |
| Visual Arts and Performances - Summer             |           |         |          |          |         |          |        |       |     |        |      |        | Story telling and cultural narratives through street           |  |
| BYO Community Event                               |           |         |          |          |         |          |        |       |     |        |      |        | Neons  |  |
| Food Festival                                     |           |         |          |          |         |          |        |       |     |        |      |        | Storytelling posts along street                                |  |
| Heritage events                                   |           |         |          |          |         |          |        |       |     |        |      |        | Education  |  |
| Long Lunch  |           |         |          |          |         |          |        |       |     |        |      |        | Apprenticeship opportunities                                   |  |
| Community Picnic                                  |           |         |          |          |         |          |        |       |     |        |      |        | Urban Design talks at Schools                                  |  |
| Black Friday                                      |           |         |          |          |         |          |        |       |     |        |      |        | Heritage talks at schools                                      |  |
| Night Markets                                     |           |         |          |          |         |          |        |       |     |        |      |        | Heritage information and mini projects                         |  |
| Christmas Shopping event                          |           |         |          |          |         |          |        |       |     |        |      |        | Design School: Signage projects                                |  |
| Orientation Week                                  |           |         |          |          |         |          |        |       |     |        |      |        | Design School: Video projects                                  |  |
| Silent Disco                                      |           |         |          |          |         |          |        |       |     |        |      |        | Youth Council Initiatives                                      |  |
| Music event activations                           |           |         |          |          |         |          |        |       |     |        |      |        | Tac map and inclusive signage                                  |  |
| iD Fashion Show                                   |           |         |          |          |         |          |        |       |     |        |      |        | Mapping Vegetation in CBD with UoO                             |  |
| Dunedin Fringe Festival (street performances)     |           |         |          |          |         |          |        |       |     |        |      |        | Accessibility trials during construction period                |  |
| NZ Music Month                                    |           |         |          |          |         |          |        |       |     |        |      |        | Volunteering   |  |
| Writers and Readers Festival (art and literature) |           |         |          |          |         |          |        |       |     |        |      |        | Heritage Story Tours   |  |
| Story telling/ memories events                    |           |         |          |          |         |          |        |       |     |        |      |        | Guided Tours   |  |
| Sporting events (winter)                          |           |         |          |          |         |          |        |       |     |        |      |        | City Ambassadors   |  |
| Visual Arts and Performances - Winter             |           |         |          |          |         |          |        |       |     |        |      |        | Dunedin Hype - Vloggers  |  |
| World Bicycle Day                                 |           |         |          |          |         |          |        |       |     |        |      |        | Dunedin Hype - Bloggers  |  |
| Interactive Toitu Exhibitions                     |           |         |          |          |         |          |        |       |     |        |      |        | Podcast series   |  |
| Stargazing  |           |         |          |          |         |          |        |       |     |        |      |        | Enterprise   |  |
| Poetry Slams in Vacant Shops                      |           |         |          |          |         |          |        |       |     |        |      |        | App for marketing and incentives                               |  |
| Light Night                                       |           |         |          |          |         |          |        |       |     |        |      |        | Pop up spaces in street (retail and entertainment)             |  |
| Matariki  |           |         |          |          |         |          |        |       |     |        |      |        | Merchandising  |  |
|   |           |         |          |          |         |          |        |       |     |        |      |        | Homelessness Working Party support                             |  |
|   |           |         |          |          |         |          |        |       |     |        |      |        | Think Night (George Street between 6pm-6am)                    |  |
|   |           |         |          |          |         |          |        |       |     |        |      |        | Filling vacant shops   |  |
|   |           |         |          |          |         |          |        |       |     |        |      |        |  |  |
|   |           |         |          |          |         |          |        |       |     |        |      |        |  |  |



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## **ITEMS FOR CONSIDERATION BY THE CHAIR**

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For any items for consideration by the Chairperson.

### **Attachments**

There are no attachments for this report.