

# THE KARANGAHAPE ROAD PLAN 2014-2044





Karangahape Road



# MIHI

---

E toko ake rā e te iti, whakatata mai rā e te rahi,  
kia mihi koutou

ki ngā kupu whakarei a te hunga kua tipokotia  
e te ringa o te wāhi ngaro,

ēngari e kainihi tonu nei i ngā mahara i te ao,  
i te pō.

Ngā ōha i mahue mai i tērā whakatupuranga  
kia āpitihiā e tātou ki ngā tūmanako o tēnei reanga,  
hei mounga waihotanga iho ki te ira whaimuri  
i a tātou.

Koina te tangi a ngākau māhaki, a te wairua hihiri  
me te hinengaro tau.

Oho mai rā tātou ki te whakatairanga i ngā mahi  
e ekeina ai

te pae tawhiti ka tō mai ai ki te pae tata.

---

Welcome to you all let me greet you

with the eloquent words of those who have long  
since been taken by the unseen hand of the unknown,  
but for whom we still mourn.

Let us enjoin the legacy they left

to the hopes of this generation

as our gift to those who will follow us.

That is the pledge of the humble heart, the willing  
spirit and the inspired mind.

Let us rise together and seek to do what is necessary  
to draw distant aspirations closer to realization.

# CONTENTS

1. PURPOSE OF THE KARANGAHAPE ROAD PLAN.....	7
2. LOOKING AHEAD – KARANGAHAPE ROAD NOW AND IN THE FUTURE .....	8
3. THE LOCAL CONTEXT OF KARANGAHAPE ROAD AREA .....	10
4. DEVELOPING THE KARANGAHAPE ROAD PLAN.....	18
5. THE STRATEGIC POLICIES AND PLANNING CONTEXT .....	20
6. THE CITY RAIL LINK PROJECT (CRL).....	24
7. PLANNING FOR THE FUTURE – ISSUES AND OPPORTUNITIES.....	26
8. THE VISION AND SIX KEY MOVES .....	28
Key move 1 – Showcase the Karangahape Road area as the creative, edgy fringe of the city centre.....	30
Key move 2 – Protect, enhance and celebrate Karangahape Road’s historic and cultural heritage, biodiversity and vibrancy.....	32
Key move 3 – Provide safe and convenient connections in and through the Karangahape Road area.....	34
Key move 4 – Improve and develop an integrated network of civic and public open spaces in the Karangahape Road area.....	37
Key move 5 – Create a safe and enjoyable environment to live, work and play in Karangahape Road.....	40
Key move 6 – Promote the City Rail Link station at Karangahape Road as the catalyst for new investment and growth in the area.....	42
9. FUTURE DEVELOPMENT OPPORTUNITIES IN THE KARANGAHAPE ROAD AREA .....	44
10. IMPLEMENTATION STRATEGY .....	48
11. IMPLEMENTATION PLAN.....	50





FARKER  
& POLL

Sell Out now on

HOUSE AND ESPRESSO

FRONTRAWK

166

SK8FACTORY

GENERAL AND COURIERS

# FOREWORD

---

**It is with great pleasure that I present to you the Karangahape Road Plan – a framework for planning the future of one of New Zealand’s most iconic roads and how it is envisaged to change over the next 30 years.**

We all want Karangahape Road to be a safe and well-connected place that offers a range of housing and employment generating activities, connected to a resilient public transport network while celebrating and protecting its distinctive historical and cultural heritage, all the while reinforcing its role as the colourful entertainment and creative fringe of the city centre.

The City Rail Link is Auckland’s major urban transformation project and is highly significant to the Karangahape Road area because a new train station is proposed at the top of Beresford Square and Pitt Street.

The proposed City Rail Link and station will bring a range of benefits to Karangahape Road. We see the station as a significant catalyst for revitalising the area, opening opportunities for new investment and development, encouraging growth, and providing access to high quality public transport that is accessible to all.

The challenge will be to understand, best manage and plan for this change so that it provides maximum benefit to the community, now and into the future. It is hugely important to do all of this while protecting and enhancing Karangahape Road’s historic heritage, unique cultural identity, and the ‘gritty’ character for which the area is known.

This plan provides a mechanism to transform Karangahape Road and improve the area for all who live, work, visit and invest in the area. The plan has drawn on work and studies undertaken by legacy and current Council organisations, as well as the heritage and history of the area, community engagement and feedback received by locals and regional visitors, mana whenua, the Karangahape Road business community and residents.

The Waitematā Local Board has led the development of this plan and has been significantly assisted by the support and involvement of the Karangahape Road Business Association led by Barbara Holloway. We are also grateful to Generation Zero for promoting awareness of the draft plan and the opportunities we have to redevelop one of Auckland’s iconic roads into a safe environment for pedestrians, bike riders and public transport users. We are pleased that so many people took the time to provide their views and share

their visions for Karangahape Road with us during public engagement and in the development of this plan.

We hope this plan will serve as a development framework to guide you, the community, current and future residents and businesses, Council and its delivery partners to work together over the next 30 years to turn this plan into a reality.

**Vernon Tava,**  
*Board Member, Waitematā Local Board*



# 1. PURPOSE OF THE KARANGAHAPE ROAD PLAN

**The purpose of the Karangahape Road Plan is to provide a clear planning framework to guide how the Karangahape Road area could grow and change over the next 30 years.**

The City Rail Link project and proposed Karangahape Road Station is a catalyst for transformation in the area and this change needs to be carefully and thoughtfully planned for.

This plan sets out a vision, key moves, projects and initiatives to support growth, change, and the aspirations and goals that the community, mana whenua and local businesses have for the Karangahape Road area.

## VISION

The Vision for Auckland becoming the world's most liveable city is achieved at a local level in Karangahape Road by developing Karangahape Road as a safe and well-connected place that offers a range of housing and employment generating activities connected to a resilient public transport network, celebrates and protects its distinctive historical and cultural heritage and reinforces its role as the colourful entertainment and creative fringe of the city centre.

## SIX KEY MOVES

Six key moves have been identified that are integral to change in the area and delivery of these will facilitate the achievement of the desired outcome for Karangahape Road over the next 30 years. These six key moves are:

1. Showcase the Karangahape Road area as the creative, edgy fringe of the city centre.
2. Protect, enhance and celebrate Karangahape Road's historic and cultural heritage, biodiversity and vibrancy.
3. Provide safe and convenient connections in and through the Karangahape Road area.
4. Improve and develop an integrated network of civic and public open spaces in the Karangahape Road area.
5. Create a safe and enjoyable environment to live, work and play in Karangahape Road.
6. Promote the City Rail Link station at Karangahape Road as the catalyst for new investment and growth in the area.

## ACTIONS AND PROJECTS

A number of actions have been identified as catalysts to change in the Karangahape Road area. The City Rail Link, a major urban transformation project, will help deliver projects and improvements to the Karangahape Road area. Where possible, this plan has prioritised actions and outcomes with the delivery of the City Rail Link and new train station in Karangahape Road area.



Pitt Street and Karangahape Road intersection.  
*Photo: Blair Hastings, f16photography.*



## 2. LOOKING AHEAD – KARANGAHAPE ROAD NOW AND IN THE FUTURE

### ‘TE KARANGA A HAPE’, THE WELCOMING CALL OF HAPE

Karangahape Road is home to an eclectic mix of uses, intriguing history and historic built form, with diverse communities and people. These make for an attractive, vibrant cultural precinct located on the fringe of our City Centre.

It is an iconic road. Once a destination for department stores, its Victorian and Edwardian buildings now house an array of cafés, restaurants, boutique shops, pubs, nightclubs and workspaces. The area also has a concentration of businesses from the creative sector. Karangahape Road has become a centre for much of Auckland’s bohemian scene, with many venues for alternative music and street art.

A new train station is proposed for the top of Beresford Square and Pitt Street as part of the new City Rail Link project. Comprising a 3.4 kilometre underground passenger railway running between Britomart and Mt Eden station, the proposed City Rail Link is a major urban transformation project that will significantly

improve the Auckland rail network and establish an integrated transport network in Auckland.

The proposed train station on Karangahape Road ridge will be a significant catalyst for revitalising the area, opening opportunities for private development, encouraging new business and residential growth, and providing a high level of public transport access for all.

The opportunity to accommodate high-quality growth and integrate the City Rail Link station, while protecting and enhancing Karangahape Road’s heritage and keeping the edge and ‘grit’ for which the area is known, is the key challenge for Karangahape Road in the future.

The 24/7 life of Karangahape Road has the potential to be showcased and seen as a popular destination, recalling its past as one of Auckland’s premier shopping districts, with an attractive public realm, contemporary retail shops, and a focus on art and creative industries.

Effort will be required to retain and attract particular retailers, as well as improving the perceptions of the quality and overall look and feel of the physical environment on Karangahape Road. This will improve and create new linkages to public transport, increase



Traffic light crossing outside St Kevin’s Arcade on Karangahape Road.



Karangahape Road.



foot and cycle traffic, and offer a range of employment opportunities, facilities and housing types.

There is space to grow and therefore significant development potential in the area. A train station will strengthen the area's status as a 24/7 district and will enable the same level of access for workers, residents and tourists as the Britomart and Newmarket stations.

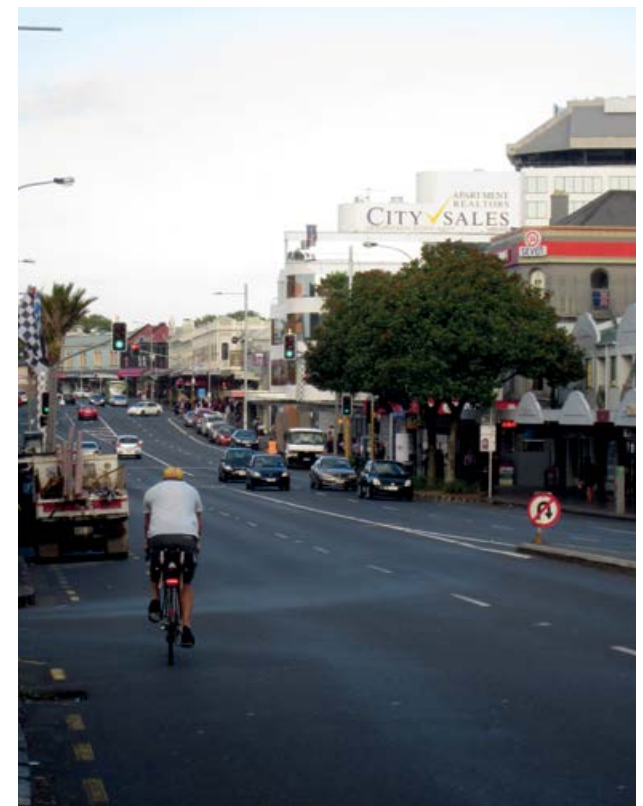
The Plan provides a unique mechanism to transform Karangahape Road and improve the Karangahape Road area for people living, working, visiting and investing in the area.

This plan seeks to build on the opportunities the area offers, looks at the challenges it faces and identifies six key moves to help us realise the vision and the projects and actions designed to transform the area.

The street will build on its nationally recognised name with an emphasis on both day and night entertainment economies, integrate and enhance the opportunities available from a new City Rail Link station, and continue to reflect the significant heritage qualities in the area. People want Karangahape Road to be a safe and connected place for all users of the community.

This plan recognises that there are a multitude of agencies and stakeholders working to improve the Karangahape Road area. The ability to deliver this plan and to successfully deliver on the vision will rely heavily on collaboration. Auckland Council, Auckland Transport, the Waitemata Local Board and the Karangahape Road Business Association are all committed to working in partnership with stakeholders, including business and property owners, community groups, mana whenua and other organisations and agencies to realise this.

This plan is one of the key strategies which will contribute to making the City Centre Masterplan and the Auckland Plan a reality. This desire is based on a vision that is shared by the partners who have contributed to developing this plan. It provides a blueprint for Auckland's heart to contribute to achieving the vision of becoming **the world's most liveable city**.



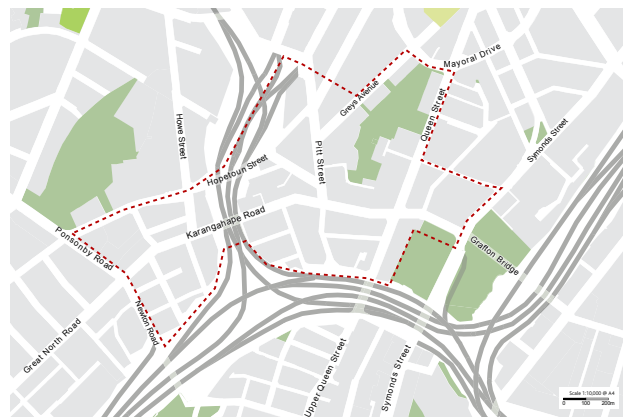
Karangahape Road (looking west).

# 3. THE LOCAL CONTEXT OF KARANGAHAPE ROAD AREA

## STUDY AREA

The Karangahape Road Plan focuses on the Karangahape Road Quarter, as identified in the City Centre Master Plan. The Plan area covers the length of Karangahape Road encompassing the areas north and south of the ridgeline and includes Myers Park, a significant public park for local residents and workers in the area (see map 1). The proposed Karangahape Road station is centrally located at Beresford Square, a focal point of this Plan.

The wider context encompasses Auckland Hospital, the School of Medicine and the southern parts of AUT and the University of Auckland. All of which are located within a 10 to 15 minute walking distance to the east and northeast of the Karangahape Road precinct. The upmarket city fringe suburbs of Ponsonby and Grey Lynn are located to the west with Newton to the south.



Map 1: Karangahape Road Plan Study Area.

## PEOPLE AND COMMUNITIES

According to the Statistics New Zealand 2013 census data, Karangahape Road has a total population of approximately 3,000 residents with close to half the residents being 20-29 years of age. The 2013 Census showed that the majority of residents living in Karangahape Road were of NZ European followed by Asian descent. The Census 2013 also showed that more than half the residents currently living in Karangahape Road area live in rental properties.

Since the 1970s, a broader demographic has emerged in the area that now includes a wide diversity of younger people, ethnicities, identities and lifestyles in the area.

Karangahape Road is known for the creative and art industries that are located in the area which include art galleries, artists, industrial designers, fashion designers, and photographers.

In the past few decades, Karangahape Road has become the 'alternative' or 'avant garde' scene of the city centre with a diverse range of retail stores including lifestyle and vintage shops, tattoo parlours, strip clubs and rainbow bars.

The Karangahape Road area represents a more edgy gritty urban character than the rest of Auckland and the City Centre, and has developed a reputation as the city's red light district. Its diversity in people, communities and cultures has enriched the area's colourful identity.

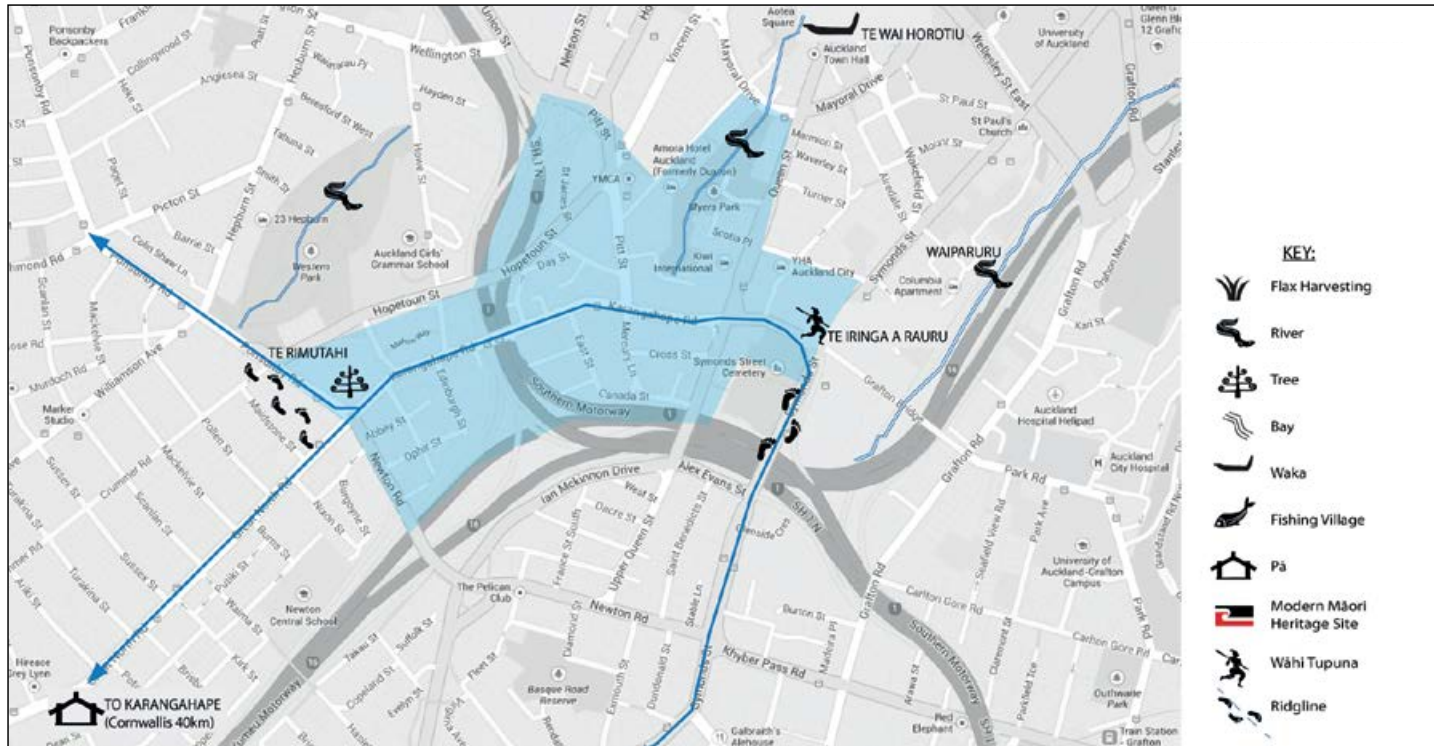
The area is also home to a number of early childhood schools, tertiary education facilities, churches,



Fashion event at St Kevin's Arcade.  
Photo: Karangahape Road Business association.

and community facilities including the Myers Park Kindergarten, Kadimah School and Pre-School, Language Studies International, the Methodist Auckland Central Parish, and the City Presbyterian Church. The Auckland Central NZ Fire Service and St Johns Ambulance stations are also located within the plan area on Pitt Street. It is within close proximity to Auckland Girls' Grammar School, Studio One Toi Tū on Ponsonby Road, the Auckland Central NZ Police Station and several churches within the Ponsonby Road area.

Karangahape Road is recognised as an inclusive and accepting neighbourhood. Freedom of expression in all aspects such as ethnicity, sexuality, music, food and art is celebrated.



Map 2: Mana Whenua historical features in the Karangahape Road area.  
Source: Auckland Council, 2014.

## MANA WHENUA

Tāmaki Herenga Waka (Tāmaki – where waka are tied to) is an ancient name for the Auckland Isthmus. This narrow piece of land between the Pacific Ocean and Tasman Sea was known well by the great Polynesian navigators who settled Aotearoa over a thousand years ago. Waka arriving from the Pacific Islands with new seed stocks and migrants sought the narrowest part of the isthmus at Ōtāhuhu, a mere 800m portage between the two great oceans.

Later voyagers found Tāmaki heavily populated; some stayed and married into local communities while others continued south in search of new lands. With excellent gardening soils, a wide variety of fish stocks, and natural

fortifications provided by a multitude of volcanic cones, Tāmaki became the centre of Māori civilisation in Aotearoa. As Tāmaki Makaurau/Auckland, it remains the most populated Māori city in the world today.

Through the leadership of Hua Kaiwaka in the 16th century, the various tribes of the Tāmaki Isthmus were united under the confederation known as Te Waiohūa. Under his reign Tāmaki saw an unprecedented period of peace and prosperity that led to the saying “Te pai me te whai rawa o Tāmaki” (“The wealth and luxury of Tāmaki”). The Hauraki confederation of Iwi had periodic incursions onto the Isthmus as well as fishing

stations on the Waitematā. Ngāti Whātua domiciled in the north-west of Auckland, attacked Te Waiohūa in the mid-17th century, eventually settling in the central isthmus and marrying into Te Waiohūa.

Whilst all Iwi are related today they continue to fiercely defend their own mana motuhake or autonomy. In 1840 a 3,000 acre block of land was exchanged between Ngāti Whātua leader Te Kawau and Governor Hobson. The Karangahape-Newton area was included in that first transaction.



Karangahape is one of a number of original Māori names to have survived European settlement. When the Tanui waka set out from Aotearoa from Hawaiiki, an ancestor, Hape, was left behind due to his disability, a 'clubfoot'. Some say he made the journey to New Zealand on the back of a stingray, preceding the arrival of his clansmen by several weeks. On their arrival they saw him standing on a hill (Karangahape Road) and he welcomed them with a Karanga, or greeting call, and the event became known as Te Karanga a Hape.

A number of Iwi have identified the following sites within the plan area or adjacent to that area of relevance. These include and are illustrated in map 2:

- Karangahape (The Call of Hape) – The ridge is named for the Tainui ancestor Hape. The Karangahape ridge was also the beginning of a Māori walking track from whence one would travel when embarking on the journey overland to Cornwallis, also called Karangahape, thus linking the two sites separated by almost 40km. Coincidentally, the two sites also have an early Pakeha connection; Symonds Street and Cornwallis are named for Captain Williams Cornwallis Symonds, a key player in the establishment of Auckland city
- Te Iringa o Rauru (The Hanging of Rauru's body) – Rauru of Ngāti Whātua was killed by Te Waiohū and hung in a tree near the old windmill junction Symonds Street and Karangahape Road. This act was part of an escalation of aggression between the two iwi that eventually led to full scale warfare in the mid-1700s

- Wai Horotiu (Horotiu's Stream) – The Horotiu stream in part is spring-fed from behind St Kevin's Arcade. Horotiu is a taniwha (spiritual guardian) that dwelt in the waters of the Horotiu and the Waitematā
- Te Rae o Kawharu (The Brow of Kawharu) – Kawharu was a Waikato ancestor who led Ngāti Whātua on a number of military campaigns in the 16th century into the Auckland Isthmus from the South Kaipara. At Arch Hill he rested after a battle and named it after his brow, as was the Māori custom to proclaim mana over the land.



Looking south west from Partington's Windmill showing buildings on Liverpool Street (foreground), premises of J Brown and Sons and E Kitchener Limited on Upper Queen Street, the Baptist Tabernacle (right) with Pitt Street Methodist Church behind, and premises along Karangahape Road including H Butcher (right), Rendells Limited and the Construction of George Court and Sons building (centre) Auckland Region (N.Z.).

Source: Sir George Grey Special Collections, Auckland Libraries, 1-W417.

## BUILT HERITAGE

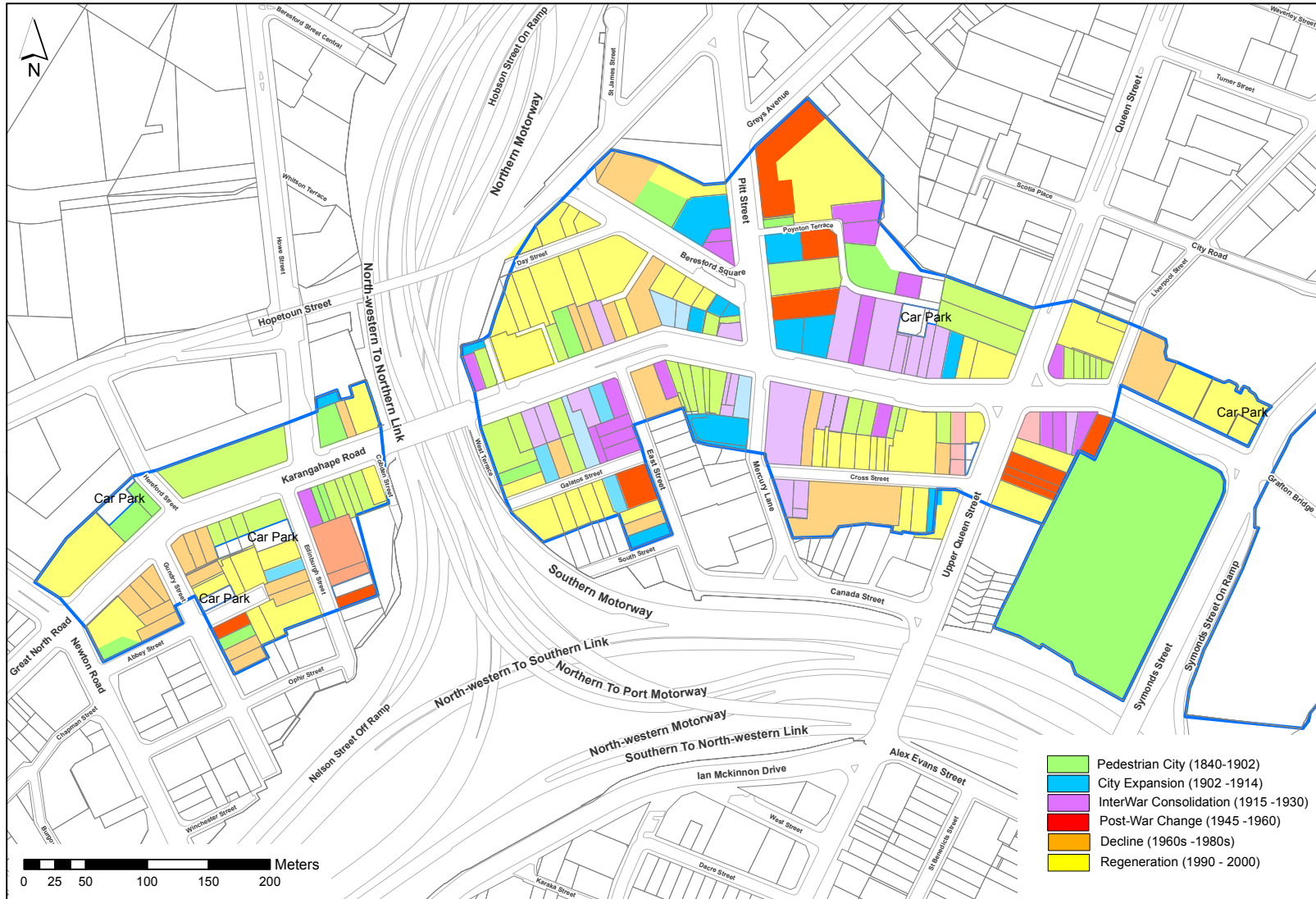
Auckland was established in September 18, 1840 with the capital moving from Kororareka, Bay of Islands in 1841. It grew rapidly through an influx of immigration, although Karangahape Road remained a 'rural' area outside the main commercial area focused on Queen Street.

The main route north and west began at Karangahape Road, and modest houses and shops were built along this track, small businesses sprang up, manufacturing or assembling items on their premises, drawing labour from nearby Newton, Grafton, and Myers Park area, which was later cleared of houses to become a park of this name in 1915. Auckland was a compact city, people living close to their employment and having local shops and facilities at hand.

Early public transport including horse trams and buses in the late 1880s, combined with increasing inner city suburban growth, saw a more urbanised street with a flourish of shops built towards the western, Ponsonby Road end.

The turn of the century introduction of electric trams, most of which ran along Karangahape Road, focused development on the Pitt Street to Queen Street core and by 1908 almost the entire length of Karangahape Road from Symonds Street to Ponsonby Road was fully occupied by shops. See Map 3 on the time period of when buildings were built along and around Karangahape Road.

By 1911 the first department store, Rendells, had opened and in the pre-World War I period



**Map 3: Karangahape Road Study Area Building Development Phases**

*Map Disclaimer: Please note that the building development map for Karangahape Road reflects only the buildings included in the Historic Heritage Area Evaluation: Karangahape Road completed by the Auckland Council Heritage Unit in January 2014. This historic heritage area was defined at the time of evaluation as encompassing the length of Karangahape Road and an associated network of surrounding streets in between Symonds Street and Ponsonby Road with the inclusion of Symonds Street Cemetery.*

Source: Auckland Council, 2014.



Looking in an easterly direction along Karangahape Road showing the premises of J Clarkson, tailors, George Court and Sons Limited, W and J Peet, grocers, Rendells Limited and WG Hutchinson, grocers Auckland Region (N.Z).

Source: *Sir George Grey Special Collections, Auckland Libraries, 1-W1307.*

Karangahape Road became a more specialised local and regional shopping area.

The interwar period saw sustained building activity in the core around St. Kevin's Arcade. The street's second department store and George Court was rebuilt as a five storey building. After this time only a few new buildings were constructed along Karangahape Road until the 1960s. Retailing and shopping habits changed after the war with increasing suburban development and shopping malls.

Construction of the Central Motorway Junction (CMJ) in the late 1960s demolished most of Newton's houses and displaced the local resident population who worked locally and supported the retailers. This began a long period of decline in the area. Shops closed and relocated,

rents fell and the western end of Karangahape Road gained a reputation as a red-light area. The shopping core remained but the area was seen as a risqué part of town rather than a family shopping street.

Following the stock market crash in 1987, development across the city was brought to a halt, which inadvertently protected heritage buildings in the Karangahape Road area. Some significant shops with offices and/or apartments above were constructed in the 1990s and 2000s. These, combined with newly-built apartment blocks nearby, have drawn residents into the area and revitalised Karangahape Road into a vibrant area providing a diverse shopping experience matching its rich architectural heritage representing every period from the 1860s onwards.



Looking along the northern side of Karangahape Road from Newton Place (now Day Street).

Source: *Sir George Grey Special Collections, Auckland Libraries, 4-2353.*



Stereoscopic view looking across Karangahape Road through a vacant allotment, showing Partington's Windmill.

Source: *Sir George Grey Special Collections, Auckland Libraries, 4-8560.*



## ECONOMY

The Karangahape Road Plan is centered on the Karangahape Road ridgeline. It is a vibrant, 24/7 mixed-use area with a high proportion of retail activities, cafes, restaurants and bars, creative industries and entertainment activities, as well as residential apartments and commercial office and art space. On Karangahape Road itself, these activities are clustered in predominantly two-storey buildings, many of which are identified as having particular heritage or character value.

In the streets behind Karangahape Road (on its southern side) are a number of small-scale light industrial activities – including mechanic's yards, small-scale manufacturing, and as well as residential buildings, art gallery spaces and community facilities (such as halls and churches).

The area to the north of Karangahape Road includes a mix of office and residential apartment land uses. This area is characterised by its lanes and backstreet network.

### Creative Industries

The creative industries are strong in the Karangahape Road area. There is a strong presence of visual arts, performing arts, design, advertising and music from both established and up-and-coming artists.

In 2012, the creative sector had approximately 17,900 employees located in Auckland, which comprises approximately 3 per cent of the city's total employment. The creative sector's stand-alone contribution to the



Inside St Kevin's Arcade. Photo: Jay Farnworth.

Auckland's GDP is estimated at over \$1.8 billion for 2012, which is 2.3 per cent of the city's total GDP.

Over half of the creative employment is concentrated in the Waitematā Local Board area (57 per cent), particularly in the City Centre and City Centre fringe areas, including Ponsonby, Grafton, Newmarket and Parnell. Auckland's radio employment is mostly in Waitematā (81 per cent), as is most music (74 per cent), but the area is less strong in film and video (37 per cent) and visual arts (39 per cent). Waitematā Local Board area's design sub-sector alone employs at least twice as many people as the entire creative sector in each of the other local boards.

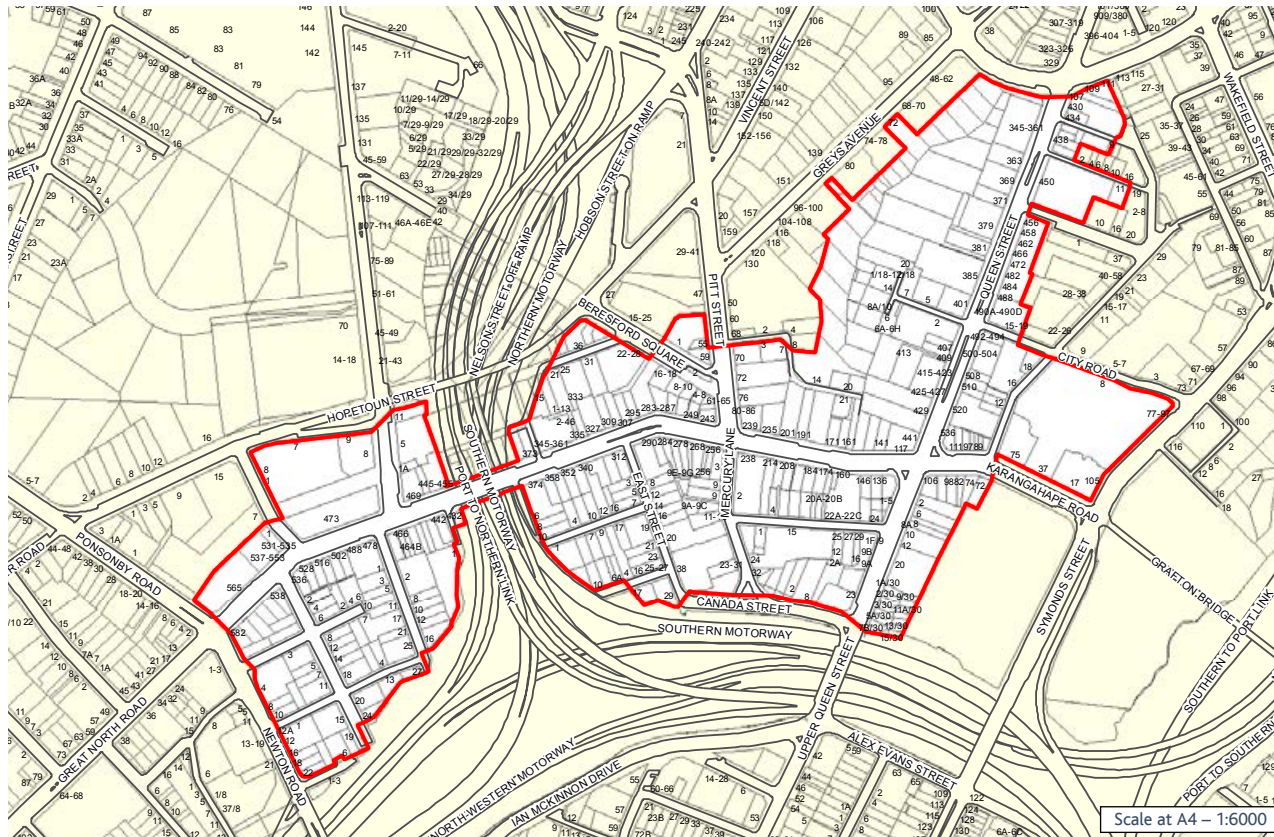
There are 9,044 creative businesses in total, of which a quarter (27 per cent) are in the Waitematā Local Board area. This is much lower than the area's share

of creative employment (57 per cent), indicating that these businesses are much less geographically concentrated than employment because creative sector businesses tend to be larger in Waitematā than elsewhere.

35.1 per cent of creative industry workers work in the City Centre with approximately half of them in the Karangahape Road area. Within the creative industry sector, performing arts, publishing and design are the predominant creative industries in the City Centre and surrounding areas.

10 per cent of all businesses in the Karangahape Road are part of the creative sector which employs 5 per cent of all employees in the area. This is much higher here than for Auckland (2.8 per cent and 1.9 per cent) and has a high concentration of creative sector businesses and workers relative to the rest of Auckland.





Map 4: Karangahape Road BID managed by the Karangahape Road Business Association. Source: Auckland Council, 2014.

## Retail

The City Centre Retail Action Plan (2012) identifies the Karangahape Road area as having a 'particular ambience' due to its mix of activities, cultural focus and architectural character, together with its range of eclectic, multi-cultural and art-focused retail tenancies. Retail is predominantly characterised by one-off, small-scale businesses and includes convenience stores, liquor stores, restaurants, cafés, bars, and artistic, boutique clothing and second-hand shops.

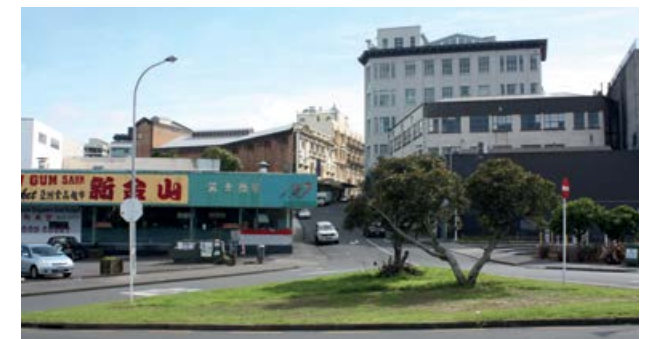
## The Business Improvement District

Karangahape Road provides a different type of retail shopping experience to the rest of the city centre and is considered a stand-alone retail precinct and Business Improvement District (BID) that is managed through the Karangahape Road Business Association in partnership with Auckland Council – see Map 4 on the BID area covered by the Karangahape Road Business Association.

The Karangahape Road Business Association collects targeted rates from relevant businesses to be spent



Karangahape Road during the day.



Mercury Lane and Canada Street intersection.

on local area improvements. They run a wide range of projects and initiatives to promote the area, foster business, encourage the creative sector, recognise heritage and character qualities of the area, monitor crime and ensure that businesses are kept up to date with local planning matters.





Karangahape Road and Queen Street intersection. *Photo: Jay Farnworth.*

## MOVEMENT

Movement within the Karangahape Road area is concentrated along the ridgeline corridor. This is partially the result of a truncated street network constrained by the Central Motorway Junction (CMJ). It is currently a route of high traffic flow during peak times, although overall traffic numbers are declining. The ridgeline is a key cycle commuter route, well serviced by bus routes, and is the main connector, through a number of bridges and intersections, both to the upper city centre and to the inner western suburbs.

The North-Western cycleway passes through the south of the study area providing an off-road cycle path to downtown and towards the west.

For pedestrians, Myers Park provides an alternate route through to the central city and there are opportunities for improved entrances and connections to this park. Pedestrian movement is also affected by perceptions of safety in areas away from Karangahape Road, especially outside of daylight hours.



Myers Park.

On-street parking is priced to encourage short stay parking as there is high demand for parking in the area. Longer stay parking is generally accommodated in off-street parking facilities.

The addition of the Karangahape Road station to the City Rail Link at Beresford Square will act as a strong attractor to the area. As a result, provision will need to be made for dramatically increased pedestrian numbers, especially at peak times, around Beresford Square and across Pitt Street.

In the future, reconnecting elements of the truncated road network through new connections will help to increase movement, amenity and safety.

## OPEN SPACE

Myers Park is a large open space (2.4 hectares) dominated by exotic vegetation on the north boundary of the plan area. It links Karangahape Road to the city centre via St Kevin's Arcade, a popular heritage arcade that overlooks the park. Dating back to 1915, the park is surrounded by high-rise development with a kindergarten and day



Symonds Street Cemetery. *Photo: Adele Krantz.*

care located at its north-eastern edge. The park slopes steeply northward down to the city; this topography creates a lack of visibility from the surrounding area.

In 2012, Waitemata Local Board developed the Myers Park Development Plan to address and increase this visibility, physical safety and awareness of the park as a pleasant, quiet and safe inner-city park regardless of time of day.

Other open spaces in the area are Western Park, to the north west of the plan area in Ponsonby, and Symonds Street Cemetery, just to the east of the plan area. In 2012, Waitemata Local Board also developed the Symonds Street Cemetery Development Plan to allow for cemetery restoration and maintenance, improvement of Symonds Street Park (corner of Symonds Street and Karangahape Road, adjacent to the cemetery) and allowing for renewal of pathways and vegetation management.

There are also a number of small 'pocket' plaza spaces within the Karangahape Road area, such as the areas within St Kevin's Arcade, the Ironbank building and Beresford Square.



# 4. DEVELOPING THE KARANGAHAPE ROAD PLAN

PHASE 1 Research and analysis	PHASE 2 Vision and outcomes setting	PHASE 3 Draft plan prepared	PHASE 4 Public engagement	PHASE 5 Incorporate feedback and finalise plan	PHASE 6 Implementation begins
<p><b>June 2013 – February 2014</b></p> <p>Project initiation and study area confirmed. Research and analysis of plans, strategies, projects, technical reports and policy work relevant to the Karangahape Road area, including legacy plans developed by the former Auckland City Council and Auckland Regional Council</p>	<p><b>February 2014</b></p> <p>Targeted stakeholder engagement and public ideas sessions</p>	<p><b>March – April 2014</b></p> <p>Draft Plan prepared with Waitemata Local Board</p>	<p><b>10 April – 14 May 2014</b></p> <p>Draft Plan released for public engagement (five-week period)</p>	<p><b>May – October 2014</b></p> <p>Review of feedback; summary of feedback released for public viewing</p> <p>Changes made to the draft plan for finalisation</p> <p>Implementation strategy developed and finalised for final Plan</p> <p><b>November 2014</b></p> <p>Final Plan adopted by Waitemata Local Board</p>	<p><b>November 2014 onwards</b></p> <p>Implementation commences</p>

## ENGAGEMENT AND FEEDBACK

Engagement with local communities and stakeholders is a key component in the planning process. In February 2014, Council undertook targeted stakeholder engagement with local community groups and business organisations in the plan area, and held a public ideas evening where participants were given the opportunity to hear about the process and map their ideal vision and ideas for how the Karangahape Road area should develop.

Through both of these forums, council heard a wide range of views from within the community about its vision for the Karangahape Road area which were used to inform the development of the draft Plan. Council officers had also met with the Karangahape Road Business Association, City Centre Advisory Board, mana whenua, infrastructure providers, community groups, key property owners, Watercare and Auckland Transport during the preparation and development of the Karangahape Road Plan.

The draft of the Karangahape Road Plan was released for feedback from 10 April until 14 May 2014. Over this period, a number of public open days were held in the area, including an information stand in Pitt Street Methodist Church and a stall at Karangahape Road's popular First Thursdays event in St Kevin's Arcade on 1 May 2014.

Over 250 responses were received on the draft plan. A large portion of these responses formed a larger piece of feedback submitted by the advocacy group, Generation Zero.

The Generation Zero feedback included a petition in support of separated cycle lanes on Karangahape Road which received in excess of 2400 signatures: "to the Waitemata Local Board, Auckland Council and Auckland Transport. Please work together to develop, fund and implement a plan to install separated cycle lanes along the length of Karangahape Road. Please ensure this is prioritised to happen over the next 3 years."

Feedback was generally in support of the key outcome and key moves identified in the draft plan. A summary of the feedback received was made available for public viewing in July 2014 on the Auckland Council website.

During June to October 2014, council officers engaged with mana whenua for their input, feedback on the draft plan and to share their aspirations for the Karangahape Road area.

The Waitemata Local Board has guided the development of this plan document. The feedback received on the draft plan, along with the initial research and targeted stakeholder sessions, has been used to inform and develop this plan document which was adopted by the Waitemata Local Board on 11 November 2014.



Both photos taken at First Thursday Event, May 2014.



# 5. THE STRATEGIC POLICIES AND PLANNING CONTEXT

The Karangahape Road Plan is guided by, and implements at the local level, a number of Auckland Council’s strategic policies and planning documents (see Figure 1).

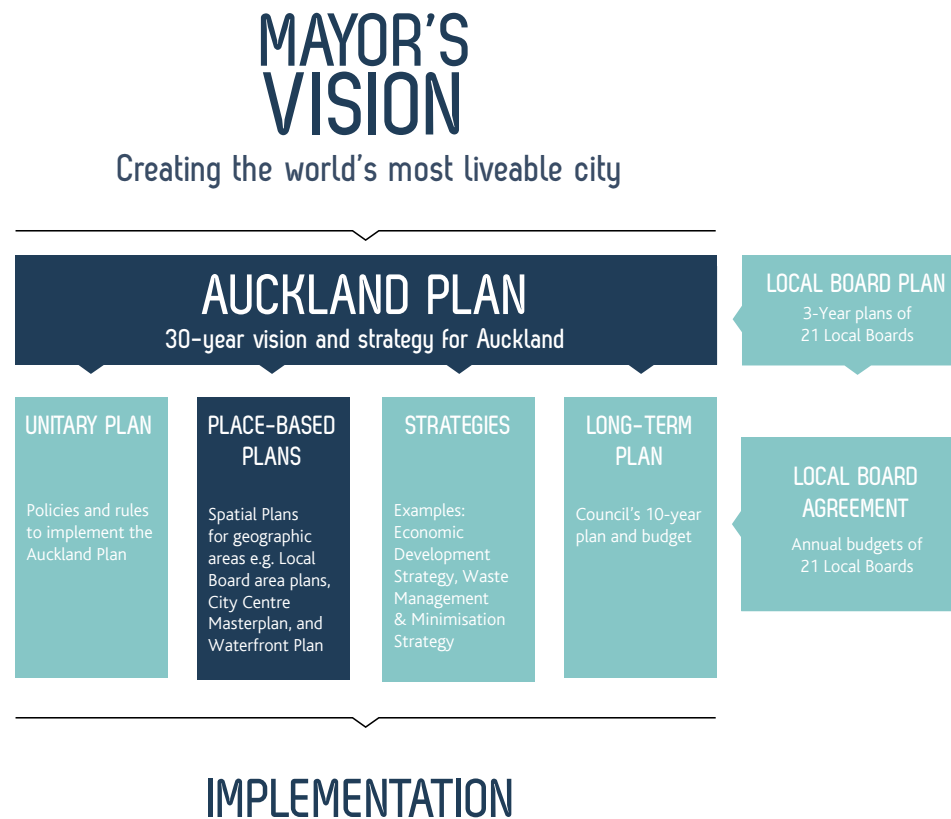


Figure 1: Relationship between the Karangahape Plan (place-based plans) and other strategies and plans of Auckland Council.

## THE AUCKLAND PLAN

The Auckland Plan provides a 30-year strategy to make Auckland the world’s most liveable city. Auckland is anticipated to grow by 1 million people, approximately 400,000 new households, by 2040.

The Karangahape Road Plan is comprised of six key moves that will contribute to and align with Auckland’s vision to become “the world’s most liveable city”. A liveable Auckland will be a place with cohesive, resilient communities; a productive high-value economy; quality urban, rural and natural environments; and, a comprehensive and integrated transport system.



## THE CITY CENTRE MASTERPLAN

The City Centre Masterplan stems from the Auckland Plan and provides a 20-year vision that sets the direction for the city centre. The Masterplan identifies the City Rail Link project as vital to the transformation of the city centre with particular emphasis on the two proposed stations providing for increased growth and development within 800m of the new stations.



The Masterplan further identifies the Karangahape Road as a quarter and recommends that a detailed quarter plan is needed to ensure the area accommodates high quality growth, while protecting its heritage and keeping the edge and ‘grit’ for which the area is known.

The Karangahape Road Plan has been developed in response to the City Centre Masterplan and the local opportunities it identifies.



## THE LONG TERM PLAN

The Karangahape Road Plan will inform the development of the next Long Term Plan (LTP) 2015-2025 funding cycle. The Long Term Plan is council's main budgetary tool that combines all council and Council Controlled Organisation (CCO) funding across Auckland over a ten-year period. Essentially, the LTP is Auckland Council's to-do list. It implements the Auckland Plan, and includes projects and initiatives identified within the Local Board Plan. Please read Section 8, Implementation Strategy for information on the Long Term Plan.



## WAITEMATĀ LOCAL BOARD AND ANNUAL PLANS

The Waitematā Local Board Plan is developed every three years and sets out a vision, key priorities, projects and initiatives for delivery in the Waitematā Local Board area over a three-year period. The Local Board Plan is reviewed every three years and the projects and initiatives change according to priority areas and outcomes emphasised in the strategies listed above.

The Waitematā Local Board Annual Agreement (that forms part of the Annual Plan) allocates funding to key projects and initiatives each year according to the priority areas and outcomes sought by the Local Board.

The Karangahape Road Plan identifies actions and projects delivering the directions set out in the Auckland Plan, which are also influenced by key local aspirations.



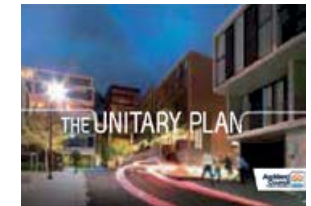
By way of the Annual Plan process and the review of the Local Board Plan, Waitematā Local Board will ensure that the projects and initiatives identified in the Karangahape Road Plan are considered, and included where possible, for delivery and implementation.

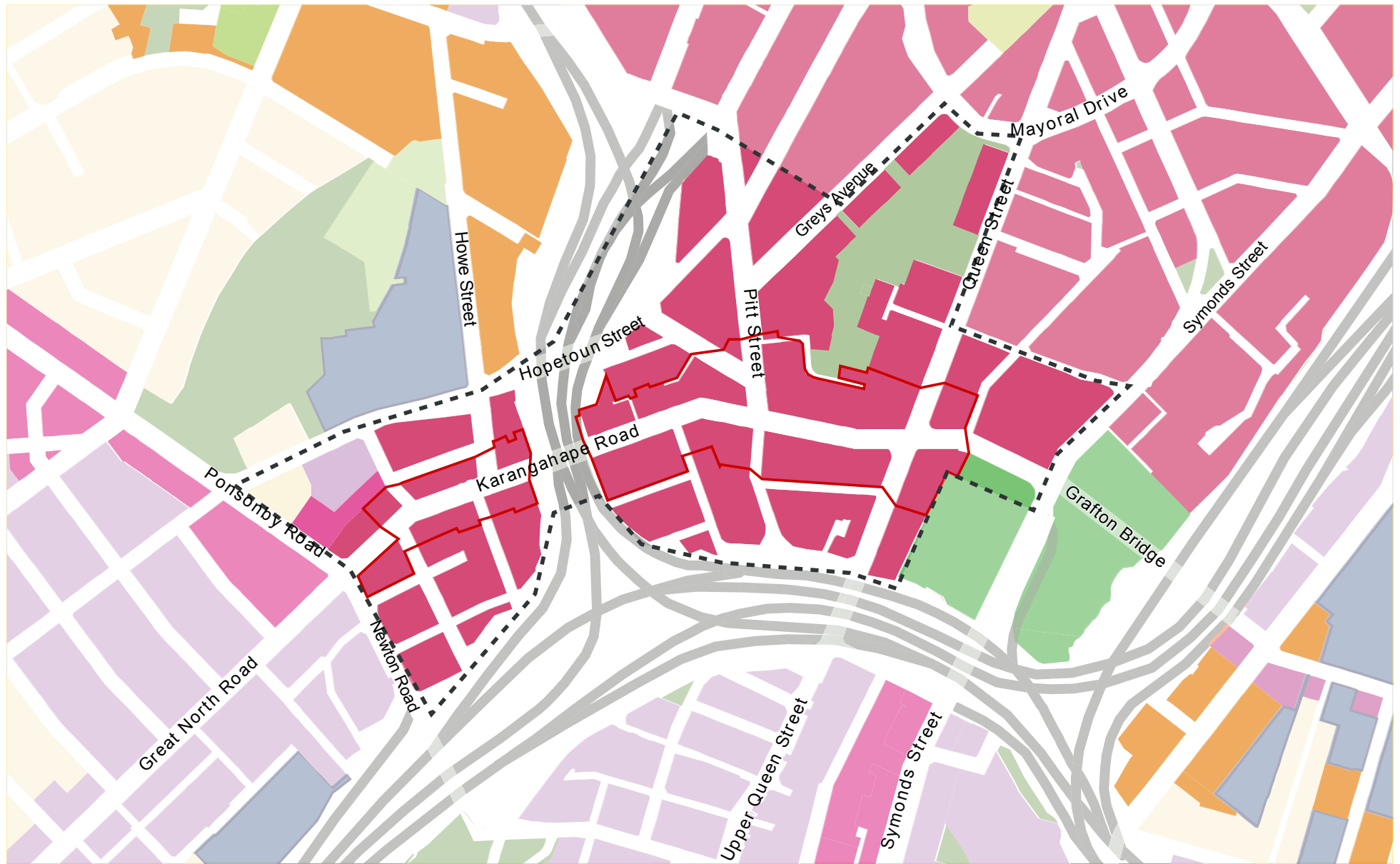
## THE PROPOSED AUCKLAND UNITARY PLAN

The Proposed Auckland Unitary Plan, notified in September 2013 and prepared under the Resource Management Act 1991, will be the council's main land-use planning document setting the regulatory framework for the Karangahape Road Plan. It will replace the district and regional plans of the former councils in Auckland.

Karangahape Road is zoned 'City Centre' under the Unitary Plan – see Map 5. The City Centre zone and land-use opportunities provided in the Proposed Auckland Unitary Plan for Karangahape Road form the basis for the actions in this plan. The Unitary Plan's objectives, policies and rules will help implement the Auckland Plan.

The Karangahape Road Plan does not seek to challenge the ongoing Proposed Auckland Unitary Plan process, plan changes, nor notices of requirement for the City Rail Link currently underway. Decisions made on these statutory plans will influence the direction of the plan over the next 30 years.





- |  |   |   |                           |
|--|---|---|---------------------------|
| Single house                           | City centre                                     | Public open space - Conservation        | Special Purpose           |
| Mixed housing urban                    | Town centre                                     | Public Open Space - Informal recreation | Karangahape Road Precinct |
| Mixed housing suburban                 | Mixed use                                       | Public open space - Community           | Study area boundary       |
| Terraced housing & apartment buildings | Public open space - Sport and active recreation | Public open space - Civic Spaces        |                           |

Scale 1:10,000 @ A4  
 0 100 200m

Map 5: Proposed Auckland Unitary Plan zoning. Source: Auckland Council, 2014.

# WAITEMATĀ CITY FRINGE LOCAL ECONOMIC DEVELOPMENT ACTION PLAN



The Waitematā City Fringe Local Economic Development Action Plan has been developed to complement and support Auckland Council's key strategic documents, including the Auckland Plan and Auckland's Economic Development Strategy. The Action Plan was approved by the Waitematā Local Board in March 2014 and has now moved into an implementation phase.

The city centre fringe represents a significant proportion of the region's economy. It accounts for 9.5 per cent of Auckland's employment or 61,000 jobs. The city fringe includes six business improvements districts/business associations, including Karangahape Road.

The key objective of the action plan is to create a framework to guide local economic development actions in the city centre fringe of the Waitematā Local Board area for the next 3-5 years.

The Waitematā City Fringe Local Economic Development Action Plan complements the Karangahape Road Plan by way of a partnership approach. Auckland Council, key public sector organisations and business associations, such as the Karangahape Road Business Association (also known as the K'Road Business Association) will work closely with the private sector to deliver the Action Plan's initiatives and projects conducive to the economic development aspirations of the Karangahape Road area.



Karangahape Road looking east.



Karangahape Road looking west.



## 6. THE CITY RAIL LINK PROJECT (CRL)

### The City Rail Link is the top priority transport project for Auckland, with a targeted completion date in 2021.

The City Rail Link is a major urban transformation project that will significantly improve the Auckland rail network and establish an integrated transport network in Auckland. Comprised of a 3.4 kilometre underground passenger railway running between Britomart and Mt Eden station, this project will see a new station established at Karangahape Road.

Both the Auckland Plan and City Centre Masterplan place a particular emphasis on the importance of delivering the City Rail Link and proposed new stations.

The City Rail Link project will double the capacity of the rail network by making Britomart two-way and connecting the network. This will enable more frequent trains with shorter travel times in the network.

The construction of the City Rail Link will take about 5-6 years to build. Auckland Council had intended that construction commence in 2016, with completion due in 2021. In June 2013, Central Government agreed to fund half of the project costs but requested a delay to the start of construction until 2020. Auckland Council and Auckland Transport is continuing to work to the current timeframe for completion by 2021.

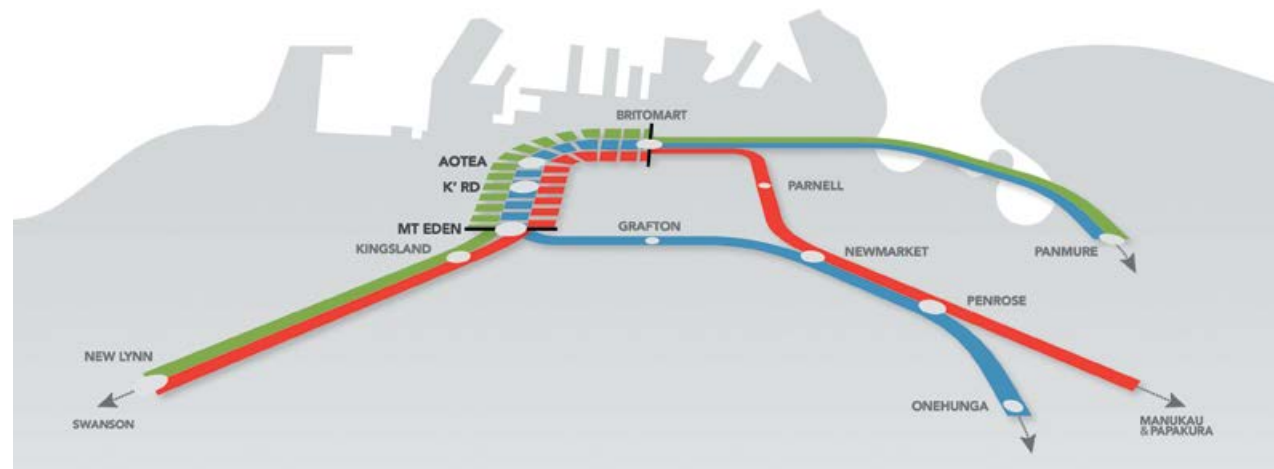
### DIRECTING AND MANAGING CHANGE WITH THE FUTURE CITY RAIL LINK STATION AT KARANGAHAPE ROAD

The City Rail Link project will establish a new train station at the top of Beresford Square, near the Pitt Street and Karangahape Road junction. The new train station platform will be approximately 33 metres below ground.

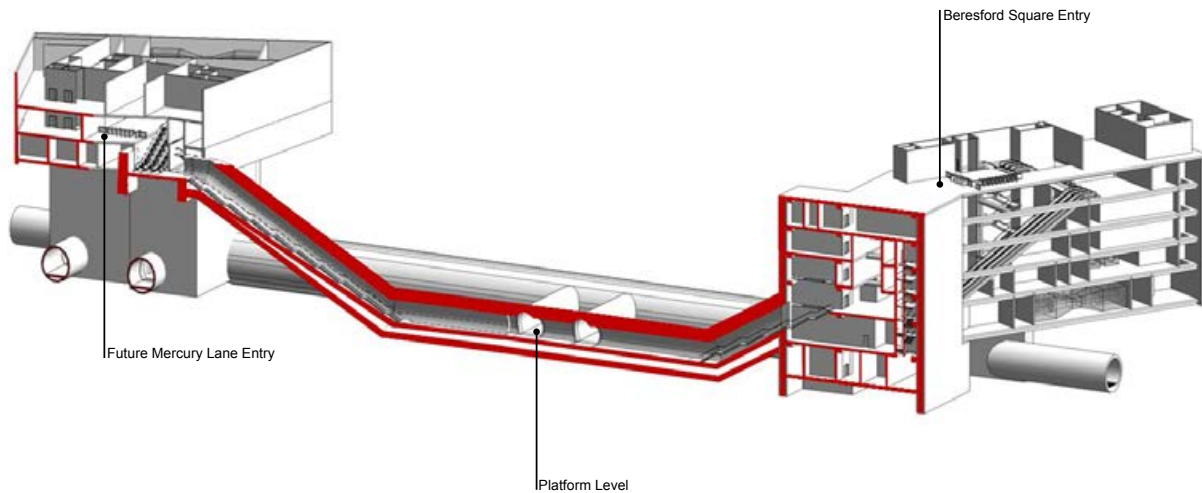
The proposed City Rail Link and train station will have a positive impact on the future development and growth of the Karangahape Road area. It provides an opportunity to improve the Karangahape Road area for all people living, working, and investing in the area, as well as visitors to the area. This will mean protecting and enhancing the things that people value, including:

- the unique character and heritage of the area
- high quality public infrastructure and private development within the area, and
- a more pedestrian and cycle friendly, accessible and vibrant place that cater to the needs of the community and is a prosperous part of the city.

This plan provides a unique opportunity to transform Karangahape Road and maximise the opportunities available for development by the city centre land use zone in the Proposed Auckland Unitary Plan surrounding the new train station.



Auckland Rail Network with City Rail Link. Source: Auckland Transport, 2014.



Karangahape Road Station based on the current concept design. *Source: Auckland Transport, 2014.*

Such opportunities are available in:

- greater development capacity and height away from the ridgeline, especially the areas to the south and west of Karangahape Road
- converting office buildings into residential apartments, particularly near areas of public open space, as already seen in Hereford and Howe Streets, such as the sites fronting Queen St adjacent to Myers Park
- converting the upper levels of commercial buildings on Karangahape Road (many of which have character value) to residential use.

The City Centre Masterplan (2012) identified that by maximising the development potential and growth opportunities available in the area in response to the new train station, an initial estimate of potential growth in net floor area along Karangahape Road for commercial, residential and civic/arts developments could be approximately 126,000m<sup>2</sup>.

This proposed growth and increase in floor area could see over 4,000 new residents and workers to the area.

The benefits of a new train station at Karangahape Road will also be enjoyed by neighbouring areas such as Newton, Great North Road/Arch Hill, Ponsonby and Ponsonby Road, Freemans Bay/Howe Street and the city centre.

These areas will be ripe for residential and business growth over the next 30 years. New investment and development in this area will see more people living, working and travelling in the Karangahape Road area that will benefit rail patronage and peoples proximity to the station.

When built, the City Rail Link and new station at Karangahape Road will promote significant positive benefits and new opportunities for people to access and take-up in the area.



Development Capacity – Karangahape Road station platform. *Source: Auckland Transport, 2014.*



Artistic impression of the interior of Karangahape Road station platform. *Source: Auckland Transport, 2014.*

# 7. PLANNING FOR THE FUTURE – ISSUES AND OPPORTUNITIES

**The construction of the motorway network, limited heritage protection, and building heights restricted by volcanic view-shafts towards Mt Eden, have all impacted on the area's form and shape over the past 50 years.**

Nevertheless, there remains a distinctive, established built form and social fabric in Karangahape Road that offers ample development and enhancement opportunities.

These character elements are a part of the urban environment that is difficult to recreate or actively plan for. Future change in the Karangahape Road area on the fringe of the city centre will mean more people living in and using the area, more jobs, and a wider range of services, shops and public spaces.

In planning for the future, this plan provides opportunities to build on an already interesting and vibrant place to work, live and visit. Karangahape Road serves a multitude of functions and identities. Change also presents challenges that need to be carefully managed, such as traffic and parking, impacts on local and existing businesses and residential properties, and maintaining the creativity, character and heritage of Karangahape Road.

Some of these key opportunities to be explored include:

- addressing the 'disconnect' between the west and east areas of Karangahape Road, particularly where the



The unused former Nelson Street off-ramp.

Karangahape Road over bridge crosses over the Central Motorway Junction

- grow linear Karangahape Road into a 'hub' that can be focused around the future train station; there is scope for the streets behind Karangahape Road to provide a complementary role for movement, development and function to better support the main road along the ridge
- activating and maintaining Karangahape Road's street and retail frontages including arcades and through-site links to complement the street network
- redeveloping under-utilised and under-developed sites in the Karangahape Road area for high-quality housing and employment generation
- the City Rail Link provides the opportunity for residents and businesses of neighbouring suburbs



An adult entertainment premise on Karangahape Road.

*Photo: Theo Leach.*

such as Ponsonby, Great North Road and Newton to take advantage of the proximity to a new train station in Karangahape Road area

- balancing affordable spaces for businesses including the creative industries, to grow and flourish while new development takes place
- maintain the rich mix of activities at Karangahape Road, both day and at night
- improving bio-diversity and connections to local parks and open spaces
- creating a more people-friendly and welcoming environment
- making it easier, more attractive and safer to walk and cycle by improving the local street network and pedestrian environment; where possible, opening and creating new connections





Art in Karangahape Road.  
Photo: Karangahape Road Business Association.

- improving personal safety and security for residents, workers and visitors in the Karangahape Road area, particularly in side streets, Myers Park, Symonds Street Cemetery and other public spaces
- protecting and enhancing the historic and cultural heritage of the area, including key views from the ridgeline to the waterfront and volcanic maunga
- instigating new uses and activities for scheduled buildings that can increase their profile in the streetscape and area
- maintaining the variety that the small lot subdivision has enabled along Karangahape Road; this is a strong characteristic of the area and should continue to be part of its development
- attracting new businesses and retail uses to support a changing and growing population; where possible,



West end of Karangahape Road.

- ensure that new development is built with respect for the traditional development in small lots with narrow frontages in the area
- foster the diversity and richness of Karangahape Road, especially the various communities, ethnic groups and personalities that have become a part of the Karangahape Road heritage and character; over-designing and over-planning is a risk to this aspiration
- celebrating the City's Māori identity as a unique point of difference
- the City Rail Link will provide a portal for visitors, businesses and residents to experience Karangahape Road. Maximise the level of activity, vibrancy and creative reach that this will provide for Karangahape Road community to the city centre and wider Auckland region



Inside St Kevin's Arcade. Photo: Jay Farnworth.

- aligning key projects and improvements to the Karangahape Road area with the development and delivery of the City Rail Link and new train station at Karangahape Road.

To realise these and many other opportunities, the Karangahape Road Plan has identified six key moves and a number of actions and projects in the following sections of the plan that will achieve these desired outcomes.

# 8. THE VISION AND SIX KEY MOVES

The Vision for Auckland becoming the world's most liveable city is achieved at a local level in Karangahape Road by developing Karangahape Road as a safe and well-connected place that offers a range of housing and employment generating activities connected to a resilient public transport network, celebrates and protects its distinctive historical and cultural heritage and reinforces its role as the colourful entertainment and creative fringe of the city centre.




Pitt Street and Karangahape Road intersection. Photo: Blair Hastings, f16photography.

**This desire is shared by the partners who have contributed to developing this plan and contributing to achieving the vision of becoming the world's most liveable city.**

## SIX KEY MOVES

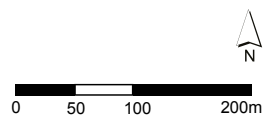
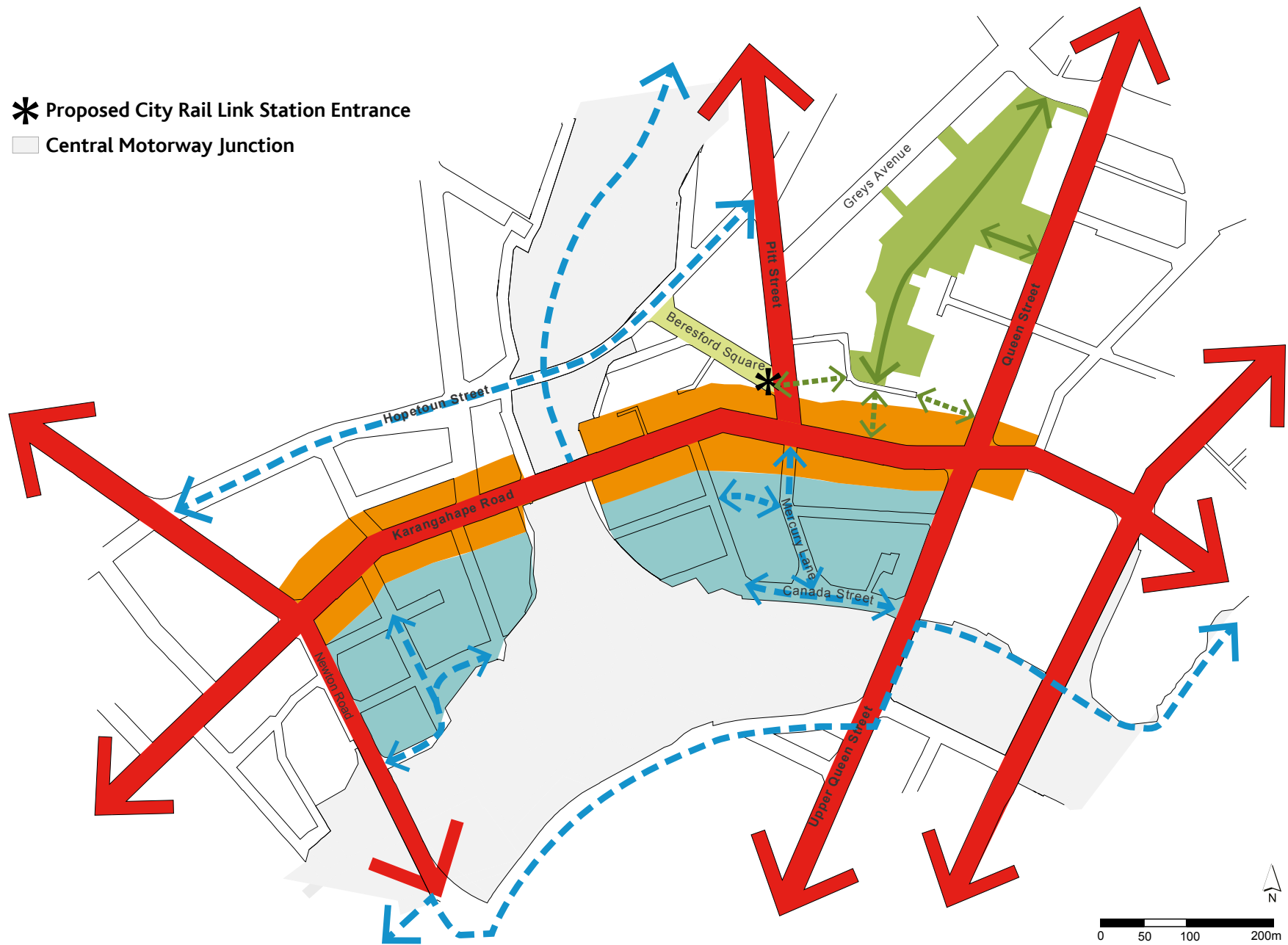
This plan identifies six key moves which at a high level guide how the area could respond to the challenges and opportunities facing the area. The key moves are thematic summaries of the most important and most desired changes for the area (see map 6). These are integral to this plan and delivery of these will facilitate the achievement of the desired outcome for Karangahape Road, contributing to Auckland's vision to be the world's most liveable city.

1		Showcase the Karangahape Road area as the creative, edgy fringe of the city centre
2		Protect, enhance and celebrate Karangahape Road's historic and cultural heritage, biodiversity and vibrancy
3		Provide safe and convenient connections in and through the Karangahape Road area
4		Improve and develop an integrated network of civic and public open spaces in the Karangahape Road area
5		Create a safe and enjoyable environment to live, work and play
6		Promote the City Rail Link station at Karangahape Road as the catalyst for new investment and growth in the area

### How will this be achieved over the next 30 years

A number of actions have been listed under each key move as catalysts to change in the Karangahape Road area. Some of these actions will be easy to implement and others will require a new way of thinking about Karangahape Road and the role it plays within the Auckland City Centre. The City Rail Link will be a key driver and catalyst for some of this change. The timing and delivery of the plan's outcomes, actions and projects over the next 30 years will need to be worked out and will require a collaborative approach between the community, mana whenua, developers, private landowners, Auckland Council and the wider family of Council Controlled Organisations.

- \* Proposed City Rail Link Station Entrance
- Central Motorway Junction



Map 6: Key Moves.





Retail along Karangahape Road.



Outside Beresford Square on Pitt Street.



Inside St Kevin's Arcade.



## KEY MOVE 1 – SHOWCASE THE KARANGAHAPE ROAD AREA AS THE CREATIVE, EDGY FRINGE OF THE CITY CENTRE

**Karangahape Road's point of difference as the creative and edgy quarter of Auckland can be built upon to successfully guide and shape the future of the area.**

### Why this needs to be achieved

Karangahape Road is home to a diverse range of businesses, entertainment, retail, food, creative, and other industries to complement the diverse population.

In the future, Karangahape Road will continue to be a vibrant entertainment and retail hub, increasingly home to a diverse range of businesses including creative industries, start-ups, and office spaces (see map 7).

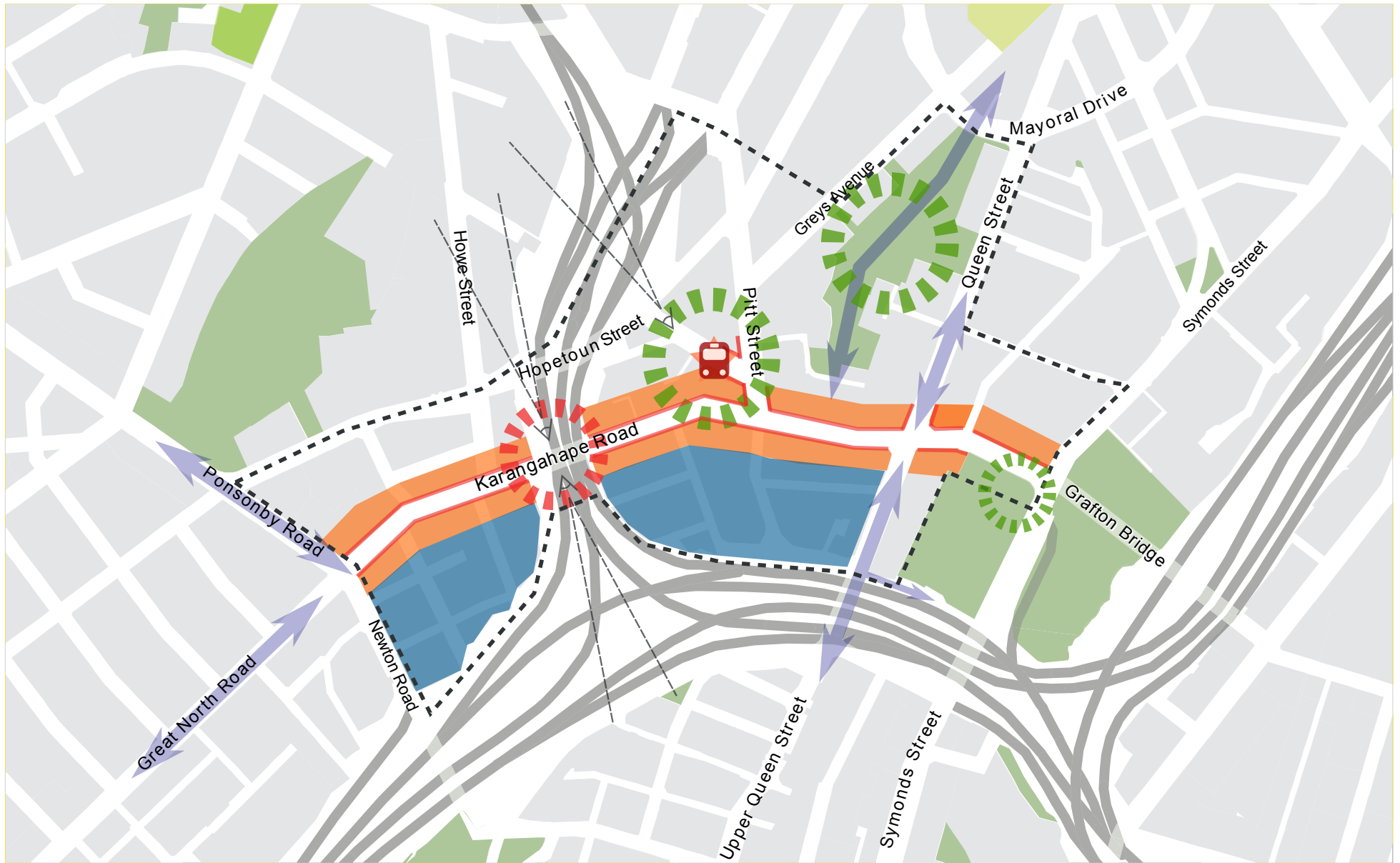
New commercial development will balance with the desire to provide spaces for creative industries and for the growing residential population.









There are opportunities for further development in the western and southern portions of Karangahape Road but the bridge over the Central Motorway Junction divides Karangahape Road into two separate areas.

There are also opportunities for development to occur without significantly altering the feel of the area along the ridgeline, which is further constrained by viewshaft protection in the east.

### How this can be achieved over the next 30 years

- the City Rail Link will be a catalyst for new development in the area providing new opportunities
- work with Karangahape Road Business Association, local businesses, and Iwi to create a vital and viable retail and entertainment environment in the Karangahape Road area
- work with Karangahape Road Business Association, members of the creative community and Iwi on ways to retain and maintain creative industries and spaces within the Karangahape Road area in order to support the creative sector
- continue to support the brand and marketing of Karangahape Road through the Business Association, and ATEED strategies (ATEED stands for Auckland Tourism, Events and Economic Development; a Council-Controlled Organisation)
- re-introducing and encouraging creative retail and/or "pop up dining bays" and "food truck bays" in select locations in the Karangahape Road area, such as the Karangahape Road over-bridge
- encourage non-alcohol based businesses operating into the evening such as later trading hours, night markets and youth activities.



-  Use new and existing public spaces as focal points
  -  Activate bridge with activities to reconnect the two sides of Karangahape Road
  -  Connect people to city centre and neighbouring suburbs
  -  Potential for new, integrated redevelopment
  -  Key retail frontages and heritage protection along the ridgeline
  -  Proposed New Station
  -  View points
  -  Study area boundary
- Scale 1:10,000 @ A4  
0 100 200m

Map 7: Local Development.



Wall art on Cross Street by artist Mica Still. *Photo: Karangahape Road Business Association.*



St Kevin's Arcade on Karangahape Road.



## KEY MOVE 2 – PROTECT, ENHANCE AND CELEBRATE KARANGAHAPE ROAD'S HISTORIC AND CULTURAL HERITAGE, BIODIVERSITY AND VIBRANCY

**Karangahape Road is shaped by a rich and diverse cultural and built history. Balancing history with any future change will be key to maintaining the vitality of the area.**

### Why this needs to be achieved

Karangahape Road is a site of historical importance for Iwi, the place where Hape called down a karanga to his fellow settlers. Later the ridgeline was an important travel route for mana whenua and then settlers with horses, before becoming an upmarket shopping district. The construction of the Central Motorway Junction severed Karangahape Road from the inner suburbs and split the road in two, slowing development and leading to a period of decline.

One of the positive outcomes of this halting of development is that it has saved a diverse range of heritage buildings, providing a unique opportunity to protect a largely intact collection of buildings embodying a cross-section of Auckland's history. Protecting these buildings will help to preserve this history and will work as an attraction for people working and living within the area (see map 7).



Karangahape Road looking south-west.



Changes to rules around the seismic strengthening of buildings and attendant expense to owners will have an impact in areas where heritage buildings exist.

The area is home to a strong and diverse community, and culturally has been home to a range of ethnicities and arts. This is reflected in the number of art galleries, creative spaces, specialist shops and restaurants, as well as the bars, musical venues, and red light areas.

This cultural mix defines the Karangahape Road brand and, as part of Auckland's creative economy, acts as an attractor for other creative businesses and start-ups, as well as being a point of difference for retail from the remainder of the city.

Being on a ridge, Karangahape Road offers incredible views out to the harbour, waterfront, volcanic landscape and city centre urban environment.

The volcanic view shafts towards Mount Eden also pass over the eastern side of Karangahape Road. They are an integral part of maintaining the visibility and identity of Auckland's volcanic cone network.

These viewpoints should be retained, enhanced and promoted where possible for people to enjoy the surrounding scenery and landscape of Auckland.

### How this can be achieved over the next 30 years

- pursue options for formal protection of the historic character and buildings, individually and as a whole, in the Karangahape Road area
- investigate ways to celebrate and preserve important public viewpoints looking onto the waterfront, Auckland harbour, volcanic landscape and city centre urban environment
- provide support for Māori community development projects that enable mana whenua to achieve their social and economic aspirations in the area
- implement the public art policy to identify and develop public art for the area
- work with and help organisers build on key events that already take place in the area and, where appropriate, encourage development of new events that promote Karangahape Road's identity, businesses and creative, edgy character

- develop and implement temporary and permanent place-making projects throughout the area that reference and include Te Reo Māori stories and heritage sites creatively. This could be in the form of and not limited to public realm improvements, installation of public art and events
- investigate use of public areas such as Myers Park or other underutilised public spaces for community festivals, events, outdoor fitness/dance classes and/or art and temporary public art
- support and celebrate the Fan Trail leading to Eden Park.



Fringe Festival 2013. Photo: Laura Forest Photography.



## KEY MOVE 3 – PROVIDE SAFE AND CONVENIENT CONNECTIONS IN AND THROUGH THE KARANGAHAPE ROAD AREA

**The Karangahape Road is a key conduit, connector and destination within the city centre. Providing safe and convenient connections for all transport modes is vital to perform both this role and to the amenity of people travelling through and in the Karangahape Road area.**

### Why this needs to be achieved

Karangahape Road is an important connector between Ponsonby, Great North Road, Newton, and Grafton however Karangahape Road is also home to 3 of the 100 highest-risk intersections in the country.

Feedback on the plan has also suggested that, although the road is a major commuter cycling route, cyclists feel unsafe in this area and this is limiting the number of people who choose to cycle.

New developments in Ponsonby and the completion of the Karangahape Road rail station will increase pedestrian numbers passing through the area.

Addressing pedestrian and cyclist safety along and around Karangahape Road is vital to the vibrancy and future development of the area (see maps 7 and 8).

Potential cycle lanes along key routes, connections to the Grafton Gully Cycleway at Upper Queen Street, and the development of the old Nelson Street on-ramp as a pedestrian and cycling link to the western central city will improve the safety and amenity of these modes.

Investment in the public realm is an important way of addressing some existing issues in the areas (such as quality of footpaths, safety, lighting) whilst also signalling to the market that the area is of community value and private investment is welcome.

Improvements to public spaces and connections will unlock the potential and attractiveness of sites for redevelopment and reinforce the change coming to the area due to the arrival of a future City Rail Link station.

Karangahape Road will continue to develop as an important connector for pedestrians and cyclists, while maintaining its role as an important public transport node for buses and, in the future, rail.



Bike parking on Karangahape road.



Grafton Gully cycleway.





Grafton Gully Cycleway.

### How this outcome can be achieved

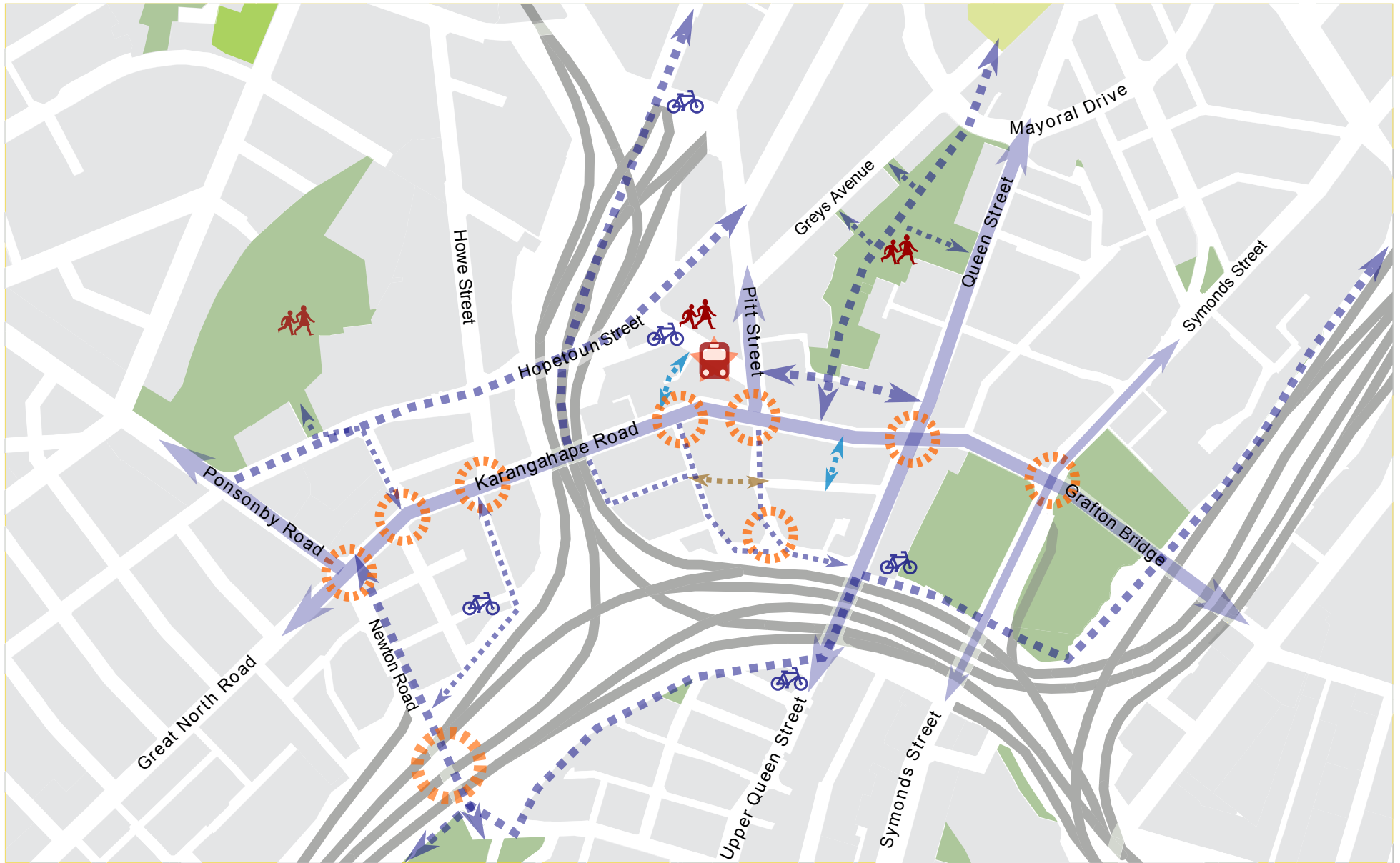
- focus on pedestrian safety as a priority, including pedestrian crossing improvements and more space and priority given to pedestrians
- focus on cycle safety as a priority, with improved cycle facilities along key routes, including the provision for cycle lanes
- investigate opportunities for speed reduction and traffic calming measures in the Karangahape Road area
- investigate and undertake improvements to pedestrian and cycle connections to the City Centre and neighbouring suburbs such as Newton, Grafton, Ponsonby,



Cyclist on Karangahape Road and Howe Street intersection. *Photo: Adele Krantz.*

- the Universities and Arch Hill by supporting the current public transport infrastructure through a positive public realm, and planning ahead for the introduction of the rail network
- supporting new connections to restore a grid layout and reduce dead-end streets, such as between Cross and East Streets, and promoting existing connections
- improve management and location of taxi ranks in the area, including signage and operational times.





Proposed New Station



Improved intersections



Improved streetscape, pedestrian and cycle amenity along key corridors



Improved cycling and pedestrian connections



Provide and support cycling infrastructure



Promote through site links



Child friendly places and spaces



Creating a better connected street network

Scale 1:10,000 @ A4  
0 100 200m

Map 8: Movement.



## KEY MOVE 4 – IMPROVE AND DEVELOP AN INTEGRATED NETWORK OF CIVIC AND PUBLIC OPEN SPACES IN THE KARANGAHAPE ROAD AREA

**Enhancing existing and future use of civic and public open spaces, improving existing connections and creating new links with the public realm will lead to an integrated network of civic and public open spaces for people to access and use in the Karangahape Road area.**

### Why this needs to be achieved

Civic and public open spaces provide places for people to gather, relax, and socialise, as well as take a break from the busy city. They also provide opportunities for biodiversity to flourish and create gathering spaces for activities and events.

In Karangahape Road, there are a number of existing civic and public open spaces in the area. However, it is perceived that many of these spaces are underutilised, hidden away, and lacking in connectivity with the street network.

There is also a need for better connections between existing open spaces and improvement of the civic and pedestrian spaces that line the streets and in public realms.

Myers Park is one important and historical green space in the area. The location and topography of the park situated away from the street network and behind buildings has made it feel enclosed and unsafe for users.

Improving visibility and connectivity between Myers Park, Symonds Street Cemetery and other open spaces in the area can increase use of the parks as well as promote alternative routes for walking and cycling into and out of the city (see maps 7 and 8).

Improvements to the public realm, civic and open spaces will provide a welcoming and friendly space for families and children.

Karangahape Road is a destination for workers and visitors as well as a home to residents. With the area expected to grow and change over the next 30 years, the use and activation of these existing spaces is important while providing opportunities for new spaces, connections and activities to flourish. There are new opportunities for local markets, community gardens, and recreation areas to take place in the Karangahape Road area.



Inside St Kevin's Arcade.

### How this can be achieved over the next 30 years

- the redevelopment of Myers Park and Symonds Street Cemetery can be strengthened by improving way-finding through signage and by adding new connections to these spaces over the next 30 years, especially through to Myers Park. The two parks will also undergo changes and improvements to the landscape
- the re-development of Beresford Square as the entrance to the future City Rail Link station will make it one of the key open spaces in the area and a focal point for the community
- investigate creating additional pedestrian links such as between Queen Street and Pitt Street across the southern end of Myers Park to improve access to the Park and into the city
- tree planting along Karangahape Road should be in accordance with the Auckland Transport and Auckland Council's tree planting principles and tree selection criteria, particularly for native planting.

A preference for native planting will reference the history of Karangahape Road and provide food for birds and bees.



Beresford Square (pre construction of future City Rail Link).

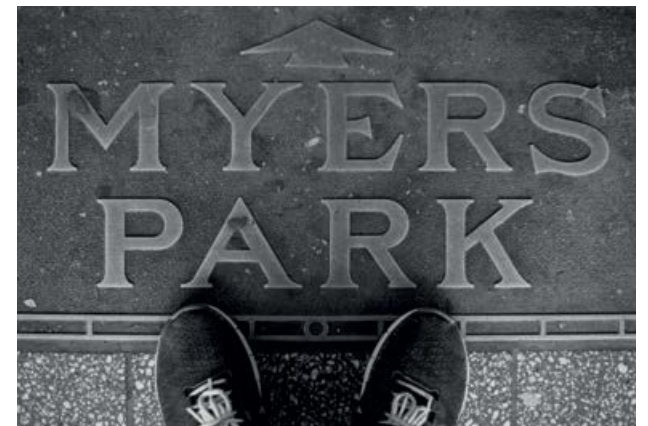




Symonds Street Cemetery. *Photo: Adele Krantz.*

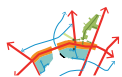


Myers Park. *Photo: Jay Farnworth.*



*Photo: Karangahape Road Business Association.*





## KEY MOVE 5 – CREATE A SAFE AND ENJOYABLE ENVIRONMENT TO LIVE, WORK AND PLAY IN KARANGAHAPE ROAD

**Everybody within the Karangahape Road area enjoys a safe environment where they can live, work and play.**

### Why this needs to be achieved

Karangahape Road is a vibrant area during both the day time and night time but there are competing demands on the street, some of which are mutually exclusive. Community members and business owners have raised issues around this.

Home to many bars and one of Auckland's red light districts, Karangahape Road is also an area of increasing residential settlement.

Conflicts can occur around bar closing times and in side streets, especially involving the consumption of alcohol and other drugs. Concerns have also been expressed about the lack of community facilities such as public toilets, waste bins and adequate street lighting in the area. The lack of such facilities has added to the perception of the area as unsafe, unhygienic and unattractive.

Karangahape Road is home to multitude of personalities and communities. Their safety and the safety of visitors coming to the area are paramount.

Providing basic amenities such as toilets, waste bins and enhanced street lighting will improve the quality of the public realm. All people need to be safe and enjoy this area of the central city during the day and night.



Music event in Myers Park.



Cafe on Beresford Square. Photo: Jay Farnworth.



Karangahape Road at night. *Photo: Theo Leach.*



Karangahape Road at night.



Wall art by artist Wert159.  
*Photo: Karangahape Road Business Association.*

### How this can be achieved over the next 30 years

- support the collaborative KBA and Auckland Council Safety Action Plan for Karangahape Road, involving local businesses and the community to address issues around anti-social behaviour, safety and security, and provide a clean, safe environment. The collaborative Safety Action Plan enables the KBA and Council to coordinate activities in partnership with other safety agencies and community stakeholders to address emerging safety and security issues in and around Karangahape Road
- improved provision of public infrastructure including public toilets, rubbish bins, improved pedestrian facilities and public spaces.
- improve lighting on side and back streets, laneways and in hot-spots where anti-social behaviour takes place
- street furniture and public spaces can be better designed to promote social use and greater passive surveillance as well as the use of CCTV where appropriate
- continue to build on relationships, and programmes, and incorporate the needs of residents, workers, visitors and other users of the Karangahape Road area
- continue to undertake public reporting, monitoring and compliance in the area
- safe movement of people in the evening will be encouraged with improved lighting and safe access to transport options such as secure cycle parking, taxi ranks, and public transport
- support the Local Alcohol Policy where this promotes a safer environment through addressing issues around alcohol sales and consumption
- improve maintenance and regular servicing of public spaces in the area, including street cleaning, rubbish/litter, graffiti removal, bus-shelters and toilets
- continued support for the Bar Watch Security Patrols and Karangahape Road Business Association security programme
- support Rainbow community and other group initiatives in the area that enhance safety, public awareness and identity.





## KEY MOVE 6 – PROMOTE THE CITY RAIL LINK STATION AT KARANGAHAPE ROAD AS THE CATALYST FOR NEW INVESTMENT AND GROWTH IN THE AREA

**The new City Rail Link station at Karangahape Road will act as a catalyst to rejuvenate and reinforce Karangahape Road as a prime entertainment, residential and working precinct. It will provide new investment and growth in the area.**

### Why this needs to be achieved

The new City Rail Link and new train station at Karangahape Road has significant benefits in terms of connection to the rest of the city, place-making and development opportunities that will change the surrounding area and community (see map 7).

Promotion of such benefits will see growth and investment in the area. Karangahape Road has a strong place identity with its built form, streetscape, social fabric and heritage. It has a point of distinction from other centres around Auckland.

The City Rail Link will provide a portal for visitors, businesses and residents to experience Karangahape Road, and vice versa for the Karangahape Road community to the city centre and wider Auckland region.

### How this can be achieved over the next 30 years

- explore opportunities to capture the benefits of the City Rail Link both during construction and once completed
- investigate opportunities to market and promote Karangahape Road as a city centre location for new housing and employment growth
- facilitate coordinated discussions between key landowners and developers



View of the back south area of Karangahape Road, Mercury Lane, Central Motorway Junction from Upper Queen Street.

- regarding development opportunities and their retail potential to meet the objectives of the City Centre Retail Action Plan
- investigate and coordinate opportunities to attract new businesses by working with interested retailers and landowners to understand their plans for retention and expansion and/or looking to locate in the city centre
- work with the Karangahape Road Business Association to promote the area as a place to shop and do business
- promote a balanced community by planning and designing for a broad-based community including families, singles, couples and seniors
- provide quality advice to private sector developers and landowners to determine the most beneficial use for sites and to encourage new development to be of a high quality
- investigate the delivery of an East West pedestrian connection across Pitt Street to facilitate a connection between Myers Park and the City Rail Link station forecourt
- investigate streetscape and public realm improvements to improve pedestrian amenity and connectivity in the 'East Street Opportunity Area'.

## FUTURE ARTISTIC IMPRESSION OF KARANGAHAPE ROAD/PITT STREET.



Now, 2014



Future, 2022

## FUTURE ARTISTIC IMPRESSION OF WEST END OF KARANGAHAPE ROAD.



Now, 2014



Future, 2022



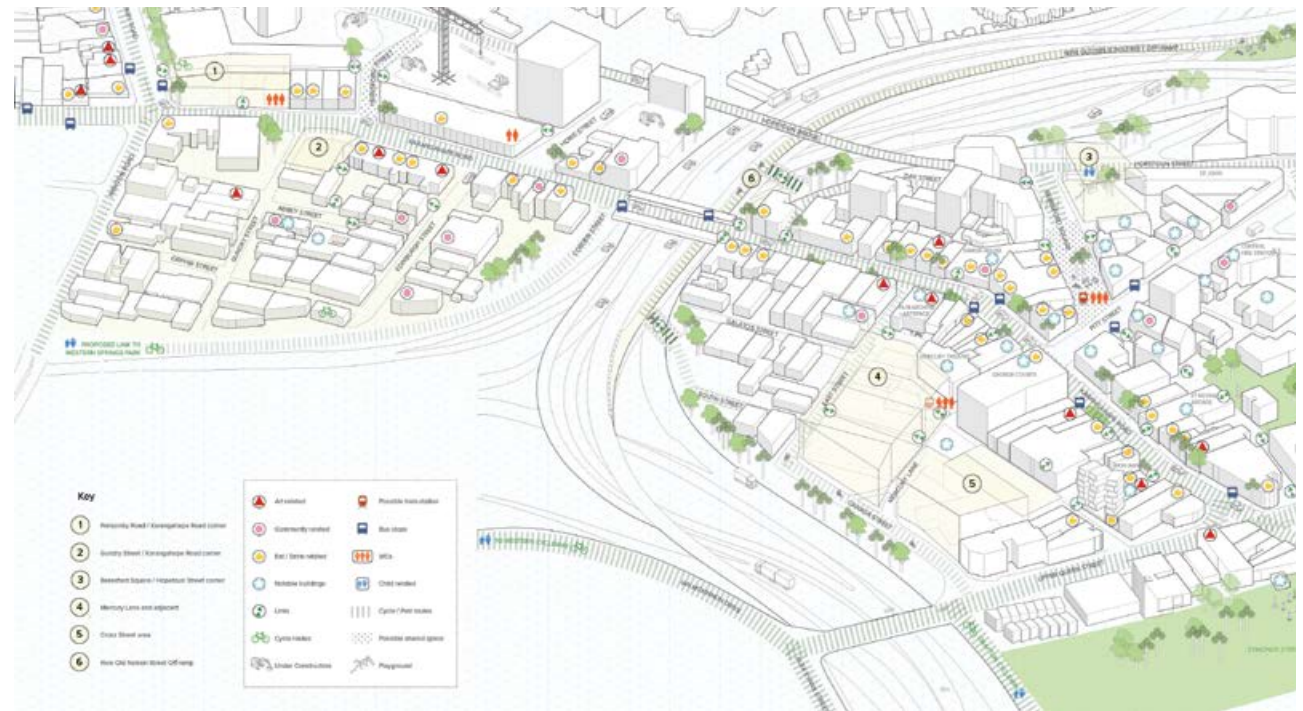
# 9. FUTURE DEVELOPMENT OPPORTUNITIES IN THE KARANGAHAPE ROAD AREA

## Key Moves 1, 4, 5 and 6 will bring opportunities for new development to support the vision for Karangahape Road.

There are a number of potential development sites within the Karangahape Road area with strategic importance to the future of the area (broadly shown on map 9). These development sites could easily deliver on multiple Key Moves and be instrumental in delivering a Karangahape Road that is a safe, well-connected mixed-use community – the colourful entertainment and creative fringe of the city centre.

Six strategic sites have been identified as key sites in the area for their prominence and potential influence within the built environment of Karangahape Road area. Please note that these properties are not Council-owned and the identification of these sites is to indicate some of the future development opportunities which exist in the Karangahape Road area.

To ensure future development sites accord with the vision for Karangahape Road, Council has identified key urban design principles to guide how the land could be developed. Council will work with private landowners and developers to encourage them to prepare design briefs when and if these sites are to be redeveloped.



Map 9: Future development opportunities.

All visualisations and drawings in this section are artistic impressions and included to give a 'look and feel' of the potential development. The Auckland Design Manual also contains design and development guidance and outcomes that may be of use.





## THE SIX SITES ARE:

### Site 1

Located at the gateway to the Karangahape Road area, this site has high visibility within the surrounding area. It is pivotal in marking the start of Karangahape Road and the start/end of Ponsonby Road, two of Auckland's most iconic streets.

#### Guiding principles:

- build to the street edge with active uses and no blank facades along both Karangahape Road and Ponsonby Road
- architecture to have sensitivity to the adjoining character buildings
- create a new open space route behind development, parallel to Karangahape Road, provide active uses onto the new route
- landmark location requiring a very high quality building that signifies the gateway to Karangahape Road with architecture that is reflective of the culture and heritage of the area

- wide range of land uses appropriate on site, with active uses required on the ground floor fronting Karangahape Road and Ponsonby Road. If a new publicly accessible lane is provided at the rear of this site, connecting through to Hereford Street from Ponsonby Road, then active uses are encouraged to face onto the laneway.

### Site 2

A vacant site currently used for car parking. This site has visual prominence within the area because of the curve in Karangahape Road.

#### Guiding principles:

- build to the street edge along both Karangahape Road and Gundry Street
- architecture to have sensitivity to the adjoining character buildings
- wide range of land uses appropriate on site, with active uses required on the ground floor fronting Karangahape Road and the corner of Gundry Street.



#### Key

Art related	Possible train station
Community related	Bus stops
Eat / Drink related	WCs
Notable buildings	Child related
Links	Cycle / Ped routes
Cycle routes	Possible shared space
Under Construction	Playground

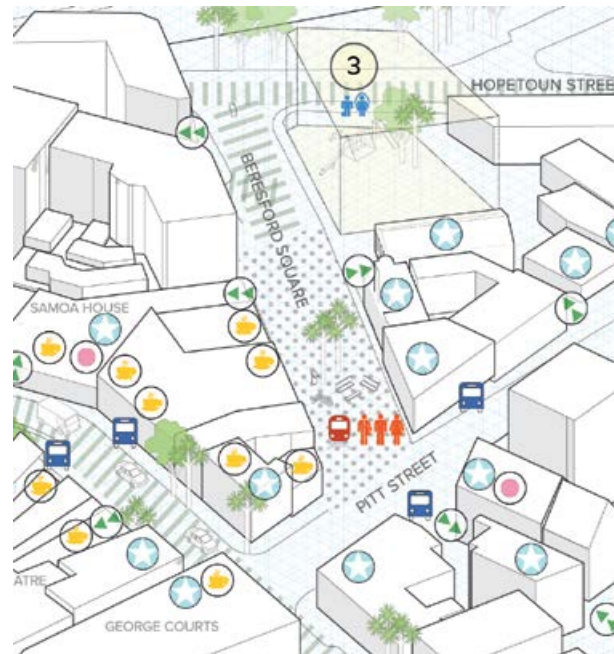


### Site 3

A vacant site which is to be used during the City Rail Link construction period. It has views out towards the Waitematā Harbour and visual prominence along a key route into the city centre and the Karangahape Road area.

#### Guiding principles:

- architecture to exhibit sensitivity to the adjoining heritage building (Hopetoun Alpha)
- build to the street edge along Beresford Square with active uses at ground floor
- consider the potential for new publicly accessible open space to take advantage of west facing views to the Waitematā Harbour
- built form to reflect the topography of the site, stepping down the hill towards Hopetoun Street and reflecting the scale of the adjoining heritage building
- wide range of land uses appropriate on site, active uses are encouraged on the ground floor fronting Beresford Square and the corner of Hopetoun Street.



### Site 4

This site is required for the development of City Rail Link and is of significant size. Future change or redevelopment of this site will follow in general accordance with the urban design principles in the City Rail Link Notice of Requirement.

#### Key




## Site 5

This site is of significant size and is highly visible from Upper Queen Street and is considered to sit at one of the 'gateways' to the Karangahape Road area.

### Guiding principles:

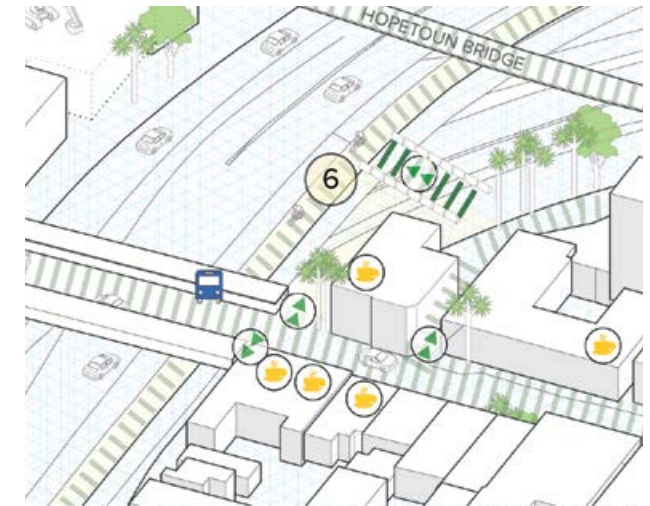
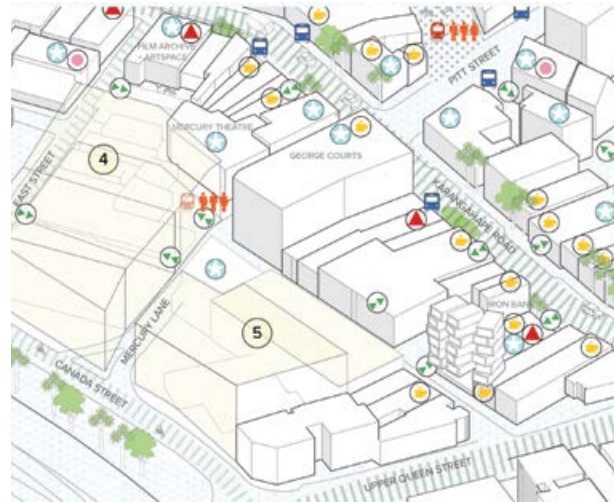
- build to the street edge along Mercury Lane, Canada Street and Cross Street with active uses at street level and no blank facades
- reduce the width of the road junction between Mercury Lane and Canada Street, potentially readjusting the property boundary to allow development to define and enclose the streets
- explore the potential to maximise building height underneath the volcanic viewshaft controls
- high quality architecture and attention to the design and expression of rooflines is required given the visibility of the site from the south
- a range of land uses is appropriate on the site, including residential apartments. Active uses should be provided on the ground floor facing Mercury Lane and are encouraged at ground floor along Canada Street and Cross Street.

## Site 6

Nelson Street Off-Ramp Cycle Way. This is an opportunity to re-purpose a redundant motorway off-ramp to improve the City's cycle network and enhance connections to the Karangahape Road area.

### Guiding principles:

- create a safe, high amenity connection for pedestrians and cyclists, connected to the Karangahape Road area.





# 10. IMPLEMENTATION STRATEGY

---

## **The Karangahape Road Plan identifies a number of projects and actions to assist with the delivery and achievement of the six key moves which have been stipulated in the preceding sections of the Plan.**

Realising the Plan's vision and providing for Karangahape Road's revitalisation and growth requires substantial investment, particularly in infrastructure.

The Implementation Plan, contained in the subsequent section of this plan document, outlines a list of projects and actions to be delivered, whether the actions are funded or unfunded (aspirational), the Local Board's role, who is the lead or responsible for delivery and the key stakeholders and partners involved.

Some actions within this plan document are already underway and thus completion dates, delivery partners and resourcing requirements have already been determined. Many new projects and initiatives are not funded and these will require investment and collaboration.

With design requirements, influencing factors (such as public transport studies, investigations etc.) and funding in mind, each action within the plan document has been identified as either an on-going (business as usual), short term (within 1-3 years), medium term (3-10 years) or long term (10 years or more) action.

## **Plan interdependencies and timing**

Auckland Council needs to ensure that the outcomes of the Karangahape Road Plan can be successfully achieved at all levels and, where possible, this has been set in collaboration and alignment with key projects and large infrastructure development such as the City Rail Link.

The City Rail Link is a major infrastructure project that will have interim and long term benefits on the transport network and Karangahape Road. Where possible, this plan has prioritised projects in alignment with the delivery and completion of the City Rail Link and new train station at Karangahape Road.

The timeframe for delivery of projects are also influenced by the sequencing and roll out of other catalyst projects, such as the Proposed Auckland Unitary Plan, Long Term Plan, Annual Plan/Funding Cycles, Local Board Plan (3-year review), Council strategies and action plans, development of anchor tenants, and general city centre population growth and economic drivers.

With regard to statutory planning, this plan has used the City Centre zone as proposed under the Unitary Plan as a foundation to guide the future form and function of development in the Karangahape Road area. The broad outcomes identified here will help to inform the objectives and policies for the city centre. These will include details on zoning, bonus schemes, height restrictions, view lines, design standards and other land use matters.

## **Working in partnerships and collaboration**

This plan is not just Auckland Council's vision for the Karangahape Road and city centre; it is owned by a range of public and private sector organisations. The achievement of the actions identified in the implementation plan will depend on collaboration with key stakeholders and delivery partners and will be achieved by:

- strengthening links and coordination of projects with internal departments and the Council Controlled Organisations. The City Centre Integration Group will provide a significant role in delivering this implementation plan and working with key stakeholders and delivery partners, including the private sector
- embracing the co-governance model, in which Auckland Council works closely with the Waitemata Local Board and empowers the Local Board to lead, advocate and support the delivery of the plan's aspirations and actions. The Waitemata Local Board will play a significant role in realising the future vision for Karangahape Road. This role may take many forms from direct investment in public works to advocating for positive changes.
- increasing partnership with the City Centre Advisory Board to achieve value-added expenditure of the targeted rate and Council funds for projects in the Karangahape Road area. The Advisory Board will select

key projects to allocate financial support throughout the timeline

- partnering with Karangahape Road Business Association is very important in the delivery of this plan. In essence, they are critical to the attracting more quality retailers and events, and retaining the creative industry and business 'edge' in Karangahape Road. The Business Association can also help to investigate key actions for improving shop fronts and incentivising new investment into the area
- Auckland Transport, Auckland Council, and the New Zealand Transport Agency working together to deliver the Integrated Transport Plan along with transport improvements to the local road and motorway network that travels through and connects with the area
- forming partnerships with mana whenua as part of the Māori Responsiveness Framework (discussed in the Auckland Plan) and engaging Māori in realising the vision for the area
- engaging and connecting with local community and social organisations, businesses and residents to continue to be involved in the future of Karangahape Road.

## Funding mechanisms

The Long-Term Plan (LTP) is Council's main budgetary tool, which combines all the Council and Council Controlled Organisation (CCO) funding across Auckland over a ten-year period.

Some of the proposed actions are already budgeted for in the LTP 2012-2022. The LTP 2015-2025 is currently being developed and will be out for public consultation in early 2015. The 2015-2025 LTP will have significant impacts on the prioritisation of projects for Auckland and Karangahape Road. Council investment and funding for projects in Karangahape Road will be limited over the next three years. While the LTP may amend and change the amount of money allocated for the city centre for the next 10-year period, Council has signalled that the City Rail Link will continue to remain a critical budget item as part of the LTP future budget.

As the Karangahape Road area is within the city centre targeted rate collection area, Auckland Council has the additional opportunity to seek funds from the City Centre Advisory Board for financial support towards specific projects and aspirations of the plan.

The Waitemata Local Board along with Auckland Council will have a critical role over the next ten years to select and prioritise projects for funding in the city centre and fringe areas.

## Monitoring and review

The implementation strategy is designed to be a living document. It is flexible in order to recognise that some actions require further work such as additional consultation, feasibility testing, detailed design, a works programme and/or funding.

The plan will be subject to formal reviews every three years to include engagement with key stakeholders and delivery partners. This review will be undertaken by Auckland Council and the Waitemata Local Board and will be aligned with the Long-term Plan (LTP) and Local Board Plan processes to allow consideration of any necessary changes to funding and project prioritisation. A next review will take place in 2018 and will allow for an assessment against progress on the City Rail Link.

By the time the City Rail Link project is complete and a station has been built at Beresford Square, Council will undertake a full review of the plan to consider progress and review actions. This review may involve full public engagement with the community and a new plan may be devised.

The Waitemata Local Board will play a key role in ensuring that the plan's aspirations and projects are followed through from investigation to implementation over the next 30 years, and in doing so, will make Karangahape Road a desirable place for people to work, live, and play contributing to Auckland's vision of becoming **the world's most liveable city**.

# IMPLEMENTATION PLAN

Supports key move						Project	Timeframe	Funding status	Local board role	Delivery lead	Key stakeholders and partners
1	2	3	4	5	6						
						Implementation of the Karangahape Road Safety and Inclusion Plan	Ongoing	Funded	Advocate	Auckland Council	KBA, NZ Police
						Implementation of the Homeless Action Plan	Ongoing	Funded	Advocate	Auckland Council and City Mission Outreach	AT, KBA, NZ Police, City Watch Security Response, community organisations and local churches
						Implementation of the Karangahape Road Business Association Strategic Plan	Ongoing	Funded	Informer	KBA	Auckland Council, ATEED, AT and private sector
						Investigate and implement improvements for pedestrian-prioritised intersections in the area (such as and not limited to review of delays, safety, frequencies of lights, barnes dance intersections and removal of sliplanes)	Ongoing	Funded	Advocate	AT	Auckland Council
						Implementation of the City Centre Be Accessible Programme (specifically actions for the K'Road area)	Ongoing	Funded	Advocate	Auckland Council	AT, Be. Institute, KBA, community organisations and private sectors
						Implementation of the Symonds Street Cemetery Development Plan, in particular maintenance of graves, and monitoring/surveillance of the cemetery	Ongoing	Funded	Lead	Auckland Council	KBA, Friends of Symonds St Cemetery
						Implementation of the Myers Park Development Plan, in particular new playspace and playground	Short	Funded	Lead	Auckland Council	A wide range of stakeholders and the public have been involved
						Implementation of the seismic exemplar project	Short	Funded	Partner	Auckland Council	KBA and property owners
						Resolution of appeals to the Notice of Requirement designation for City Rail Link	Short	Funded	Public process	AT	A wide range of stakeholders and the public have been involved
						Develop and implement the CCTV policy	Short	Funded	Public process	Auckland Council	A wide range of stakeholders and the public will be involved
						Implementation of the Local Alcohol Policy	Short	Funded	Public process	Auckland Council	NZ Police and private sector
						Implementation of the Proposed Auckland Unitary Plan (from proposed to operative) including the city centre zone, viewshafts, and heritage overlays	Short	Funded	Public process	Auckland Council	A wide range of stakeholders and the public have been involved
						Develop the Taxi Operations Plan (which includes design, operations and locations of taxi ranks)	Short	Funded	Advocate	AT	Auckland Council and Taxi operators
						Implementation of the Great North Road Corridor Management Plan, in particular streetscape and traffic management improvements at the junction of Great North, Ponsonby, Newton and Karangahape roads	Short	Funded	Advocate	AT	Auckland Council
						Investigate cycle safety improvements along Karangahape Road including the provision for cycle lanes	Short	Funded	Advocate	AT	Auckland Council, KBA and Cycle Action Auckland
						Implement a six month trial of distribution of steel needle depositories/medical waste bins at the three public toilet locations in the area: Myers Park, Beresford Square and Symonds Street	Short	Funded	Advocate	Auckland Council	KBA, Auckland Council, NZ Police, and needle bin providers



Supports key move						Project	Timeframe	Funding status	Local board role	Delivery lead	Key stakeholders and partners
1	2	3	4	5	6						
						Installation of two public art sculptures: outside Rendalls on Karangahape Road/ St Kevins Arcade traffic lights and outside Beresford Square	Short	Funded	Advocate	Auckland Council	AT
						Investigate a cycle lane connecting Karangahape Road to Newton/Grafton Gully along Upper Queen Street	Short	Unfunded	Advocate	AT	
						Rollout of the new bus service network in 2016, following electrification of the rail network (part of the implementation of the Regional Public Transport Plan)	Short	Unfunded	Advocate	AT	Auckland Council
						Implementation of the Myers Park Development Plan, in particular to Stage 2 improvements	Medium	Funded	Lead	Auckland Council	A wide range of stakeholders and the public have been involved
						Completion of the City Rail Link including new train station	Medium	Unfunded	Advocate	AT	A wide range of stakeholders will be involved
						Develop a lighting strategy for the Karangahape Road area	Medium	Unfunded	Advocate	AT	Auckland Council, KBA, and private sector
						Implement the outcomes of the investigation of cycle lanes and cycle safety improvements along Karangahape Road	Medium	Unfunded	Advocate	AT	Auckland Council, KBA and Cycle Action Auckland
						Implement the Taxi Operations Plan	Medium	Unfunded	Advocate	AT	Auckland Council and Taxi operators
						Investigate the potential to open a pedestrian link from Pitt Street to Queen Street through the Pitt Street Methodist Church site and Auckland Baptist Tabernacle site	Medium	Unfunded	Advocate	AT	Auckland Council, Pitt Street Methodist Church, Auckland Baptist Tabernacle, KBA and neighbouring property owners
						Rollout of the new bus and train service network in 2022 (post implementation of the City Rail Link; part of the implementation of the Regional Public Transport Plan)	Medium	Unfunded	Advocate	AT	Kiwirail and Auckland Council
						Investigate and implement a reduced speed zone for the city centre that will include the whole length of Karangahape Road	Medium	Unfunded	Advocate	AT and NZTA	Auckland Council and KBA
						Develop and implement a strategy alongside stakeholders such as Auckland Angel Landlords Trust and property owners to arrange productive short and medium term and creative use for vacant spaces.	Medium	Unfunded	Advocate	Auckland Council	AT, ACPL, Auckland Angel Landlords Trust and private sector
						Develop and implement the wayfinding strategy and signage network in the Karangahape Road area (as part of the City Centre Wayfinding Strategy and signage improvements)	Medium	Unfunded	Advocate	Auckland Council	City Centre Advisory Board, AT, and KBA
						Implementation of the Auckland Rainbow Communities Strategic Framework	Medium	Unfunded	Advocate	Auckland Council	GLBT organisations, community organisations and private sector
						Install more and larger capacity waste bins in key hot spot areas of night activity and main streets including secure recycling and waste bins in public toilets	Medium	Unfunded	Advocate	Auckland Council	AT and Service contractors

Supports key move						Project	Timeframe	Funding status	Local board role	Delivery lead	Key stakeholders and partners
1	2	3	4	5	6						
						Investigate and develop a views and roofscapes strategy for the Karangahape Road area	Medium	Unfunded	Advocate	Auckland Council	
						Investigate and install public toilets in the Karangahape Road area, in particular to replace the Beresford Square toilet that will be removed during construction of the City Rail Link and closed Howe Street toilets	Medium	Unfunded	Advocate	Auckland Council	AT
						Investigate and scope the opportunity to establish urban community gardens in the area (e.g. vertical and roof-top gardens)	Medium	Unfunded	Advocate	Auckland Council	KBA, community organisations and private sector
						Create and implement a street frontage activation programme to work with landowners to actively promote their street frontages, undertake building maintenance, provide shop front grants to improve dilapidated buildings and remove roller shutters	Medium	Unfunded	Advocate	KBA	Auckland Council, AT and private sector
						Improve all through site links, including Maota Samoan House (238 Karangahape Road), 295 Karangahape Road link, St Kevin's Arcade (183 Karangahape Road), Rendells Building (184 Karangahape Road), and Karangahape Road carpark building (overhead walkway, 24 Mercury Lane)	Medium	Privately to be funded by owners	Advocate	Private landowners & KBA	Property owners, AT and Auckland Council
						Investigate and implement a pedestrian and cycle connection from the Karangahape Road area to the former Nelson Street off-ramp	Medium	Unfunded	Advocate	NZTA	AT and Auckland Council
						Undertake improvements to Symonds Street Park and access into Symonds Street Cemetery (including the fountain)	Medium	Unfunded	Lead	Auckland Council	AT, KBA and Friends of Symonds Street cemetery organisation
						Implementation of the Symonds Street Cemetery Development Plan, in particular renovations and improvements to historic heritage structures (stone wall, historic paths), landscaping, wayfinding and signage improvements	Medium	Unfunded	Lead	Auckland Council	KBA, Friends of Symonds St Cemetery and Mana Whenua
						Implementation of the Waitematā City Fringe Local Economic Development Plan (specifically to Karangahape Road area)	Medium	Unfunded	Lead	Auckland Council	ATEED, AT, KBA and private sector
						Develop a public realm strategy for the Karangahape Road area that will include: - streetscape improvements for Scotia Place, Karangahape Road, Hopetoun Street, Newton Road, Vincent Street, Pitt Street, Mercury Lane, Symonds Street, City Road - investigate a new pedestrian crossing from Hereford Street to Western Park viewing platform and access-way into the park, across Hopetoun Street - investigate a new pedestrian connection between Galatos Street to West Terrace, and - secure bike parking in the area at night	Medium	Unfunded	Partner	Auckland Council	AT, NZTA KBA and private sector
						Implementation of the City Centre Retail Action Plan (specifically to Karangahape Road area)	Medium	Unfunded	Partner	Auckland Council	ATEED, AT, Waterfront Auckland, KBA, HoTC, City Centre Advisory Board and private sector
						Investigate and develop a voluntary scheme for public to use and access toilets in private venues in the area	Medium	Unfunded	Partner	Auckland Council	KBA and property owners

Supports key move						Project	Timeframe	Funding status	Local board role	Delivery lead	Key stakeholders and partners
1	2	3	4	5	6						
						Investigate and scope opportunities for pop-up activities and temporary public art projects in the Karangahape Road area, including: - public art installations on hoardings and construction barriers - rainbow painted features at intersections along Karangahape Road - a public art sculpture located on corner of Symonds St/ Karangahape Road that is of historical representation to the former Karangahape Road Partington's Windmill located here - a public art sculpture on the corner of Great North Road and Ponsonby Road that is of historical representation of the former Te Rimu Tahī (The Lone Rimu) located here, and - any placemaking projects that reference and include Te Reo, Māori stories and heritage sites creatively.	Medium	Unfunded	Partner	Auckland Council	AT, KBA, Mana Whenua, community organisations and private sector
						Develop and implement a Commercial Sex Industry Policy	Medium	Unfunded	Public process	Auckland Council	A wide range of stakeholders and the public will be involved
						Implementation of the Myers Park Development Plan, in particular building restorations and improvements to the Caretaker's Cottage and new connections	Long	Unfunded	Lead	Auckland Council	A wide range of stakeholders and the public have been involved
						Implementation of the Symonds Street Cemetery Development Plan, in particular to upgrades to the Anglican and Catholic memorials and streetscape improvements	Long	Unfunded	Lead	Auckland Council	KBA, Friends of Symonds St Cemetery and Mana Whenua
						Implement the Public Realm Strategy	Long	Unfunded	Partner	Auckland Council	AT, City Centre Advisory Board and property owners
						Implement the Lighting Strategy	Long	Unfunded	Advocate	AT	Auckland Council and KBA
						Investigate and implement public transport infrastructure improvements, such as rearranging bus stops and seating on the Karangahape Road overbridge to improve pedestrian movement	Long	Unfunded	Advocate	AT	Auckland Council and KBA
						Implementation of the Great North Road Corridor Management Plan	Long	Unfunded	Advocate	AT	Auckland Council
						Investigate and undertake detailed design, planning and improvements to the Newton Road overbridge including pedestrian and cycle connections	Long	Unfunded	Advocate	NZTA	AT and Auckland Council

#### Abbreviations

KBA – Karangahape Road Business Association  
HoTC – Heart of the City Business Association  
AT – Auckland Transport  
NZTA – New Zealand Transport Agency

#### Timeframes

Ongoing  
Short (1-3 years)  
Medium (3-10 years)  
Long (10+ years)

#### Waitematā Local Board's role

Advocate  
Informer  
Lead  
Partner  
Public process



## ACKNOWLEDGMENTS

The Waitemātā Local Board would like to sincerely thank all those individuals, groups and organisations that have taken part in any part of the engagement process that has preceded this final plan.

## REFERENCES

Auckland Council. (2012). *City Centre Masterplan*. Auckland: Auckland Council.

Auckland Council. (2012). *Auckland Plan*. Auckland: Auckland Council.

Auckland Council. (2013). Proposed Auckland Unitary Plan. Auckland: Auckland Council.

Auckland Council. (2013). Industry snapshot for Auckland: creative sector. *Auckland Council technical report, TR2013/028*. Auckland: Auckland Council.

Auckland Council. (2013). *City Centre Retail Action Plan*. Auckland: Auckland Council.

Auckland Council. (October 2012). *Historic heritage area assessments: Draft interim guidance*. Auckland: Auckland Council.

Auckland Transport. (2012). *City Rail Link Notice of Requirement and supplementary reports*. Auckland: Auckland Transport.

Auckland Council. (2014). *Māori Heritage Report for Karangahape and Newton Plans*. Auckland: Auckland Council.

Karangahape Road Business Association. (n.d.) *Heritage Walk: Karangahape Road*. Auckland: Karangahape Road Business Association.

New Zealand Transport Agency. (2013). *High-risk intersections guide*. Wellington: New Zealand Transport Agency.

Salmond Reed Architects, Ltd. (2008). *Karangahape Road Study*. Auckland: Salmond Reed Architects.

Simmons, Dave. (1987). *Māori Auckland*. Auckland: Bushman Press.

Statistics New Zealand. (2013). *2013 Census Data*. Wellington: Statistics New Zealand.

Waitemātā Local Board. (2011). *Waitemātā local board plan*. Auckland: Waitemātā Local Board.

Waitemātā Local Board. (2012). *Myers Park Development Plan*. Auckland: Waitemātā Local Board.

Waitemātā Local Board. (2012). *Symonds Street Cemetery Development Plan*. Auckland: Waitemātā Local Board.

Waitemātā Local Board. (2014). *Waitemātā City Fringe Local Economic Development Action Plan*. Auckland: Waitemātā Local Board.

### Electronic Source

Auckland Libraries resources (including Heritage Images Online and Maps Online), NZAA ArchSite and NZHPT Online Register.

## PHOTO CREDITS:

Deborah Lee Sang, Hayley Fitchett, Hamish Scott, Jason Evans, Theo Leach, Karangahape Road Business Association, Jay Farnworth, Laura Forest Photography, Adele Krantz, Blair Hastings f16photography and Auckland City Libraries.



ISBN 978-0-908320-02-8

The information and analysis in this report were provided by various sources. Contents are for information only and are subject to change. They are not suitable for commercial judgement or professional advice. The Auckland Council accepts no responsibility for any errors or omissions or for any loss or damage resulting from reliance on, or the use of information that this report contains.