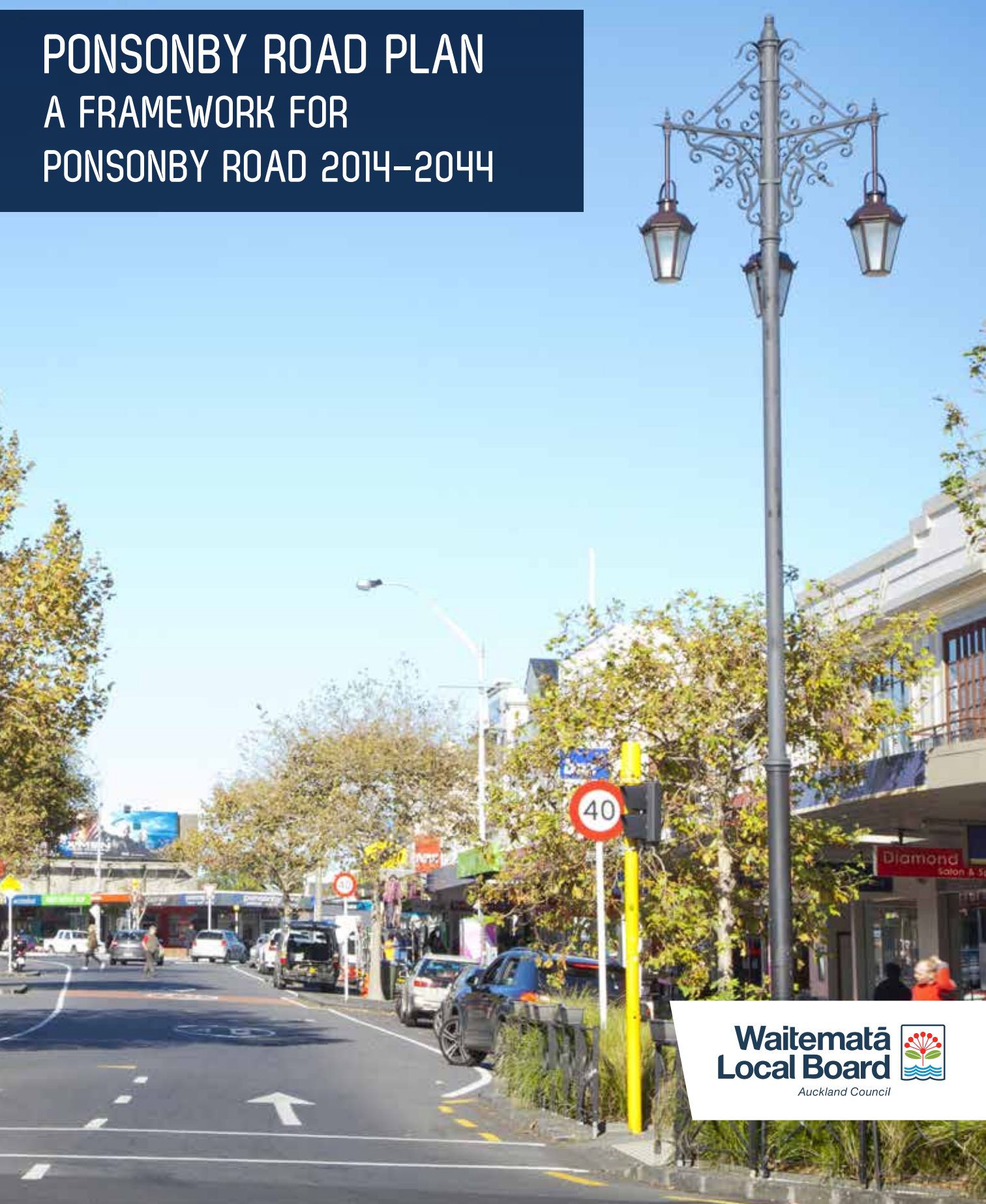


# PONSONBY ROAD PLAN

## A FRAMEWORK FOR PONSONBY ROAD 2014–2044



**Waitematā  
Local Board**



Auckland Council



# FOREWORD

I am delighted to present the Ponsonby Road plan – a framework for the development of one of Auckland’s most celebrated destination roads over the next 30 years.

This plan draws on the work and studies of many passionate people over the years. It acknowledges the people who have travelled the route of Te Rimu Tahi in the past, fought to save Ponsonby’s heritage, slowed the traffic and been part of creating the “hippest strip”. The plan also recognises the regional significance of Ponsonby Road and therefore our responsibility to approach future development, which results in wider benefits to all Aucklanders.

We would like to see Ponsonby Road developed as a place for people rather than just a through-road for traffic. This plan sets out the vision for Ponsonby Road to be developed as a vibrant, well connected centre for locals and visitors while recognising its unique character. Responding to the challenges facing the area and achieving the vision will result in positive results to protect its distinctive heritage, make Ponsonby Road safe for pedestrians and cyclists, improve the natural environment, provide sufficient open space and reinforce Ponsonby Road’s role as a key entertainment and boutique shopping destination.

While the Waitemata Local Board has led the development of this plan, the board has only been able to get to this point with the voluntary contribution of a significant amount of time and effort from the working group who developed the draft plan in partnership with Mana Whenua and local representatives. We are grateful to all the participants for their commitment and good will. We are also indebted to those who took the time to provide their views on the draft proposals and concepts.

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

Pippa Coom, Deputy Chair  
Waitemata Local Board





# CONTENTS

Developing the Ponsonby Road Plan	5
The Strategic Context	6
The Local Context	8
Ponsonby Road in the Future...	12
Outcome 1 - A Diverse Place	14
Outcome 2 - Historic and Cultural Heritage	16
Outcome 3 - Pedestrian and Cyclist Safety	18
Outcome 4 - The Natural Environment	22
Outcome 5 - Open Space and the Community	24
Implementation Strategy	26
Funded Actions	27
Actions Requiring Funding	28





Plan Area Overview

— Plan Area Outline  
 Scale 1:10,000 @ A4  
 0 100 200m



# DEVELOPING THE PONSONBY ROAD PLAN

## PURPOSE OF THE PLAN

The purpose of the Ponsonby Road Plan is to provide a clear planning framework to guide how the Ponsonby Road area should develop over the next 30 years. This framework will allow the future development of the area to be planned as a whole to facilitate an urban realm that meets the aspirations and goals that the community, Mana Whenua and local business have for Ponsonby Road.

The plan establishes five desired outcomes for Ponsonby Road. These outcomes respond to the vision of the Auckland Plan with regard to strategic and local context, as well as key themes that have emerged from consultation with the community and Mana Whenua.

Delivery of the plan will be a collaborative effort involving the community, Mana Whenua, developers and key delivery partners including the Waitematā Local Board, Auckland Council, Council Controlled Organisations (CCOs) and private landowners.

## STUDY AREA

Ponsonby is one of the earliest neighbourhoods in Auckland, located on the western fringe of the city centre. The study area encompasses the 1.7km length of Ponsonby Road, as well as Jervios Road/ St Marys Bay in the north and Karangahape Road/Great North Road in the south. The road is a classified district arterial and is located on a ridgeline. It is home to many businesses, apartments, fashion boutiques, bars, eateries and amenities for local residents.

## PLAN DEVELOPMENT

Several factors influenced the development of the Ponsonby Road Plan, such as a review of the Auckland Plan and the Waitematā Local Board Plan. The process was also informed by other recent plans including those developed by former Auckland City Council, along with previous heritage assessments. The information from these reviews was used to identify and understand the local values, issues, challenges, aspirations and opportunities along Ponsonby Road.

Council set up a working group to develop the Draft Ponsonby Road Masterplan. The group was made up of Waitematā Local Board members, the Ponsonby Business Association, community organisations, stakeholders and Mana Whenua representatives.

In August and September 2013 the council shared the draft document with members of the public via a series of public engagement initiatives. These provided opportunities for the wider public to provide written feedback, which could be used to inform the final plan document.

Over 250 written responses were received through the public engagement process, which included:

- A flier drop along Ponsonby Road which included a public feedback form
- Four community drop-in sessions held at Whitespace Art Gallery, Ponsonby Community Centre and the Leys Institute
- A public meeting at the Leys Institute
- Several meetings with key stakeholders such as the Samoan Methodist Church
- A workshop with students from Ponsonby Intermediate.

The Waitematā Local Board has guided the development of this plan document. The Board adopted this plan document on 10 June 2014.

# THE STRATEGIC CONTEXT

## THE AUCKLAND PLAN VISION

Auckland’s vision is to become “the world’s most liveable city”. As the world’s most liveable city Auckland will be a place with: cohesive resilient communities; a productive high-value economy; quality urban, rural and natural environments and a resilient transport system. The Ponsonby Road Plan identifies five outcomes that align with this vision.

The Auckland region expects an additional one million people and 400,000 new households by 2040. The Auckland Plan is a strategic regional document that provides guidance on how this growth is to be managed without overlooking the attributes and qualities we value most about Auckland.

## WHAT DOES THE AUCKLAND PLAN MEAN FOR PONSONBY ROAD?

The Auckland Plan Development Strategy identifies the expected level of change and growth across Auckland over the next 30 years, and where we can expect to see that change and growth occurring (figure 1). A key focus of the strategy is to achieve a compact city by focussing on existing urban areas.

The Auckland Plan identifies Ponsonby as a Town Centre within Auckland’s network of metropolitan, town, local and neighbourhood centres. As a Town Centre, it is envisaged that Ponsonby will:

- continue to act as a local hub by providing a wide range of community facilities, as well as retail and business services and facilities
- continue to provide for different forms of transport

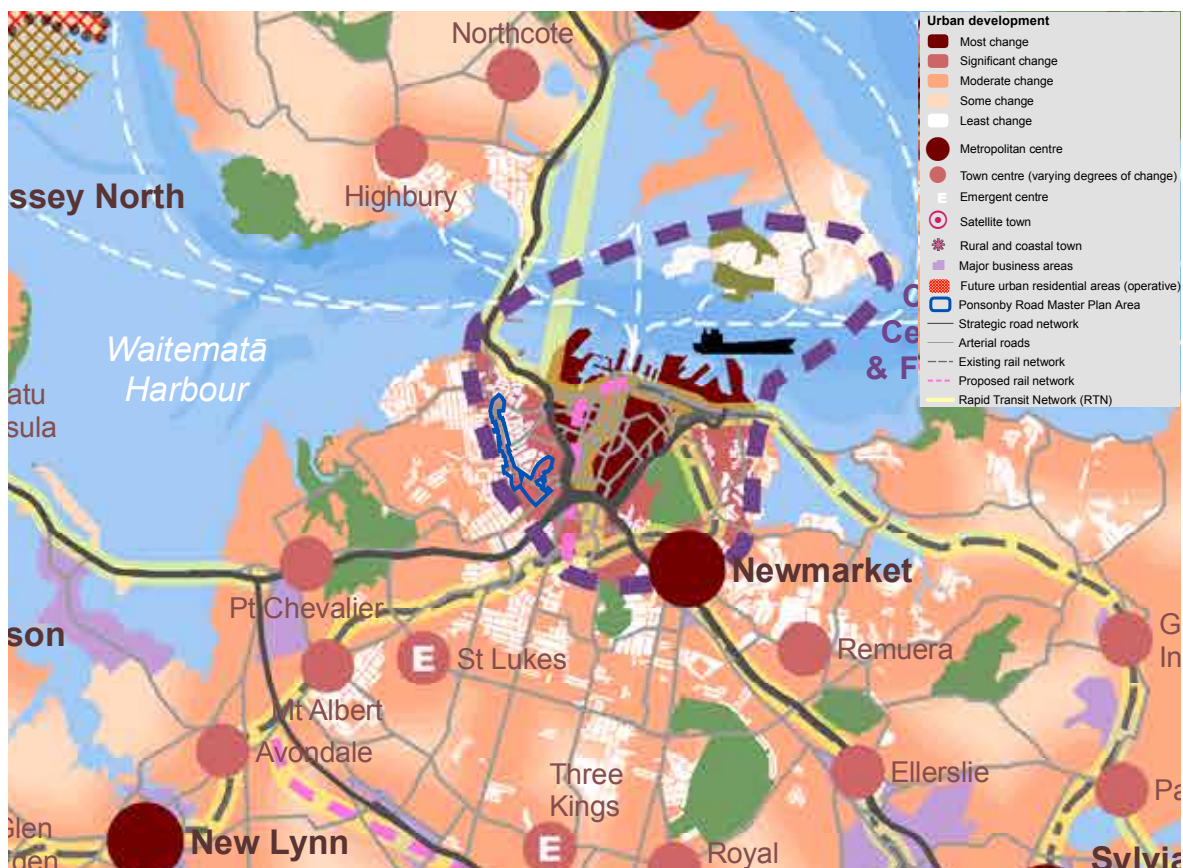


Figure 1: Location of the Ponsonby Road Plan area on the Auckland Plan Development Strategy  
Source: Auckland Plan 2012

- provide for a range of residential living options, including mixed-use and higher-density options, while retaining its historic character

The Ponsonby Road Plan sets out actions to achieve this.

### WAITEMATĀ LOCAL BOARD PLAN 2011 - 2014

The Waitematā Local Board Plan 2011-2014 sets out a vision “to foster and develop vibrant, connected and sustainable communities”. The Board have set the following six priorities to facilitate achievement of this vision:

- respecting and enhancing the natural environment
- connected, healthy transport options
- a distinctive, high quality built environment that embraces its heritage
- places for people
- innovative economic hub
- strong, vibrant, engaged communities.

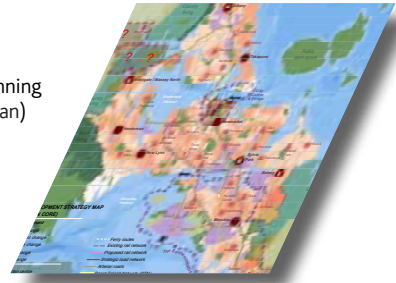
### THE AUCKLAND COUNCIL UNITARY PLAN

On 30 September 2013, a Unitary Plan that will replace the district and regional plans of the former city, district and regional councils in Auckland was publicly notified. Prepared under the Resource Management Act 1991, the Unitary Plan will be the council’s main land-use planning document setting the regulatory framework for the Ponsonby Road Plan. Its objectives, policies and rules will help implement the Auckland Plan.

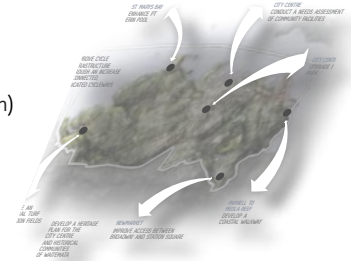
### AUCKLAND COUNCIL’S LONG TERM PLAN (LTP)

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, this plan is Auckland Council’s to-do list. It implements the Auckland Plan, and includes projects and initiatives identified within the Local Board Plan.

Region-wide planning  
(The Auckland Plan)



Area planning  
(e.g. Local Board Plan)



Precinct planning  
(e.g. Ponsonby Road)



Figure 2: Three levels of planning

The Ponsonby Road Plan identifies actions for delivering the directions set out in the Auckland Plan, which are also influenced by key local aspirations. By way of the annual plan process these actions can be used to inform the Local Board Plan/Agreement and the council’s review of the Long Term Plan 2012-2022.

# THE LOCAL CONTEXT

## PLACE

The study area is a key entertainment and shopping area serving both the local community and the wider Auckland Region. The Ponsonby/Jerovis Road ridgeline provides for a mix of commercial, retail, entertainment, employment and residential activities. Streets like Mackelvie Street branch off Ponsonby Road and provide an important supporting commercial role. Other streets, such as Lincoln and Norfolk Streets, are primarily residential in use.

The wider area is home to a number of parks, schools, churches and community facilities including: Ponsonby Intermediate, Auckland Girls Grammar, the Leys Institute and Ponsonby Community Centre.

## PEOPLE

The plan area and surrounding suburbs is home to around 12,471 residents.<sup>1</sup> The resident population comprises a wide range of ethnicities including people of European, Māori, Pacific, Asian, Middle Eastern, Latin American and African descent. The Ponsonby area is home to a number of families as well as couples and single people with 63 per cent of households comprising families.<sup>2</sup> One-person households make up 23 per cent of the population and the remaining 14 per cent are 'other multi-person households' which include living arrangements such as shared houses/flatting. The number of 'other multi-person households' within the Ponsonby Area is comparatively high when considering that this figure across the Auckland region is five per cent.

## HERITAGE

Ponsonby Road has a history of pre-European use and association. Te Rimutahi, or the Ponsonby ridgeline, formed part of a traditional Māori transport route and walking track from Maungawhau (Mt Eden) and Te Uru Karaka (Newton Gully) to Te Ōkā and Te Tō (the two headland pā sites at Point Erin and St Marys Bay). The sites of significance to Māori within the wider area are illustrated on page 9 and described in detail in the Māori Cultural Value report which supports this plan.

Ponsonby Road also has a long history of European settlement and use, which is strongly evident in the streetscape. Electric trams (1902) extended public transport options and allowed working class and lower-middle class people to look for accommodation further away from their work inspiring on the development of Herne Bay and Grey Lynn.

There is also a more recent history of Māori and Pacific association with Ponsonby. Attracted by low rents and close proximity to places of work, a national movement of Māori and Pacific Islanders into city centres began in the early 1950s. In the 1970s, new central government policies on immigration saw the beginning of the "dawn raids" where Pacific Islanders were forcibly removed from their homes. In response, the Polynesian Panther movement was founded in Ponsonby to raise the profile of Pacific people through political and community initiatives.

The gentrification of Ponsonby began in the late 1970s when young families began to relocate to inner-city suburbs and restore the historic housing stock. This increased rental prices, leading to the displacement of many Māori and Pacific Islanders. Gentrification of the suburb was well underway by the end of the 1980s.

<sup>1</sup> Source: 2013 Census, Statistics NZ

<sup>2</sup> Couples and/or single parent with/without children. Source: 2013 Census, Statistics NZ





- |  |   |  |   |
|--|---|--|---|
|  Commercial activity (indicative) |  Character node  |  Throughfare traffic movement | <b>Local Context</b>  |
|  River                            |  Tree            |  Modern Māori heritage site   |  Bay       |
|  Wāhi Tupuna                      |  Waka            |  Bay                          |  Ridgeline |
|  Pā                               |  Fishing Village |  |   |
|  Flax Harvesting                  |   |  |   |

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



In recent history, communities such as lesbian, gay, bisexual and transgender have also had a strong association with this area. This association is celebrated with the annual Pride Parade on Ponsonby Road.

## CHARACTER NODES

The patterns of settlement along the Ponsonby ridgeline have resulted in distinct character nodes.

### **Three Lamps**

Three Lamps was and still is the main “village” of Ponsonby Road. It was the beginning of the stream Waikuta that once flowed down College Hill to Victoria Park from which Māori collected kuta - a native weed used for weaving.

Three Lamps has been home to industry, social and recreation services and social community infrastructure, including:

- the Ponsonby Road Hotel (1875)
- the Glue Pot (1930)
- Skating rink (1910)
- Cinema (1913)
- Leys Institute Library (1905)

During the 1970s and 1980s the area adjoining the western side of Three Lamps became home to many youth, Māori and Pacific activist groups.

### **Three Lamps to Franklin Road**

Up until 1863, this part of Ponsonby Road was known as Vandeleur Road. Wealthy Aucklanders attracted by the views to the Waitematā Harbour developed the eastern side of the Ponsonby Ridge as housing. Many of these buildings remain. In comparison, the retail buildings on the western edge are not substantial, which echoes this node’s historical role as a ‘gap’ between more developed areas of the Ponsonby ridgeline.

This section of the street has a number of churches including:

- All Saints Church (the late 1950s)
- St John’s Methodist Church (the early 1880s)
- the Catholic Church of the Sacred Heart (1886-1887, now demolished).

## **Franklin Road to Great North Road**

### **Franklin Road Junction**

Until 1884 Franklin Road was a primary ‘arrival’ point to Ponsonby Road, for people arriving from the north. Today, as well as remaining a key entrance to the road, it also stands at the geographical midpoint of Ponsonby Road.

### **Richmond Road Junction**

This section of Ponsonby Road was historically seen as a centre with thriving artisan and maker markets, home to textile factories, notable outlets and manufacturing facilities. These include:

- Klissers (Vogel’s) bakery
- Ivan’s grillroom
- Bhana Bros fruit and vegetable shop

Today contemporary fashion, design, furniture and coffee and food outlets thrive along this section of Ponsonby Road.

### **Western Park**

Western Park represents both natural and cultural heritage, as an important Māori site. Tuna Mau (to catch eels) is the stream that runs - now in pipes - through Western Park. It formerly discharged into Waiatarau (Freemans Bay) and Tuna Mau was an autumn eeling camp for Māori.

Western Park was formed in the 1870s in an informal style which differed from the typical Victorian design that characterised this era. Western Park is home to some significant public art including the sunken buildings (entitled Tip) by John Radford and the pebble mosaic of two eels, a fishing net and flower design by Mark Davidson.

### **Ponsonby Road/Karangahape Road/Great North Road/Newton Road Junction: Te Rimu Tahī**

Te Rimu Tahī – “the lone rimu” was a scared Rimu tree that was once located near the water reservoir by Artstation. Te Rimu Tahī was an important landmark to Māori.



## MOVEMENT

Ponsonby Road is approximately 1.7km in length and intersects with 31 side streets. Ponsonby Road is used by pedestrians, cyclists, motor vehicles and buses, with an average 28,000 daily vehicle movements. There is on-street parking along Ponsonby Road which is extensively utilised.

The road holds a district arterial status and carries extra-wide vehicles at its southern end. Much of the traffic using the corridor in peak hours is travelling between the western suburbs and the city centre or to the motorway network.

The speed limit along the whole length of Ponsonby Road is 40km/h. The implementation of this speed limit was justified by the high pedestrian activity in the commercial areas and observations that the operating traffic speed was already low.

The Auckland Cycle Network Plan 2030 has designated Ponsonby Road as a 'cycle connector'. It is also a major bus route and forms part of the Regional Public Transport Network, with planned frequent bus services being on the Frequent Transit Network (FTN) - although the bus volumes do not currently justify dedicated bus lanes.

## NATURAL ENVIRONMENT

Ponsonby Road is currently dotted with exotic London Plane trees as well as other native and exotic trees that provide amenity to the urban realm of Ponsonby Road.

The deciduous plane trees drop their leaves in autumn and winter. While this allows additional sunlight in the colder months, it also puts stress on storm water infrastructure. The chance of surface flooding increases and significant additional costs for street and drain cleaning.

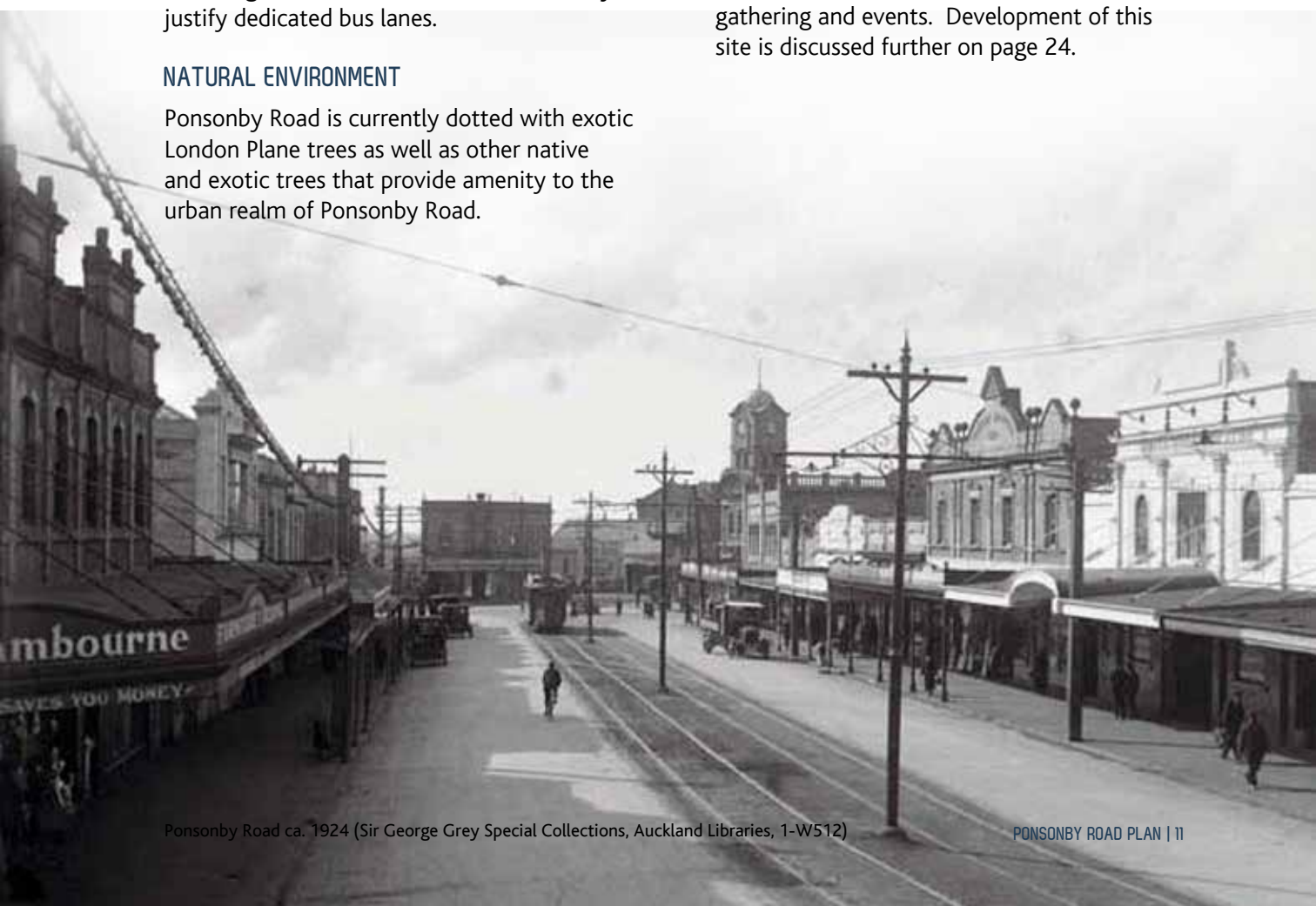
Like most of the inner city, the Ponsonby Road area no longer has viable fresh water springs and streams. The remnants of the Tuna Mau stream can still be seen today during heavy rains, though mostly it is piped all the way to the Waitematā Harbour.

## OPEN SPACE

The Ponsonby area is characterised by a high urban density of residences, which have a low provision of private open space.

Western Park and Tole Reserve are the key open spaces within the study area. There are also some small public open spaces along Ponsonby Road (e.g. Anglesea Street) and adjacent to residential areas (e.g. Brown Street Reserve).

In 2006, Council purchased the site at 254 Ponsonby Road to provide an urban square in the Ponsonby business area for community gathering and events. Development of this site is discussed further on page 24.







## PONSONBY ROAD IN THE FUTURE

The vision for Auckland becoming the world's most liveable city is achieved at a local level in Ponsonby through developing Ponsonby Road as a vibrant well-connected centre for locals and visitors while recognising its unique character.

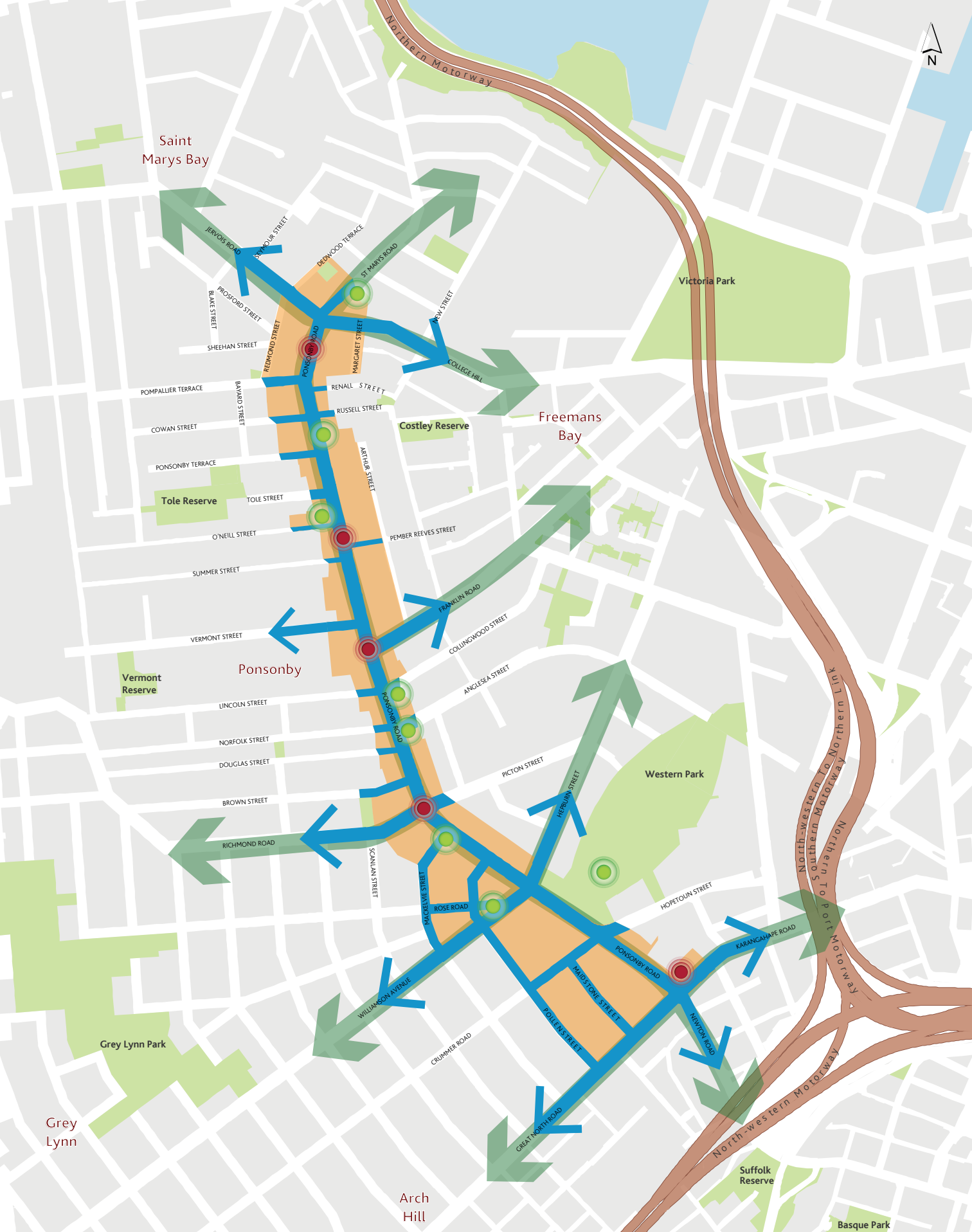
### KEY OUTCOMES

The plan identifies five key outcomes that respond to the challenges facing the area, the vision of the Auckland Plan and local context.

### THESE FIVE OUTCOMES ARE:

1		<b>Recognise Ponsonby Road's diverse role as a vibrant centre, key entertainment and boutique-shopping locality that meets the needs of local residents, businesses and visitors</b>
2		<b>Protect, recognise and interpret the historic and cultural heritage of Ponsonby Road</b>
3		<b>Develop Ponsonby Road with various transport options that prioritise the safety of pedestrians and cyclists</b>
4		<b>Contribute to the achievement of region-wide improvements to the natural environment</b>
5		<b>Ensure sufficient provision of open space and community facilities to meet the needs of the Ponsonby community both now and in the future</b>





- A Diverse Place
- Safer for pedestrians & cyclists
- Improvements to the Natural Environment

- Protect, Enhance and Interpret Culture and Heritage (indicative)
- Open Space and Community Facilities (indicative)

**Key Outcomes**

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

# OUTCOME 1 – A DIVERSE PLACE

Recognise Ponsonby Road’s diverse role as a vibrant centre, key entertainment and boutique-shopping locality that meets the needs of local residents, businesses and visitors

## WHY THIS NEEDS TO BE ACHIEVED

Different people use Ponsonby Road for different purposes. It is an important local centre for residents, a place of employment and a key entertainment and boutique-shopping area within the Auckland Region. The Auckland Plan identifies Ponsonby Road as a Town Centre within Auckland’s network of metropolitan, town, local and neighbourhood centres.

The mix of uses along Ponsonby Road can conflict with the community’s amenity expectations in adjoining residential areas. This is due to the associated noise and traffic that business, entertainment and retail activities generate. To retain the vibrancy along Ponsonby Road a planning framework is required that activates the streetscape and provides opportunities for people to live, work and play in the area. This will also help manage the transition between residential and nonresidential uses.

A concern for many locals and business owners is that a significant amount of on-street car parking around Ponsonby Road is utilised by commuters to the city centre during the working week. This reduces the availability of car parking for locals, visitors and people working on Ponsonby Road. The management of this on-street parking supply needs to be addressed to prioritise the short term parking needs of local residents, businesses and visitors to encourage their continued use of this centre.

## HOW OUTCOME 1 CAN BE ACHIEVED OVER THE NEXT 30 YEARS:

- provide a vibrant mix of activities along Ponsonby Road under the Town Centre provisions of the Proposed Unitary Plan
- manage the transition between the Ponsonby Town Centre and adjoining residential sites through provisions of the Proposed Unitary Plan

- activate the ground floor street frontages of buildings and create a vibrant streetscape through provisions of the Proposed Unitary Plan
- pursue a parking management plan to address commuter car parking

## UNITARY PLAN CONTROLS

The Proposed Unitary Plan applies Town Centre zone along the length of Ponsonby Road. The Town Centre zone provides for a wide range of activities including commercial, leisure, tourist, cultural, community and civic services.

Where the Town Centre zone has been applied to Ponsonby Road, a Key Retail overlay also applies. Sites that are covered by this overlay will be subject to a new suite of rules that will:

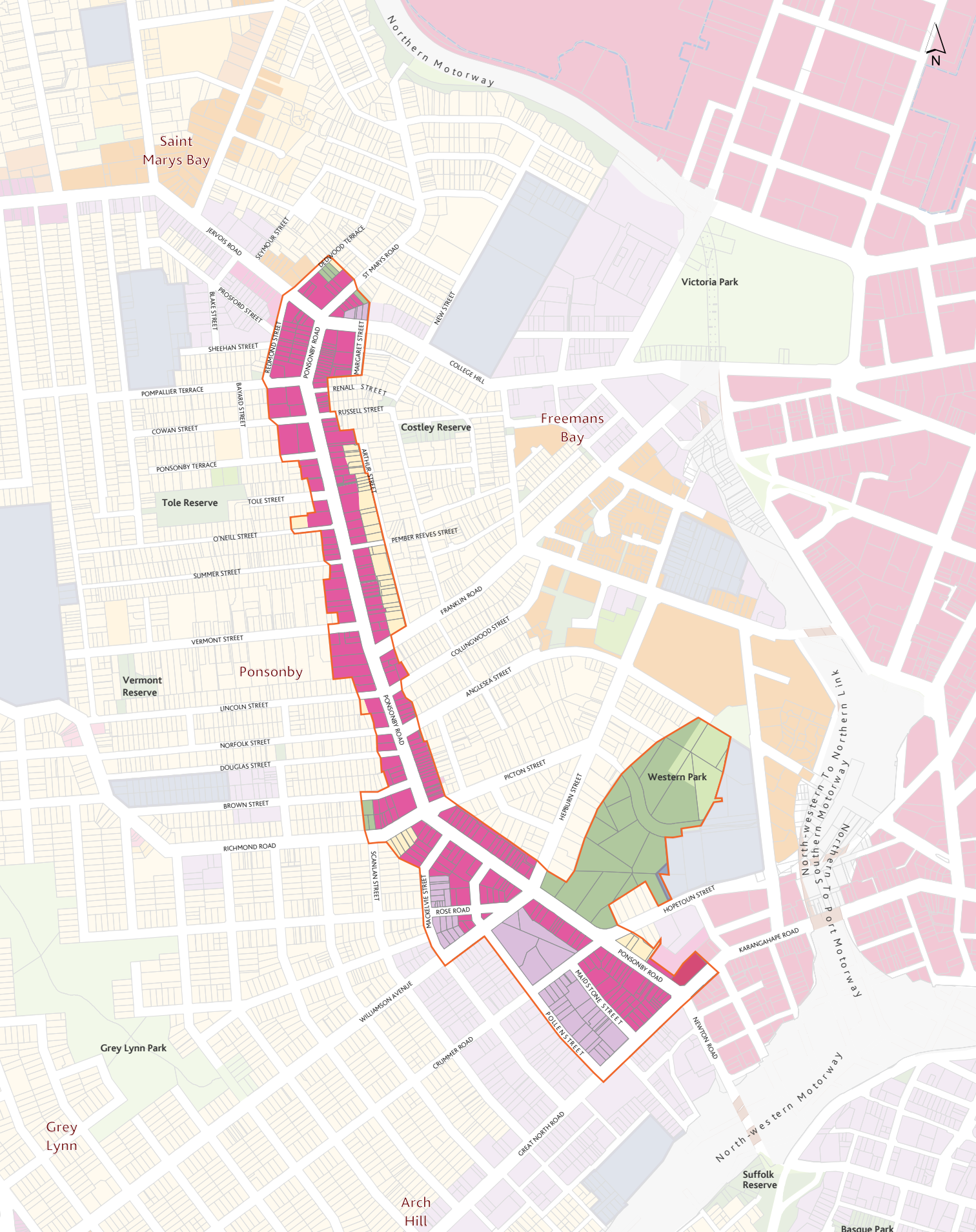
- activate the ground floor street frontages of buildings, creating a vibrant streetscape and providing for passive surveillance of the street
- ensure that new developments defines the street edge by requiring buildings to adjoin the street
- restricting the opportunity for new vehicle crossings along Ponsonby Road, creating a safer environment for pedestrians and cyclists

The Unitary Plan proposes to manage the transition between the Town Centre and surrounding residential zones through land use controls. These will restrict certain activities within 30 metres of a residential zone.

## STREETSCAPE IMPROVEMENTS

Upgrades to the streetscape will reinforce Ponsonby Road’s role as a vibrant centre by making changes in the road layout to prioritise pedestrians and cyclists. This is discussed further on page 18.





- Single house
- Mixed housing urban
- Mixed housing suburban
- Terraced housing & apartment buildings
- Public open space - Sport and active recreation
- Public open space - Conservation
- Public Open Space - Informal recreation

- City centre
- Town centre
- Mixed use
- Public open space - Sport and active recreation
- Public open space - Community
- Public open space - Civic Spaces

Plan Area Outline

Scale 1:10,000 @ A4

0 100 200m

**Proposed Unitary Plan Zoning**

# OUTCOME 2 – HISTORIC AND CULTURAL HERITAGE

## Protect, recognise and interpret the historic and cultural heritage of Ponsonby Road

### WHY THIS NEEDS TO BE ACHIEVED

Ponsonby Road has a long history of Māori, European and Pacific use, occupation and association. The European history of Ponsonby Road is well understood and is evident in the built form along Ponsonby Road. There is a desire to understand the complete history of the Ponsonby area and discover the stories associated within the different character nodes of Ponsonby Road.

The built history of Ponsonby Road creates a scale and streetscape that is highly valued by the community. Efforts to protect Ponsonby's built heritage and ensure future development is sympathetic to the existing character are supported. There is also a desire to keep encouraging the evolution of business use within residential buildings, while continuing to protect these heritage buildings.

### HOW OUTCOME 2 CAN BE ACHIEVED OVER THE NEXT 30 YEARS

- protect heritage through the scheduling, special character overlay and pre-1944 demolition control provisions in the Proposed Unitary Plan
- investigate the extension of the Proposed Unitary Plan's Business Historic Character overlay on the eastern side of Ponsonby Road between Pember Reeves Street and Franklin Road
- investigate the scheduling of the former Tuna Mau stream in Western Park as a Māori Heritage site in the Proposed Unitary Plan
- interpret the history of the tram running along Ponsonby Road
- update the Heritage Trail to include Māori and Pacific heritage items included in the Māori Cultural Value report which supports this plan
- utilise public artwork or visual solution to interpret the history of Ponsonby Road as identified on the Heritage Features map.

### UNITARY PLAN CONTROLS

#### *Scheduled Places*

Within the study area, 24 places have recognised significant historic heritage values and there are a number of protected trees. The places with significant heritage values are included in the Schedule of Historic Heritage Places, under the Proposed Unitary Plan. Scheduling is a regulatory control that manages change to places by restricting activities that may cause adverse effects on heritage values, such as demolition, relocation and some alterations.

#### *Special Character Overlays*

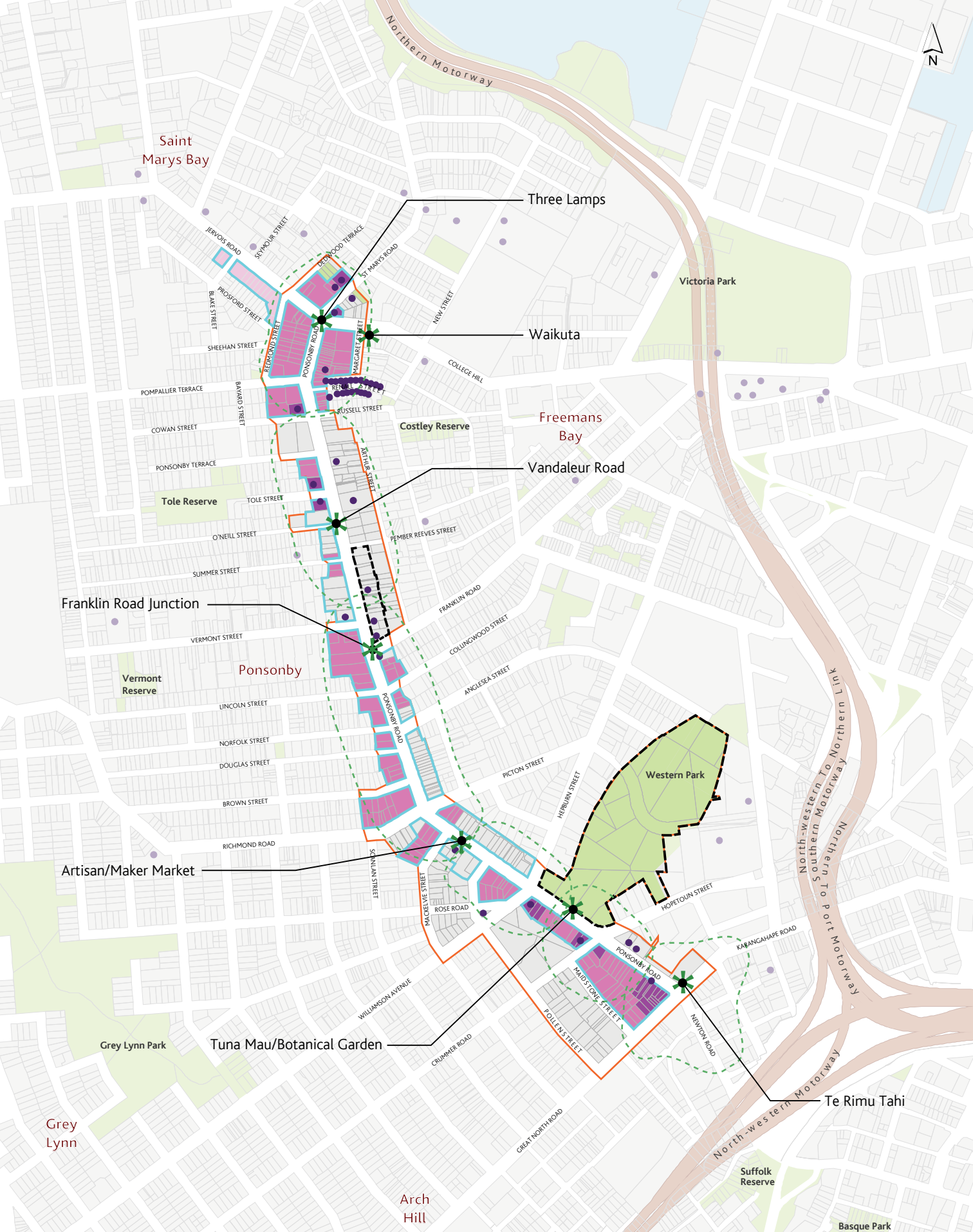
The Special Character Area Overlay has a series of objectives, policies and rules for maintenance and enhancement of the streetscape of Auckland's traditional town centres. This overlay identifies "character-defining places" and "character-supporting places" that have additional controls on their alteration and redevelopment.

The eastern side of Ponsonby Road between Franklin Road and Pember Reeves Street is subject to the proposed Isthmus A overlay (former Residential 1 zone) rather than the Ponsonby Special Character (business) Overlay. The Isthmus A overlay is a residential character overlay. As an action the plan seeks to expand the Ponsonby Special Character (business) Overlay to include these sites, so they can be considered for the contribution they make to Ponsonby Road's character.

#### *Pre-1944 Demolition Control*

This control is proposed to apply to parts of Auckland with a concentration of pre-1944 development that are not currently identified as Special Character Areas. Demolition within this overlay will trigger the requirement for resource consent. In the parts of the study area where a Special Character area does not apply, the pre-1944 demolition overlay applies.





- Character overlay area
- Character - defining building site
- Character - supporting building site

- Investigation area for Special Character (business) Overlay
- ✱ Potential site for interpretation (indicative)
- Character node
- Historic Heritage Place

**Historic & Cultural Heritage**

— Plan Area Outline  
 Scale 1:10,000 @ A4  
 0 100 200m

# OUTCOME 3 – PEDESTRIAN AND CYCLIST SAFETY

Develop Ponsonby Road with various transport options that prioritise the safety of pedestrians and cyclists

## WHY THIS NEEDS TO BE ACHIEVED

Ponsonby Road has an important movement function of connecting the western suburbs to the city centre. It also functions as a reputable entertainment and shopping area, serving both the local community and the wider Auckland Region. The large number of vehicle movements within and through the study area conflicts with aspirations for Ponsonby to become a 'place for people'. The safety of pedestrians and cyclists remains a key issue for the community, as well as those concerned about the environment and safer cycling conditions. Through feedback on the draft masterplan the community has acknowledged different users of Ponsonby Road. They also showed preference for a streetscape that results in an improved pedestrian environment, including safer cycling conditions and slower traffic along Ponsonby Road.

There are a number of streetscape design options available. These will ensure various transport options are catered for while also creating an environment more orientated towards pedestrians and cyclists.

## HOW OUTCOME 3 CAN BE ACHIEVED OVER THE NEXT 30 YEARS

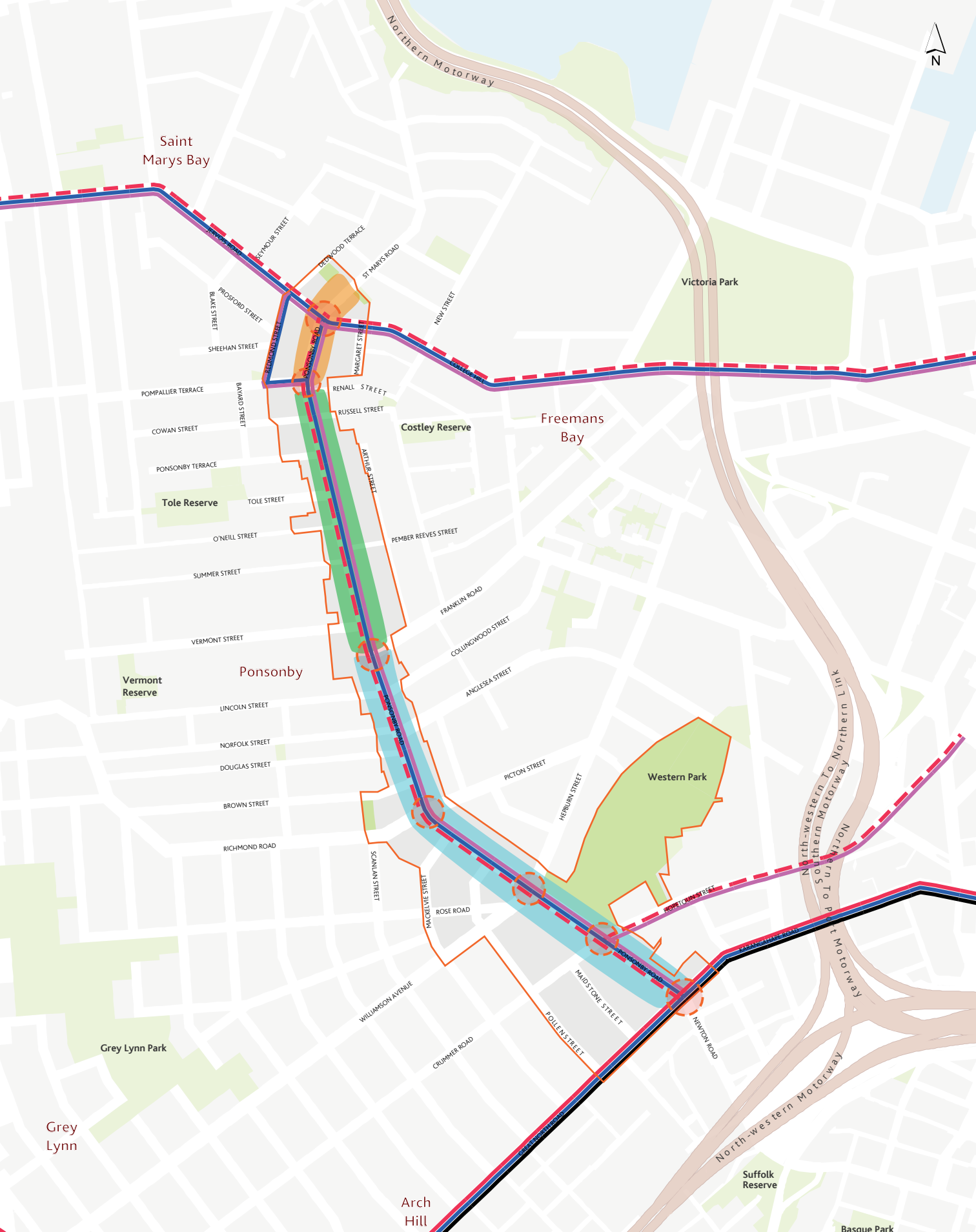
### *Three Lamps*

Three Lamps has a high concentration of pedestrian activity as a vibrant hub on the Ponsonby Road corridor. This area is currently one-way to southbound traffic, reducing accessibility from the south and causing complexities for local bus operations. The following principles should guide the detail of any work:

- create a village hub at Three Lamps with a pedestrian focused public domain and improved public transport and accessibility from the south:
  - provide two-way vehicle movements through Three Lamps
  - slow traffic
  - improve pedestrian safety and provide safe opportunities for pedestrians to cross the street
  - enlarge the public space to benefit pedestrians and local businesses
  - provide high quality public amenities
  - support the economic vitality of local businesses
  - provide for cyclists and supporting cycle amenities
  - improve the public realm from Jervis Road to the Leys Institute
  - efficient public transport routes
  - improve access to car parking.







- Regional arterial road
- District arterial road
- Frequent service network

- Existing cycle network
- Proposed cycle network
- Intersection improvements

- Three Lamps
- Three Lamps to Franklin Road
- Franklin Road to Great North Road

**Pedestrian & Cyclist Safety**

- Plan Area Outline
- Scale 1:10,000 @ A4
- 0 100 200m



### ***Three Lamps to Franklin Road***

Currently, this section of Ponsonby Road has two northbound and two southbound lanes of traffic. There is also a flush median and on-street car-parking on each side of the corridor. As the southbound traffic utilising this part of the corridor is fed by a single lane from Three Lamps, there may be an opportunity to continue the single lane further to Franklin Road. At this point more traffic joins Ponsonby Road and it becomes two lanes towards Great North Road. It is important that pedestrians can safely cross this section of the road. The following principles should guide the detail of any work:

- slow traffic and improve pedestrian safety from Three Lamps to Franklin Road:
  - measures to slow and reduce through traffic
- improving public space with the inclusion of high quality public amenities
- make it safer and easier for pedestrians to cross the street mid-block
- improve the pedestrian interface, in particular where buildings are set back from the road
- address pedestrian safety and connectivity at 254 Ponsonby Road (future area of public open space)
- provide for cyclists with supporting cycle amenities
- provide short term on-street parking provisions
- provide for efficient public transport options



### **Franklin Road to Great North Road**

The Ponsonby Road corridor from Franklin Road to Great North Road currently has two northbound and two southbound lanes of traffic. There is also a flush median and on-street carparking on each side of the corridor. This section of the corridor typically carries 28,000 vehicles per day, as well as pedestrians frequently crossing between shops and en route to the city or home. The bustling nature of this part of the Ponsonby Road corridor creates tension between the different transport users. The following principles should guide the detail of any work:

- slow traffic and improve pedestrian safety from Franklin Road to Great North Road:
  - measures to slow and reduce through traffic
  - make it safer and easier for pedestrians to cross the street mid-block
  - improve public space with the inclusion of high quality public amenities
  - provide for cyclists with supporting cycle amenities

- provide short term on-street parking provisions
- provide for efficient public transport options
- provide sufficient space for vehicles
- prioritise pedestrians on Pollen Street and take into account emerging pedestrian desire lines
- investigate improvements to the Great North Road and Ponsonby Road intersection that will improve the pedestrian and cyclist experience.

### **CORRIDOR WIDE IMPROVEMENTS**

- improve pedestrian access to buses by introducing footpath build-outs at bus stops (where appropriate)
- improve intersection phasing to prioritise pedestrians at all signalised intersections
- improve access across residential side streets to prioritise pedestrians
- footpath surface improvements.



Indicative Only

# OUTCOME 4 – THE NATURAL ENVIRONMENT

## Contribute to the achievement of region-wide improvements to the natural environment

### WHY THIS NEEDS TO BE ACHIEVED

Ponsonby Road currently contributes little towards achieving biodiversity or the water quality goals of the wider Auckland Region. Tree planting in the public domain of the Ponsonby area has typically included exotic rather than native tree species. The Ponsonby area is served by a combined sewer stormwater system that in large rainfall overflows to the Waitematā Harbour. The planting of appropriate tree species and improvements to stormwater and wastewater management are key opportunities to improve biodiversity and water quality within Ponsonby. These improvements will benefit the wider Auckland Region.

Consultation with Mana Whenua representatives has favoured streetscape design promoting biodiversity and improving the quality of runoff water into the Waitematā Harbour. Māori have a cultural duty to protect the realm of Tāne (god of forests and of birds), which is expressed through the principle of kaitiakitanga (guardianship, protection or preservation of the environment). For urban iwi native trees and vegetation are also markers of identity.

### HOW OUTCOME 4 CAN BE ACHIEVED OVER THE NEXT 30 YEARS

- adopt a streetscape design that incorporates best practice low impact stormwater runoff techniques
- adopt a streetscape design that promotes biodiversity
- further investigate opportunities to daylight the Tuna Mau stream or parts of the stream

- tree planting along Ponsonby Road should be in accordance with the following tree planting principles and tree selection criteria:

#### Tree Planting Principles

- **corridor:** the footpath should allow for the maintenance and/or establishment of suitable sized specimen trees at regular intervals along its length
- **nodes:** new open spaces and micro spaces should have capacity to establish suitably sized specimen trees that meet the tree selection criteria
- **criteria:** indigenous tree species shall be used in preference to exotic species unless they do not meet the tree selection criteria'

#### Tree Selection Criteria

- robust street performer (tolerant of urban conditions such as drought, poor soils, pollution, exposure)
- suitable scale and form for the street
- potential for structural damage to kerbs, surfaces and buildings
- retain views of heritage buildings (e.g. open or columnar form, or deciduous)
- ability to have clear single trunk
- aesthetics (attractive form, foliage, flower or seasonal interest)
- suitable growth rate
- degree of maintenance requirements
- heritage connections
- winter solar access
- habitat values
- longevity.





\* Key project (indicative)

↔ Tree planting & stormwater runoff improvement

● Micro open space (indicative)

**Natural Environment, Open Space & Community**

— Plan Area Outline

Scale 1:10,000 @ A4

0 100 200m



# OUTCOME 5 – OPEN SPACE AND THE COMMUNITY

Ensure sufficient provision of open space and community facilities to meet the needs of the Ponsonby Community both now and in the future

## WHY THIS NEEDS TO BE ACHIEVED

Ponsonby Road is a key urban open space for the Ponsonby Community. The community has expressed concern over the footpath quality. There is also a lack of options for pedestrians to sit and enjoy their surrounds, including views back to the city centre and Waitākere Ranges. In 2006, the council purchased the site at 254 Ponsonby Road. This site presents an opportunity to create an open space in the heart of the Ponsonby retail and business area for community gatherings and events. There are also many smaller opportunities along Ponsonby Road to allow people to pause and enjoy the vibrant urban surroundings.

The community has raised concerns with the dark and damp nature of some of the existing open spaces in the study area. The anticipated population and employment growth - within Ponsonby and the wider area - has the potential to impact on the use and enjoyment of existing open space and community facilities. Improving these spaces and planning for potential future issues is vital to ensure the on-going desirability of Ponsonby Road in the future.



Indicative Only



## HOW OUTCOME 5 CAN BE ACHIEVED OVER THE NEXT 30 YEARS

- provide for micro open spaces on and near Ponsonby Road (identified on Natural Environment, Open Space and Community map, page 23) in accordance with the
- following principles:
  - CPTED (Crime Prevention through Environmental Design)
  - incorporating shading where appropriate
  - orientating seating to views of the Waitākere Ranges and city centre where appropriate



- improve Western Park through the Western Park Development Plan
- enhance public areas of open space, with measures such as tree pruning, to improve the usability of these spaces
- improve the public domain at the St John's Methodist Church and All Saints Church and Ponsonby Road
- introduce quality furniture along the length of Ponsonby Road
- incorporate unique furniture at the micro open spaces that reflect the heritage and identity of Ponsonby Road
- incorporate safe and accessible bike parking at Ponsonby Central and the Ponsonby Foodcourt
- introduce quality footpaths that are well maintained
- incorporate a paving design at the micro open spaces and church interfaces that reflect the heritage and identity of Ponsonby Road
- design the Council owned site at 254 Ponsonby Road in accordance with the following principles:
  - open space: developing the site so that it incorporates space for the community to gather and socialise
  - active edges: developing the site so that the public open space is defined by active uses such as cafes and retail outlets
  - safety: developing the site so that it limits opportunity for crime through maximising passive surveillance
  - public art: developing the site so that there are opportunities to incorporate public art in the design of open space
  - opportunities for children to play: developing the site so that there are opportunities for children to play
- investigate an open space at the Rose Road and Williamson Avenue junction that:
  - retains vehicle access to the adjacent properties
  - compliments the scheduled former Grey Lynn Council office building
  - promotes activation in the open space
  - reduces exposure to the prevailing winds
  - promotes Crime Prevention through Environmental Design principles

# IMPLEMENTATION STRATEGY

The Ponsonby Road Plan identifies a number of actions to assist with achieving the five outcomes of the plan. These actions can be implemented through a range of statutory and non-statutory tools. This Implementation Strategy outlines when and how these actions can be delivered and whether the actions are funded or aspirational (future projects which are not yet funded and/or planned for). Implementation will involve partnership with a range of stakeholders who are identified.

Transformational actions within this plan document will have the most positive affect on Ponsonby. With design requirements, influencing factors (public transport studies, etc) and funding in mind, each action within the plan document can be identified as a quick win (1-3 years), short term (3-6 years), medium term (6-9 years) or long term (9 years+) action.

## ROLE OF THE LOCAL BOARD

The Waitemata Local Board will play a key role in realising the future vision for Ponsonby Road. This role may take many forms from direct investment in public works to advocating for positive changes.

## FUNDING IMPLICATIONS

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. Actions requiring new funding will require advocacy to become new LTP initiatives. It is important to note that the availability of funding from the council for proposed projects is not guaranteed. Funding and prioritisation will be determined as part of the LTP and Annual Plan process. It is intended that this implementation strategy is used as a tool to advocate for and prioritise funding.

## ACTIONS AND TIMEFRAMES

Some actions within this plan document are already underway and have completion dates, delivery partners and resourcing already determined. These details are noted in the Funded Actions table. New projects and initiatives are shown in a separate table and are identified as either quick wins, short, medium or long term actions. The timeframes aim to prioritise actions that will best help achieve the desired outcomes for Ponsonby, while being mindful of likely resource requirements.

## MONITORING AND REVIEW

The implementation strategy is designed to be flexible to recognise that some actions require further work: further/additional consultation, feasibility testing, detailed design, a works programme and/or funding. A review provision has been incorporated into the plan to ensure that progress can be tracked and necessary amendments made over time. Keeping the implementation strategy 'live' will assist in achieving the outcomes of the plan document.



# FUNDED ACTIONS

## QUICK WIN ACTIONS (1-3 YEARS), 2014 - 2017

Action	Local Board Role	Completion Date	Delivery Partners	Resources
Detailed design of 254 Ponsonby Road	Partner	2015	Auckland Council – Community and Cultural Policy	LTP allocated budget 2013/2014 + 2014/2015
Physical works at 254 Ponsonby Road	Partner	TBC	Auckland Council – Parks, Sport and Recreation	LTP allocated budget 2013/2014 + 2014/2015 Additional funding may be required for construction depending on the final design
Western Park Development Plan	Informer	Late 2014	Auckland Council – Parks, Sport and Recreation	This plan identifies projects, timeframe and funding for individual projects/improvements
Implementation of Western Park Development Plan	Informer	Various	Auckland Council – Parks, Sport and Recreation	Actions within this document have a 1-3, 3-6, 6-9 and 9-year+ timeframe
Public art/heritage recognition: New drinking fountain at Three Lamps that will reference the former Waikuta stream	Partner	Late 2014	Auckland Transport	Allocated funding from the local board's transport capital funding 2012/2013
Unitary Plan Review – Application of Town Centre zoning and key retail overlay	Public process	2017	Auckland Council – Regional and Local Planning	Unitary Plan process
Improve intersection phasing to prioritise pedestrians at all signalised intersections	Advocate	2015	Auckland Transport	Auckland Transport phasing review
Street tree planting in accordance with principles and criteria	Leader	On-going	Auckland Council – Parks, Sport and Recreation	Ongoing policy to be implemented
Maintenance to enhance usability of existing open spaces	Advocate	On-going	Auckland Council – Parks, Sport and Recreation	Service level agreements within existing budgets
Parking management of private car parks in Ponsonby	Advocate	On-going	Ponsonby Business Association	Ponsonby Business Association action
Install cycle parking at Ponsonby Central	Advocate	2014	Auckland Transport	Auckland Transport's programme of works
Install additional pedestrian facilities (missing crossing points, tactile pavers, etc.) at signalised intersections	Advocate	2015	Auckland Transport	Auckland Transport Route Optimisation project
Detailed design and implementation to narrow the road carriageway at the top of Anglesea Street to improve pedestrian safety when crossing this street	Partner	2015	Auckland Transport (asset owner)	Auckland Transport's programme of works
Parking management plan	Advocate	2015	Auckland Transport (asset owner)	For inclusion within Auckland Transport's programme of works

# ACTIONS REQUIRING FUNDING

Action	Local Board Role	Delivery Partners	Resources
<b>Quick Win Actions (1-3 years), 2014 - 2017</b>			
Detailed design and development of a micro open space (footpath buildouts with seating and planting) and a throat treatment (road entrance narrowing) at MacKelvie Street	Partner	Auckland Council – City Transformation Auckland Transport (asset owner) Private landowners	Local board to allocate funds from the Local Board Transport Capital fund
Undertake detailed planning of the streetscape/corridor improvements at Three Lamps to determine the level of funding and a detailed design that: <ul style="list-style-type: none"> <li>is in accordance with the design principles set out in the plan Incorporates low impact urban design and biodiversity measures</li> <li>incorporates footpath build outs at bus stops</li> </ul>	Advocate	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative Construction - medium-term action
Undertake detailed planning the streetscape/corridor improvements from Three Lamps to Franklin Road to determine the level of funding and a detailed design that: <ul style="list-style-type: none"> <li>is in accordance with the design principles set out in the plan</li> <li>incorporates low impact urban design and biodiversity measures</li> <li>incorporates footpath build outs at bus stops</li> </ul>	Advocate	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative Construction - medium-term action
Undertake detailed planning of the streetscape/corridor improvements from Franklin Road to Great North Road to determine the level of funding and a detailed design that: <ul style="list-style-type: none"> <li>is in accordance with the design principles set out in the plan</li> <li>incorporates low impact urban design and biodiversity measures</li> <li>incorporates footpath build outs at bus stops</li> </ul>	Advocate	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative Construction - medium-term action
Ponsonby Road footpath upgrade/renewal to provide consistent paving along the length of the corridor to tie the town centre together	Advocate	Auckland Transport (asset owner)	Ponsonby Road needs to be included in Auckland Transport's programme of works
Undertake detailed planning of the plaza at Rose Road and Williamson Avenue junction	Advocate	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative
Undertake detailed planning of the Great North Road/Ponsonby Road junction to determine the level of funding and a detailed design for pedestrian and cyclist improvements	Advocate	Auckland Council Auckland Transport (asset owner)	Karangahape Road Plan Newton Plan Great North Road Corridor Management Plan
Install cycle parking at Ponsonby Foodcourt	Advocate	Auckland Transport (asset owner)	For inclusion within Auckland Transport's programme of works



Action	Local Board Role	Delivery Partners	Resources
Update the Heritage Trail to include recent Māori and Pacific heritage items	Partner	Auckland Council – Heritage	Existing heritage trail brochure needs to be updated with information from Ponsonby Māori Cultural Values Report 2013
Investigate feasibility of daylighting Tuna Mau Stream	Advocate	Auckland Council – Community and Cultural Policy	LTP new initiative
Franklin Road upgrade	Advocate	Auckland Transport Watercare Auckland Council – Stormwater	LTP new initiative
<b>Short Term Actions (3-6 years), 2017 - 2020</b>			
Detailed design and implementation of pedestrian plaza at Rose Road and Williamson Avenue junction	Partner	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative
Detailed design and implementation of pedestrian space at Pollen Street	Partner	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative
Detailed design of threshold treatment across residential side street intersections to improve pedestrian safety	Partner	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative
Improve the appearance of the Watercare Reservoir from Ponsonby Road	Advocate	Watercare (asset owner) Karangahape Road Business Association Ponsonby Road Business Association	Business Improvement District (BID) Partnership Programme Watercare - health + safety requirements
Extend business character overlay on eastern side of Ponsonby Road between Pember Reeves and Franklin Road	Public process	Unitary Plan Change	Auckland Council – Regional and Local Planning Auckland Council - Heritage
Include Tuna Mau stream as a Māori Heritage site within proposed Auckland Unitary Plan	Advocate	Unitary Plan Change	Auckland Council – Regional and Local Planning Auckland Council - Heritage
<b>Medium Term Actions (6-9 years), 2020 - 2023</b>			
Implementation of Ponsonby Road streetscape/corridor improvements as per detailed planning	Advocate	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative
Detailed design and implementation of identified micro open spaces (footpath build outs with seating and planting)	Partner	Auckland Council – City Transformation Auckland Transport (asset owner)	LTP new initiative

Action	Local Board Role	Delivery Partners	Resources
Detailed design and implementation of public realm interface improvements to All Saints and St John's the Methodist Churches which incorporate unique paving and furniture to reflect Ponsonby's identity	Partner	Auckland Council - City Transformation Private Landowner	LTP new initiative
Install public art/visual solution to interpret the history of Ponsonby Road as identified on the plan's Heritage Features map (page 17)	Advocate		LTP new initiative
Undertake detailed design and interpret the history of the tram	Advocate	Auckland Council – Heritage	LTP new initiative
<b>Long Term Actions (9 years+), 2023 onwards</b>			
Detailed design and implementation to improve the public realm and prioritise pedestrians on St Marys Road from Jervois Road to the Leys Institute. *If not achieved through upgrade to Three Lamps.	Advocate	Auckland Council – City Transformation Auckland Transport	LTP new initiative
Daylighting Tuna Mau Stream (feasibility dependent)	Advocate	Auckland Council – Parks, Sport and Recreation	LTP new initiative
Monitoring and review of the plan	Partner	Auckland Council – Regional and Local Planning	LTP new initiative







