
NATIONAL
INSURANCE

1. ENJOYMENT OF THE CENTRAL AREA

For most people, coming to "town" is to some extent a social event. People enjoy walking Queen Street, to see and to be seen, to observe the variety of people who live in or visit their city, to look at or display the latest fashions, to meet with friends. Friday night in Queen Street can be considered the biggest regular "happening" in the city.

However, most of those who enjoy the Central Area do so despite certain environmental conditions. They would enjoy it more if they were not so congested, if they did not have to wait herded together to cross at intersections, if there were more places to sit and rest and talk to friends, if there was shelter when they wanted it, and more places to enjoy the sun. Vulcan Lane is one example of how a city street can be made a more comfortable and enjoyable place for a pedestrian to be in.

2. SURVEY SUMMARY

On two consecutive Fridays in April 1967, a systematic series of pedestrian counts was undertaken. Queen Street, of course, recorded the heaviest pedestrian flows. The city is basically a large one-street town. It is suspected that this is partly because of the topography of the city and the reluctance of people to walk up the slopes of the valley, and partly because there is no parallel street with wide, uninterrupted pavements to offer an alternative to Queen Street. The heaviest pedestrian flows in Queen Street were recorded between Customs Street and Wellesley Street. The largest volumes were on the sunniest side of both Queen Street and Karangahape Road. Flows were also highest on these same sides on Friday night.

Peak pedestrian flows were at lunch times; between 5 p.m. and 6 p.m.; and between 7 p.m. and 8 p.m. There was a small peak with workers arriving in the early morning. The main purposes for pedestrian trips were shopping, business and trips to transport.

Most pedestrians chose routes that were shortest, quickest, or the only route that they knew. However, a significant number, over 40% in some parts of Queen Street, said they selected their route because it was interesting or pleasant.

The average length of a walking trip, from a stop at one place to a stop at another place, was about 270 yards (i.e. the Post Office to Shortland Street or the Town Hall to the 246 Building.

There were about three times more pedestrians in the busiest part of Queen Street during a day (Friday) than there were people moving in cars or other vehicles on the same street. There were also more pedestrians than people in vehicles in Karangahape Road and High Street. The relevant figures are given in Fig. 19.

3. FINDINGS

It is apparent that within the main

Fig. 19 Pedestrian and vehicle counts in main streets

	Queen Street	Karangahape Road	High Street	Victoria Street
Pedestrian Count (7.30 a.m. - 9 p.m. Fri.)	92,000	40,000	11,000	20,000
Vehicle count (average 24 hr. weekday)	19,000	20,000	5,000	12,000
People in vehicles (approximate estimate)	35,000	30,000	7,500	25,000

shopping streets in the Central Area, by far the greatest number of person movements are made on foot. In spite of this, improvement of facilities for pedestrians has so far been considered secondary to other forms of transport, and it is still usual for vehicular movement to be allowed at the expense of pedestrian convenience.

A high standard of pedestrian environment is regarded as a vital factor in enhancing retail trade, and it is important to realise that the Central Area is unique in offering the greatest scope within the region for providing the interest, excitement, variety and activity which can contribute to the quality of the environment.

A function of a Central Area Plan, therefore, is to produce a pedestrian network within the existing and the future Central Area which will have improved qualities of safety, efficiency, comfort and convenience. It is also basically important that all factors should combine to produce an attractive and stimulating environment, which will strengthen the acceptance of the Central Area as the focal point for the region.

4. PLANNING METHOD

It is necessary to determine the means and opportunities available both to the Council and the private sector, having first established the qualities which are sought, so that an integrated network may be built up and expanded as required.

The means of improving the qualities of safety, efficiency, comfort and convenience fall largely within the scope of local authority works and administration. This can be seen from the following possibilities:

Safety:

Reduce traffic flows.

Increase pedestrian space allocation.
Restrict service vehicles to off-peak hours.
Provide pedestrian/vehicle segregation.

Efficiency:

Provide quick, direct and easy links, with moving footpaths or escalators incorporated where required.

Comfort and Convenience:

Provide shelter from wind, rain and sun.
Provide uncongested, easy grades.
Provide suitable resting places.
Provide suitable public facilities (seats, phones, letter boxes, rubbish bins, drinking fountains, conveniences).
Provide clear signs and directions.

Pedestrian movement within the Central Area depends largely on the location and significance of the major activities and development. Patterns of movement can be identified as commuter trips to work, business and shopping trips, or trips for leisure and recreation. The generators of these patterns can be grouped as follows:

COMMUTER TRIPS

All day parking	Places of Employment
Bus stops	
Railway stations	
Other public transport	

BUSINESS & SHOPPING TRIPS

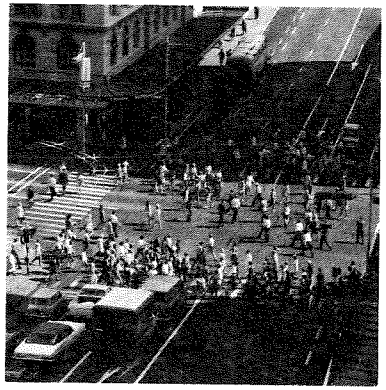
Short term parking	Places of Employment
Offices	Offices
Shops	Retail shops
Public tranpsort	

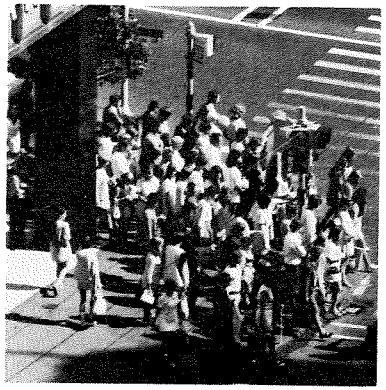
LEISURE & RECREATION TRIPS

Short term parking	Places of Entertainment
Places of employment	Open spaces
Public transport	Areas of public interest and activity

It is clear that, while the location of short term parking and public transport terminals plays an important part in the pattern of most pedestrian movement, the other major factor is the effect of land development in locating places of employment, offices, shops, etc., and places for recreation.

From a study of existing movement patterns and consideration of future transport, parking and land use developments, a range of proposals is put forward and evaluated. In order to





ensure the viability of the desired pedestrian network, it will be necessary to establish a firm plan for the policies and actions of both the Council and the private sector relating to these factors.

5. PROBLEMS

Most Central Area pedestrian problems are caused by motor vehicles. Motor vehicles are a source of air pollution and noise, but the basic problem is the conflict created where the paths of pedestrians and vehicles must cross.

Intersections in Queen Street are often overloaded with pedestrians. This is most noticeable at peak periods during school holidays where traffic officers are required to police pedestrians crossing at the light controlled intersections. The "Barnes Dance" system of pedestrian control at lights has advantages in allowing diagonal crossings, but it crowds people together and releases them in a mass to walk through each other.

The pavements in Queen Street are also overloaded at peak periods, and again this is a situation created at least in part by the Barnes Dance system, which causes congested waves of pedestrians on the pavements after each light change.

Not all intersections are controlled by lights and, as can be expected, people cross streets at their risk where there are no light controls. The proposed one-way street pairs (Victoria and Wellesley Streets, Hobson and Nelson Streets) would be even more dangerous for crossing pedestrians. Hobson and Nelson Streets will be virtually motorways themselves, near to where they connect to the motorways.

Pavements in many of the narrower streets, such as High Street, are too narrow. A person cannot walk beside a friend without having to sidestep into doorways and off the kerb to let others pass. There is also a conflict with other activities, such as servicing. Goods and garbage are temporarily stored on sidewalks.

For the purpose of identifying pedestrian problems more specifically, the Central Area can be divided into zones which are delimited by considerations of topography, activity and development and, consequently, character (see Fig. 14).

Major pedestrian movements take place in three of these zones:

Queen Street valley
Karangahape Road ridge
University environs

Problems in these zones will be considered in detail. In the other zones, problems are of a different nature, more closely linked with considerations of character, but they are no less important to the enjoyment of the Central Area by those who work or do business there. These problems have been generally dealt with in the section relating to Character, but particular proposals, where appropriate, will be included in this section.

Summary of Pedestrian Problems:

Queen Street Valley Area:
1. Overcrowded pavements.
2. Lack of resting places.
3. Pedestrian/vehicle conflict at intersections.
4. Excessive distances between some pedestrian generators (i.e. bus terminals, parking, etc.).
5. Lateral growth from Queen Street is discouraged by topography.
6. Excessive linear growth of Queen Street.
7. Lack of identity in Civic Centre area.
8. Discontinuity of shelter in shopping streets.
9. Lack of public facilities.
10. Lack of directional information.

University Area:
1. Pedestrian/vehicle conflict crossing streets and intersections.
2. Diminishing access for the general public (i.e. street closures, domination of Government House grounds).

Karangahape Road Area:
1. Crowded pavements.
2. Lack of resting places.
3. Pedestrian/vehicle conflict at intersections.
4. Overshadowing.
5. Lack of outlook or vistas from ridge.

Hobson Street Ridge Area:
1. Dull uniformity.
2. Lack of identity.
3. Pedestrian/vehicle conflict.

City Markets/Farmers Trading Co. Area:
1. Lack of green space.

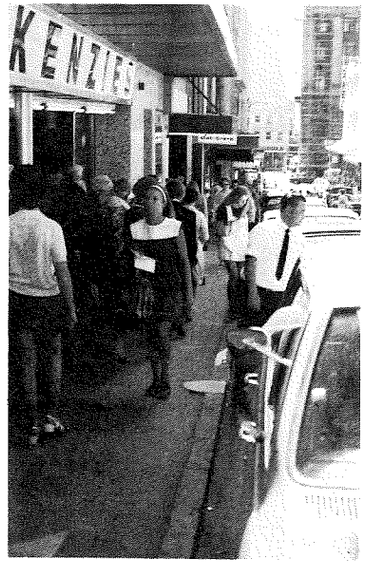
Downtown Waterfront Area:
1. Isolation from Queen Street Valley area.
2. Changing port functions and development.

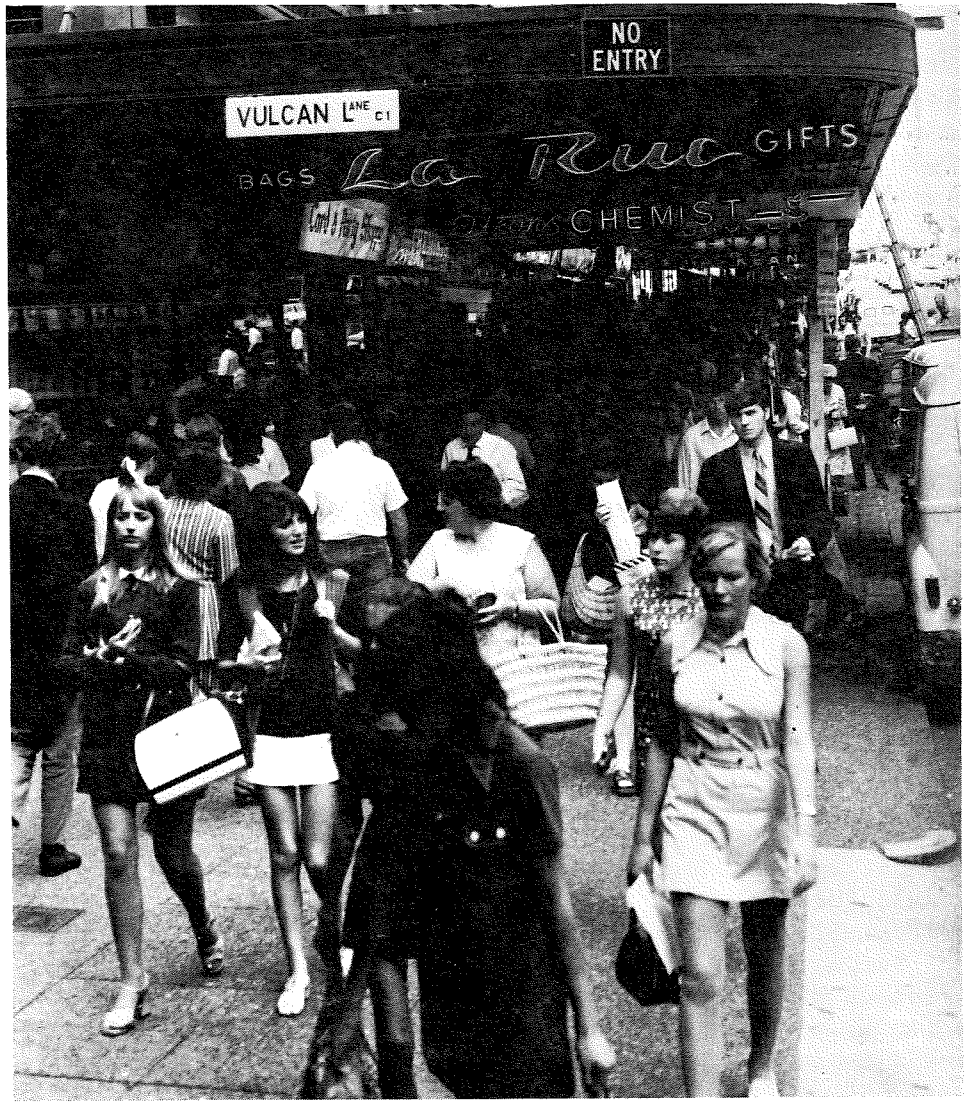
City Residential Area:
1. Pedestrian/vehicle conflict with Waterloo Quadrant motorway link.
2. Topographic isolation.

6. PROPOSALS

It is generally desired to develop an integrated pedestrian network consisting of street pavements, pedestrian rights of way, elevated walkways, open spaces, precincts, and resting areas, in conjunction with public transport systems of vehicles or mechanical conveyors, where necessary. The objective of the network being to improve and encourage pedestrian movement throughout the Central Area.

There is no intention of imposing a total new system, but rather one of augmenting and improving the existing system. While it is clear that some of the proposals are designed to improve physical conditions, it is considered that proposals for improving the quality of the environment, such as careful location of street trees, green spaces, precincts, etc., will fulfil the equally important function of enhancing the character and improving the legibility





of the Central Area. This is important because it is while moving about on foot, rather than sitting in vehicles or working indoors, that people become most aware of the city environment.

The proposals 1-12 are concerned with the enlargement or improvement of the footpath system. These are the links in the pedestrian network and are designed to reduce congestion and assist movement of pedestrians.

Proposals 13-18 are for the formation of pedestrian precincts, or rest spaces, which will supplement Vulcan Lane and the currently proposed precincts of Freyberg Place and Queen's Square.

Proposals 19-25 are concerned with policies for the visual and environmental improvements already mentioned, and Proposals 26-28 are for structures to resolve traffic problems, and thereby relieve pedestrian movement in the areas concerned.

Several of the proposals are for alternative solutions to problems which have been outlined, and the evaluations have been made in terms of benefits gained, economics, and compatibility with other systems.

6.1 Proposal No.1 – Intermittent widening of Queen Street pavements (Figs. 20 & 21).

Pavements are extended to include the existing parking lane at selected points throughout the length of the street.

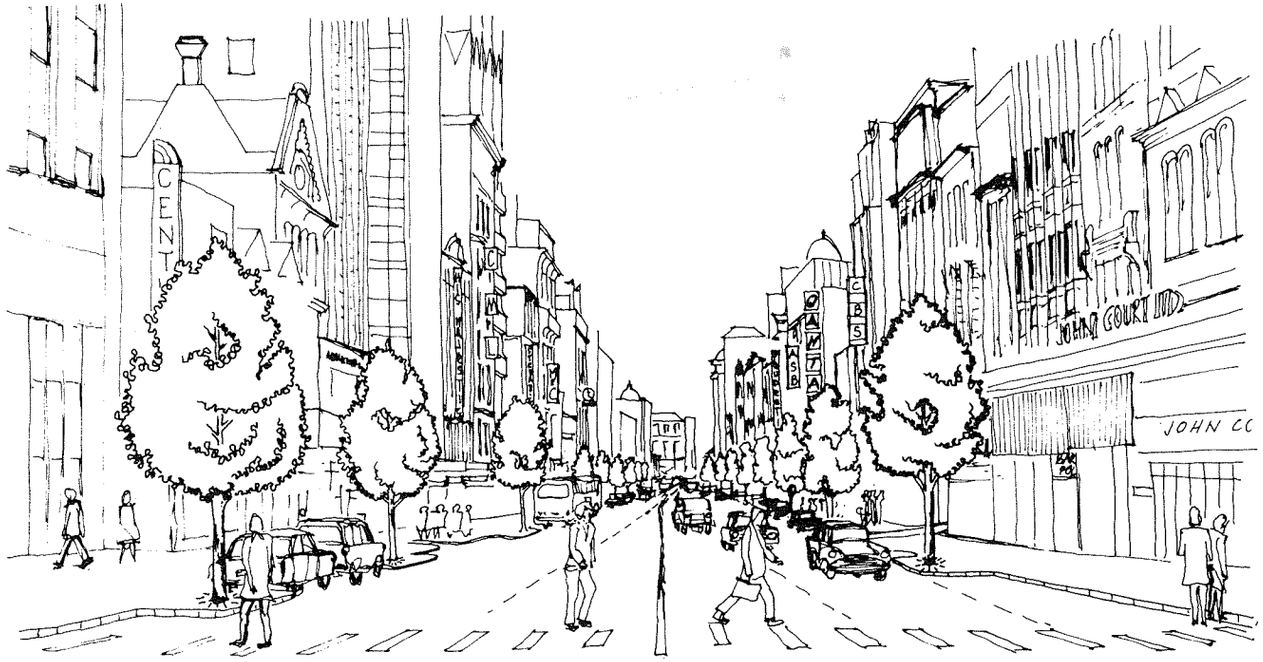


Fig. 20 Queen St. with pavements intermittently widened

The areas formed are developed as space for seating, permanent tree planting, rubbish bins, and other street furniture without restricting existing pavements.

Evaluation:

Some kerbside parking would be lost, but the traffic capacity of Queen Street would not be affected. This scheme could be introduced without disruption to the existing situation, and would permit a significant change in character at minimal cost. While providing some relief to overcrowding of pavements, it would not cater for large growth in number of pedestrians.

Estimated cost: $56,000

Advantages:

1. Can be implemented immediately, and expanded.
2. Improves environment at small cost.
3. Relieves overcrowding.

Disadvantages:

1. Limited to low growth, or a short term plan.
2. Does not solve problems at intersections.
3. Not suited to large increase in use of Queen Street for buses because of inadequate queueing space, etc.
4. Small loss of kerbside parking.

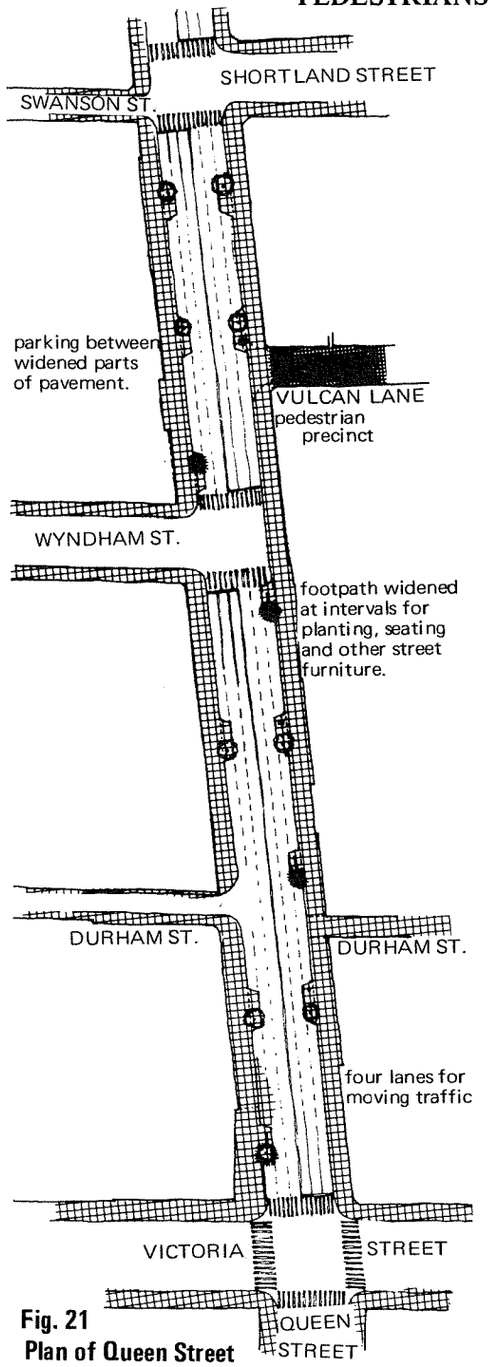


Fig. 21 Plan of Queen Street

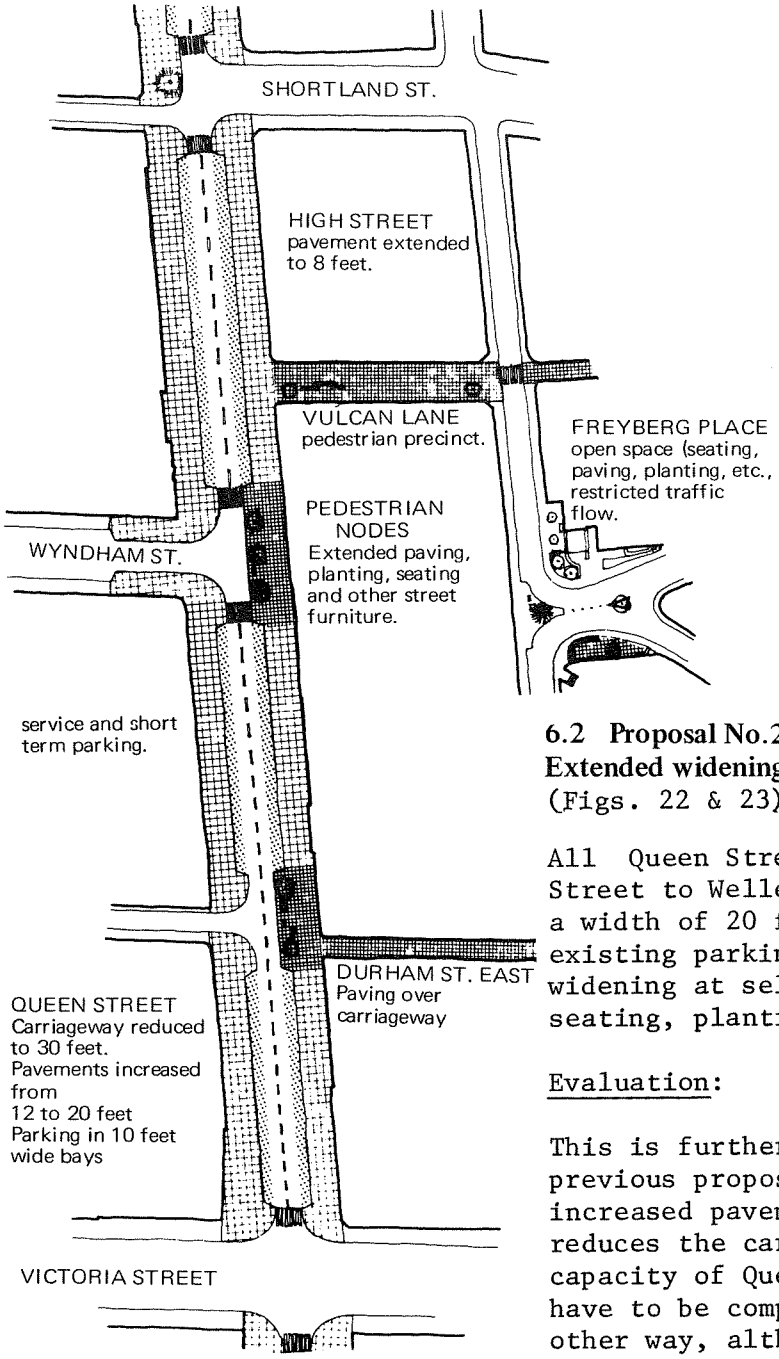


Fig. 22 Plan of Queen Street

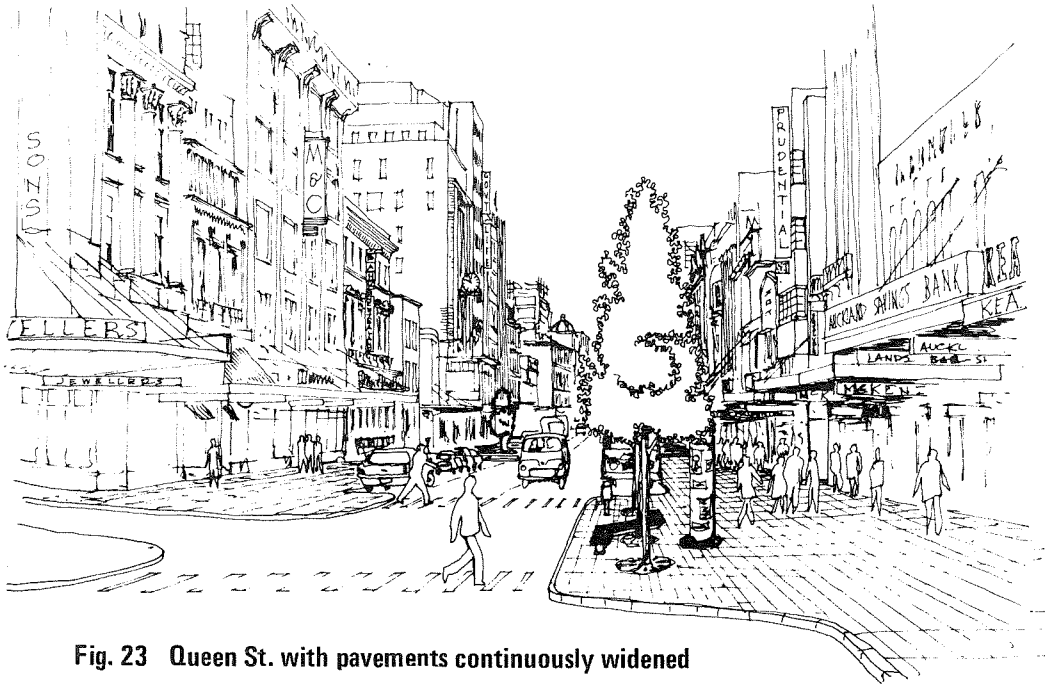


Fig. 23 Queen St. with pavements continuously widened

6.2 Proposal No.2 – Extended widening of Queen Street pavements (Figs. 22 & 23).

All Queen Street pavements from Customs Street to Wellesley Street extended to a width of 20 feet (i.e. incorporating existing parking lanes) with further widening at selected places to provide seating, planting, etc.

Evaluation:

This is further development of the previous proposal, in which the increased pavement area effectively reduces the carriageway and traffic capacity of Queen Street. This may have to be compensated for in some other way, although preliminary traffic investigations indicate that there should be no appreciable problem when the planned motorway network is completed.

An increased pavement area is a prerequisite of the Queen Street bus loop system proposed in the public transport section (see Fig. 54), where considerable space would be required for bus queues and shelters. However, it must be pointed out that, if pavements were widened to permit most bus routes to have terminal stops in Queen Street, pedestrian and environmental conditions would be very different to those resulting if pavements were widened solely to give more space for pedestrian movement and amenities. It is not considered desirable to increase the pavement width by more than 20 feet, as experience overseas has shown that

retail display frontages cease to be attractive or accessible on crowded pavements at greater distances than this.

Estimated cost (also see Public Transport, Queen Street Loops, page 84).
$163,000

Advantages:

1. Should be possible to implement immediately, or be developed from Proposal No. 1.

2. Relieves overcrowding.

3. Provides opportunity for rest spaces, environmental improvements at reasonably low cost.

4. Could be adapted for all or most buses to have their terminal stops in Queen Street.

Disadvantages:

1. Reduces traffic capacity in Queen Street and necessitates alternative routeing of some traffic.

2. Does not solve major intersection problems.

3. Some loss of kerbside parking.

6.3 Proposal No.3 – Closure of parts of Queen Street to traffic (Figs. 24 & 25).

Three short sections of Queen Street, Wellesley Street to Town Hall, Customs Street to Quay Street, and Wyndham Street to Shortland Street, are closed to all traffic. The two former sections will be discussed in the proposals for the Civic Centre and Downtown Area. Fig. 25 shows the Wyndham Street to Shortland Street section of Queen Street as a pedestrian mall similar to Vulcan Lane which would adjoin it.

Evaluation:

Through movement of traffic down Queen Street is prevented, thus reducing traffic flows throughout the street to trips with a destination in this area. Free movement of pedestrians across Queen Street is made possible in the area of greatest pedestrian concentration, and seating can also be provided adjacent to the greatest scene of activity in the city. In effect, parks would be created without the cost of land acquisition. Preliminary traffic investigations suggest that, with the completion of the motorway, the need for major traffic flow through Queen Street would be reduced sufficiently to enable diversion onto other streets. Pedestrian environment should be improved in the remainder of Queen Street due to reduced traffic flows.

Estimated cost: $100,000

Advantages:

1. Pedestrian safety and freedom of movement improved, and problems at

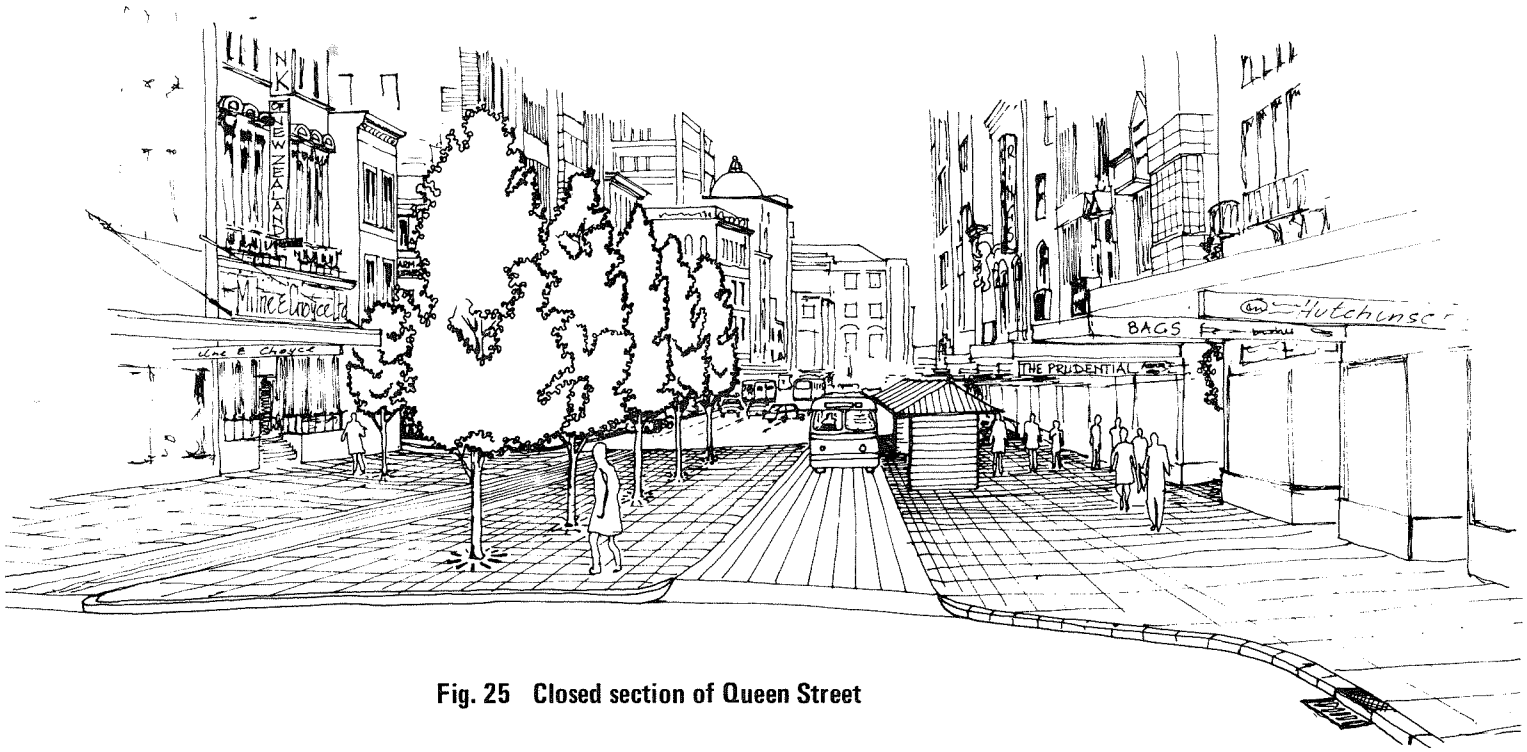


Fig. 25 Closed section of Queen Street

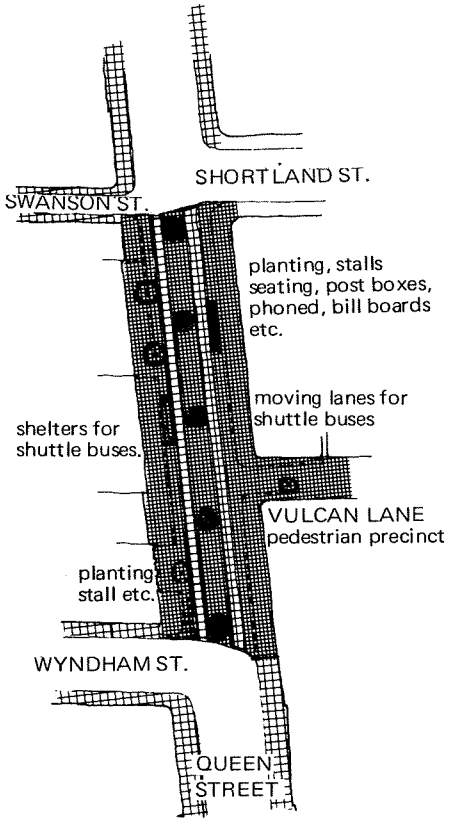


Fig. 24
Plan of closed section of Queen Street

some intersections partly solved.

2. Pedestrian environment generally improved with reduced traffic flow.

3. Provides rest and green space (park) where needed in the central city without cost of land acquisition.

4. Could be combined with other proposals, such as widening of pavements in parts of street not to be closed.

5. Retains reasonable vehicular and servicing access.

Disadvantages:

1. May depend on completion of motorway or a Kitchener Street extension to reduce need for Queen Street through traffic.

2. Some loss of kerbside parking and servicing.

3. Buses in Queen Street limited to shuttle buses only.

6.4 Proposal No.4 – Closure of Queen Street to all traffic except essential services

(Figs. 26 & 27)

Queen Street is shown as a wholly pedestrian mall with an access way maintained only for emergency and service vehicles. Access for the latter would be restricted to certain hours. The area would be landscaped and furnished to

Fig. 27 Queen Street closed to all traffic

provide seating, spaces to congregate, extra retail facilities by way of street stalls, exhibition and play spaces, and shelter for public performance. The adjoining side streets are included in the pedestrian areas to obviate vehicular manoeuvring problems. Side street servicing would be as for Queen Street. The continuity of the mall would be broken by the principal cross streets, although over-bridges could be constructed at Wellesley and Victoria Streets.

Evaluation:

Provides greatest pedestrian safety due to exclusion of vehicles, but accessibility by bus or car would be reduced unless a grade-separated (i.e. elevated or underground) public transport system is introduced. The concept of a mall on the scale of Queen Street is, however, questionable. Queen Street is 90 feet wide, and overseas experience shows that pedestrians prefer to walk within reasonable viewing distance of shop windows (10-20 feet). For this reason little use is made of the centre of wide, open malls despite the absence of traffic.

Most successful malls, therefore, have been either in very narrow streets, or the central open space has been filled up with landscaping, children's playgrounds, stalls, etc., in place of vehicles. It is doubtful whether the large area involved in Queen Street could be meaningfully utilized. While some increase in pedestrian movement is predicted, this is not likely to

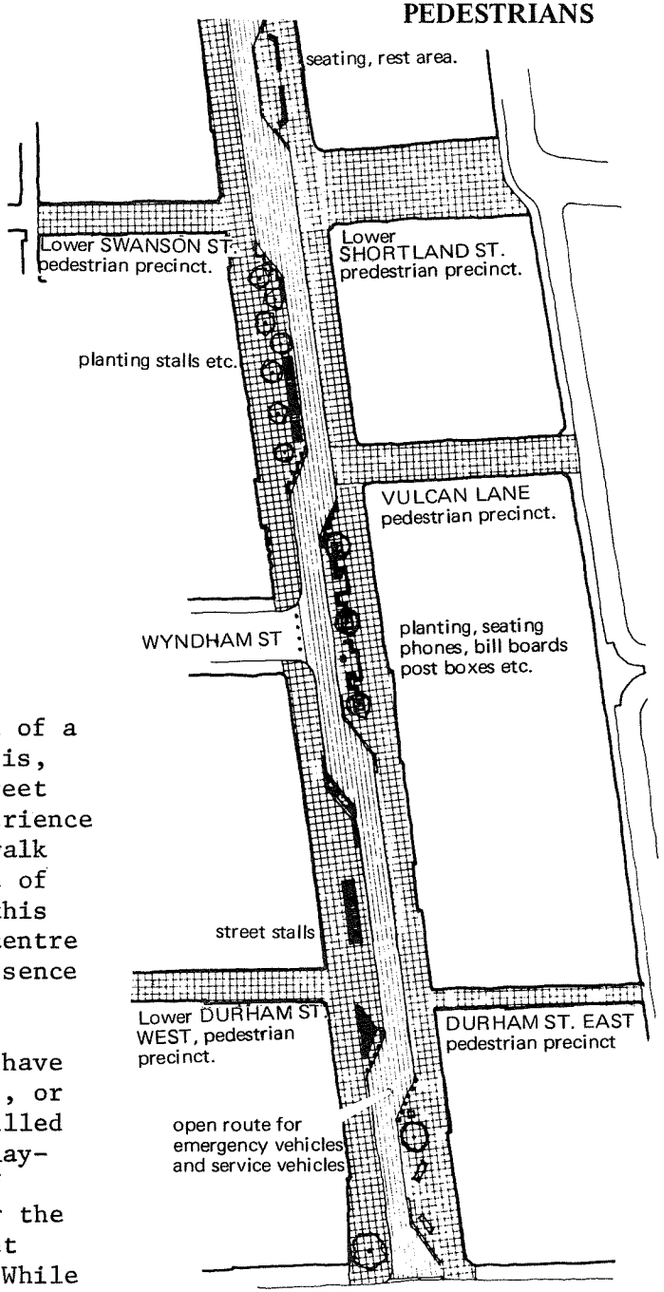


Fig. 26 Plan of Queen Street mall

require an increase in pavement width of 300% from the present 30 feet to the full 90 feet. There is also a risk that total exclusion of vehicles will partially destroy the quality of activity and bustle which is part of the attraction of the city centre.

Estimated cost: $750,000

Advantages:

1. Greatest pedestrian safety and freedom of movement; problems at intersections partly solved.

2. Provides rest and green space (park) where needed in the central city without cost of land acquisition.

3. Minimum interference from vehicular noise and fumes.

Disadvantages:

1. May depend on completion of motorway or a Kitchener Street extension to provide an alternative for traffic.

2. The large amount of pedestrian surface may not be warranted.

3. Difficulty of servicing shops without rear access.

4. Loss of vehicular access.

5. Buses in Queen Street limited to shuttle buses only.

6.5 Proposal No.5 – Introduction of upper-level pedestrian linkages across and along Queen Street valley

(Figs. 28 & 29)

Suggestions have been made in the past of developing a second level for pedestrian movement at verandah height along and over Queen Street, taking advantage of changes in level to connect to side streets. The intention is to reduce congestion on the existing pavements, and to permit pedestrians to cross the streets and intersections conveniently and safely above the traffic.

Such a system could not be completely successful if it were fully developed along Queen Street at one time. It is not likely that many shops would immediately move from the ground floor to the first floor, and there would be inadequate retail growth in a short period to sustain the development of a complete new level of shopping. There would be problems in connecting to the first floors of existing buildings, as the levels vary considerably. Therefore, most shops would remain on the ground level, and so would most pedestrians. Pedestrians would not change levels merely to cross the street unless means were found to stop them crossing at ground level.

The proposal is, therefore, for the staged development of a second level pedestrian system, where advantage would be taken of opportunities as they present themselves. Fig. 28 shows an example of such a possibility across the Queen Street Valley between

Wellesley and Victoria Streets.

Pedestrian bridges are shown constructed across Queen Street and Elliott Street, linking into existing development at the 246 Building and the Strand Arcade, then continued through a possible re-development into Lorne Street, and through the Albert Street Carpark to Albert Street. The linkage could extend further through a comprehensive retailing, parking and office redevelopment complex to connect with Albert park at a higher level, and through the Khartoum Place precinct to the Art Gallery and Sculpture Court at ground level.

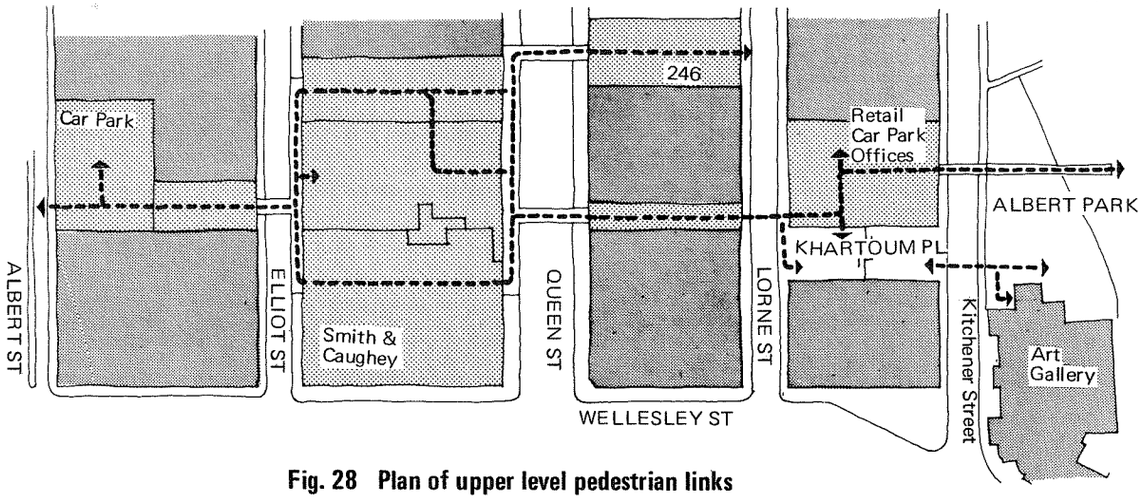


Fig. 28 Plan of upper level pedestrian links

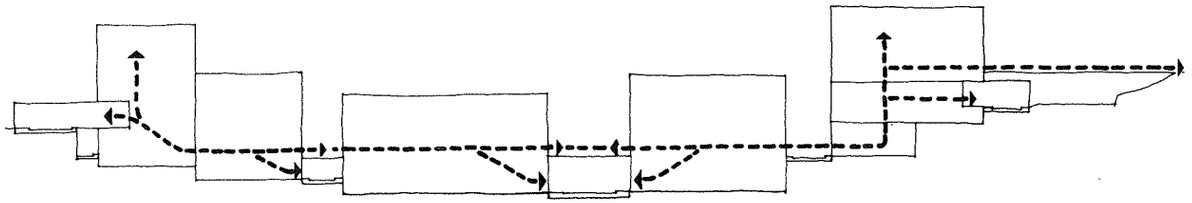
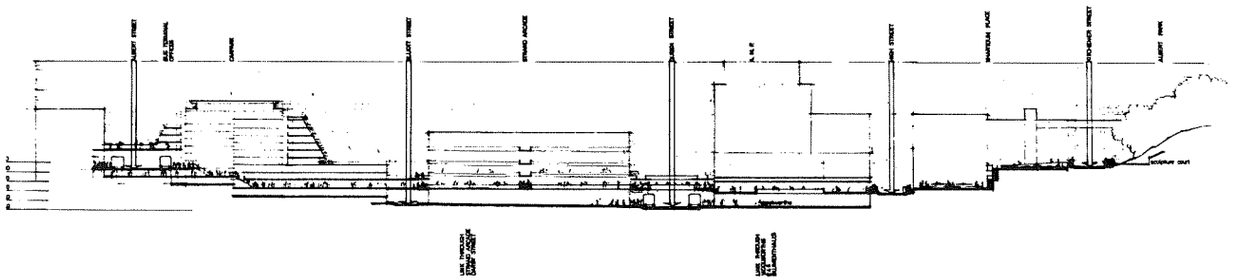


Fig. 29 Section across Queen Street with pedestrian linkages

Evaluation:

This type of pedestrian linkage has been proposed with three basic aims: (a) To relieve present congestion conditions for pedestrians in Queen Street, (b) to reinforce secondary pedestrian systems across Queen Street and (c) to stimulate expansion at first floor level and enable retail functions to spread to higher streets flanking Queen Street.

It must be borne in mind that any development of this kind will be largely dependent for its success upon the degree of acceptance and usage which it receives. This can be ensured to some extent by the choice of growth points in relation to the existence or development of areas of high pedestrian activity such as transport terminals, parking facilities, large department stores and arcades. It is expected that this type of proposal would be



initiated with the introduction of pedestrian overbridges across streets connecting into private commercial development, as shown in Fig. 28, and that an increasing demand for access onto this system should be allowed for. The long term implication of this type of development is seen as a process of redirecting pedestrians to traffic-free upper level areas along the main part of Queen Street, in combination with the existing ground level pedestrian areas (Fig. 29) The possibility of including a series of intimate open spaces in this system is seen as an important step in enhancing the environment and attraction of the Central Area.

Any proposal for pedestrian linkages such as this will obviously be dependent on the combination of local authority commitment and private sector participation, and growth points should be selected on the basis of the presence of both these factors, in addition to existing physical opportunities. Possible growth points include:

Strand Arcade/246 Building area;
His Majesty's Arcade/Canterbury Arcade area;
Milne & Choyce/Vulcan Lane area;
Great Northern Hotel/Queens Arcade/ Customs Street area.

Estimated costs for Fig.28

Pedestrian overbridges	$25,000
Escalators to Queen Street	$112,000
Public lift to Albert Park	$40,000

Other costs and benefits to private sector.

Estimated cost for pedestrian deck both sides of Queen Street, from Queen's Square to the Civic Centre, with connecting bridges

$1,250,000

Advantages:

1. Relieves congested pavements.
2. Takes advantage of existing topography to utilise streets outside Queen Street.
3. Improves accessibility to public transport, parking, etc.
4. Reduces pedestrian/vehicle conflict.
5. Stimulates expansion outside Queen Street.
6. Flexible and expandable system.

Disadvantages:

1. Depends on effective generation of pedestrian movement, by incorporation with large retail development and location of suitable transport and parking facilities.
2. Visual obstruction created by bridges.
3. Acceptability partly dependent on design and location.

4. Obstruction to light and air in Queen Street.

6.6 Proposal No.6 – Introduction of elevated pedestrian movers in Queen Street valley

(Figs. 30 & 31)

A system of elevated moving footpaths extending from the Downtown area to the Civic Centre, with lateral links to the proposed eastern and western transport terminals (see Public Transport, Bus Terminals, page 86). Interchanges and connection with street level to be made at approximately 600 ft. intervals.

Evaluation:

This sytem could be introduced wholly or in part, as required, to increase the speed and range of pedestrian movement and relieve congestion on pavements.

Like most mechanical devices, the system has limitations, and to ensure its acceptance as part of the pedestrian system, other parts of the network must be carefully considered in relation to it. To overcome the natural reluctance of people to make grade changes, the system would need to be made attractive by carefully locating activities which generate pedestrian movement, such as department stores. Escalators would be required.

In the advent of the eastern and western bus terminals, some connection with Queen Street will be essential,and it seems logical that these could be made by moving footpaths similar to those now in operation in London and Sydney and at some airports. A further expansion of this system along Queen Street would provide convenient pedestrian and vehicle separation at the major cross streets. They have been used with some success, and some difficulties, at the International Expo, Osaka 1970, and further designs with higher speed systems are being developed overseas. It is not considered feasible to install any of these systems at street grade, as this would create a barrier to pedestrians crossing from one side of the street to the other except at the breaks in the moving footway. Such breaks at cross streets would destroy one of the main advantages to be had from the system. An elevated system may, however, pose some problems of obstruction to light and air, and the visual impact on the street environment may prove to be detrimental.

Estimated costs:

Lateral links $2,800,000

Queen Street system $4,200,000

Advantages:

1. Relieves pedestrian congestion.
2. Improves mobility within core.
3. Reduces pedestrian/vehicle conflict at intersections.
4. Minimum obstruction to traffic flow.

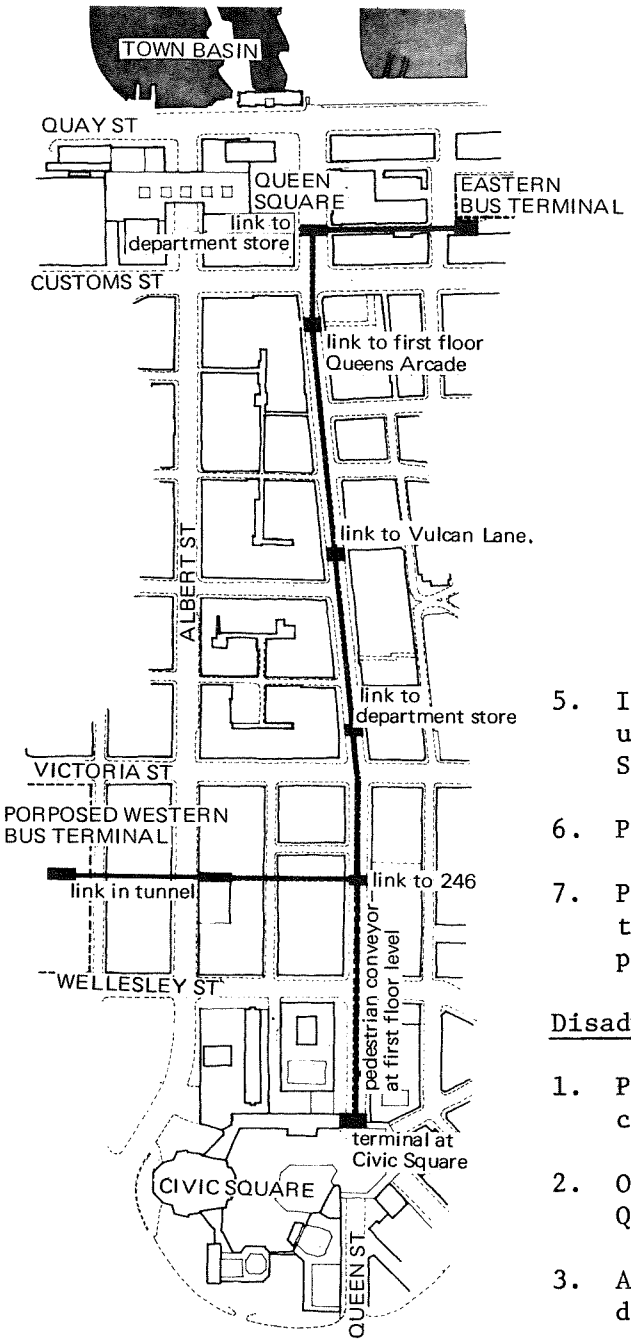


Fig. 30 Plan of elevated pedestrian movers

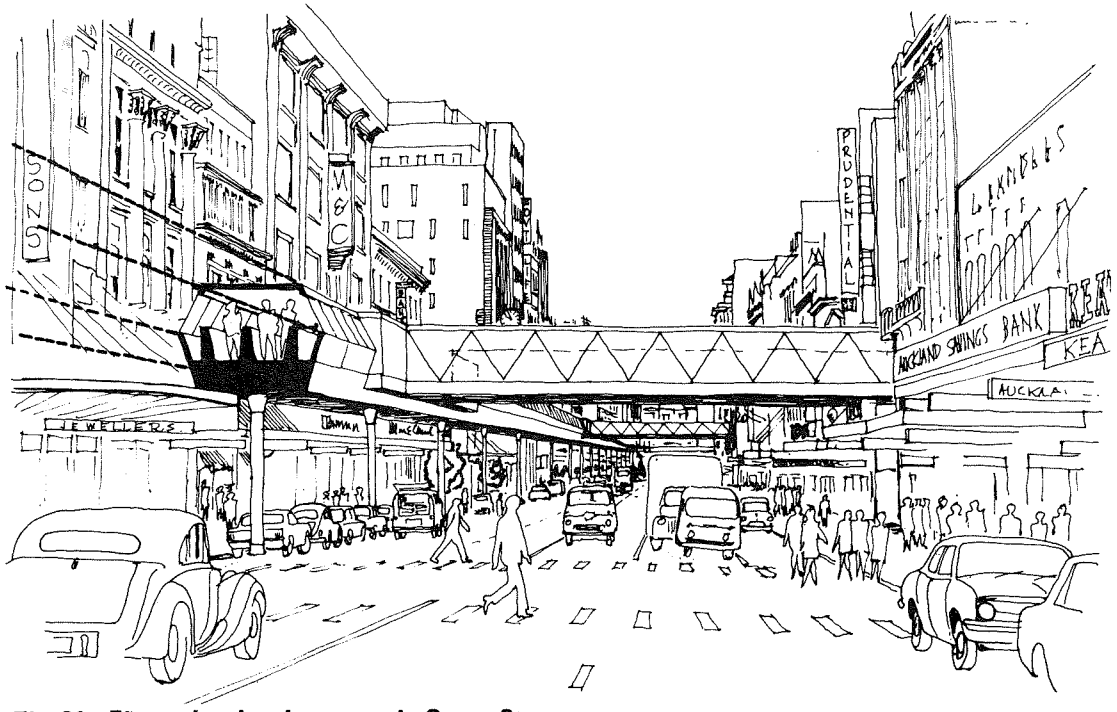


Fig. 31 Elevated pedestrian mover in Queen St

5. Improves opportunity to develop upper level linkages across Queen Street.

6. Provides sheltered movement.

7. Provides distribution from bus terminals, and could, in effect, be part of the public transport system.

Disadvantages:

1. Possible unfavourable visual contrast with existing surroundings.

2. Obstruction to light and air at Queen Street level.

3. Acceptability partly dependent on design and location.

6.7 Proposal No.7 – Widening of High Street pavements (Fig. 32)

Reduce carriageway to 20 feet wide, allowing one lane of moving traffic and one lane of parking for service vehicles. Extend footpath widths approximately 2 ft. 6 ins. to new kerb lines. Establish a building line for new development, requiring setbacks at ground floor only, to allow an effective increase in footpath width.

Evaluation:

While this proposal restricts vehicular access to the area, some improvement in pedestrian capacity is urgently required due to the changing function of the street. Recent and proposed redevelop-

ment now makes it clear that the opportunity to implement any proposals for improvement will soon be lost. The development of this street for retail shopping is an important step in obtaining lateral growth to reduce congestion in Queen Street, and should be encouraged as such. The immediate implementation of footpath widening would relieve the existing situation, while the longer term effect of ground floor setbacks should cater for increases in pedestrians while retaining the character and intimacy of the existing street.

Estimated cost: $8,000

Advantages:

1. Relieves overcrowding; allows greater pedestrian access.

2. Preserves existing character.

3. Short term proposal solves immediate problem, long term proposal allows for growth while retaining character.

Disdvantage:

Reduces vehicular access, especially private cars.

6.8 Proposal No.8 – Closure of Durham Street East to traffic

(Fig. 33)

The carriageway closed to all traffic except servicing vehicles at restricted hours, and emergency vehicles. The

Fig. 32 High Street with widened pavements

footpath surface to be extended across the width of the street.

Evaluation:

This street is of little value as a traffic route, but forms an important pedestrian link between High Street and Queen Street. The present footpaths are narrow and inadequate. Durham Street East should be regarded as a pedestrian thoroughfare rather than a precinct, and the normal standard of footpath finish should be sufficient. Street lighting should be upgraded consistent with pedestrian usage.

Estimated cost: $6,000

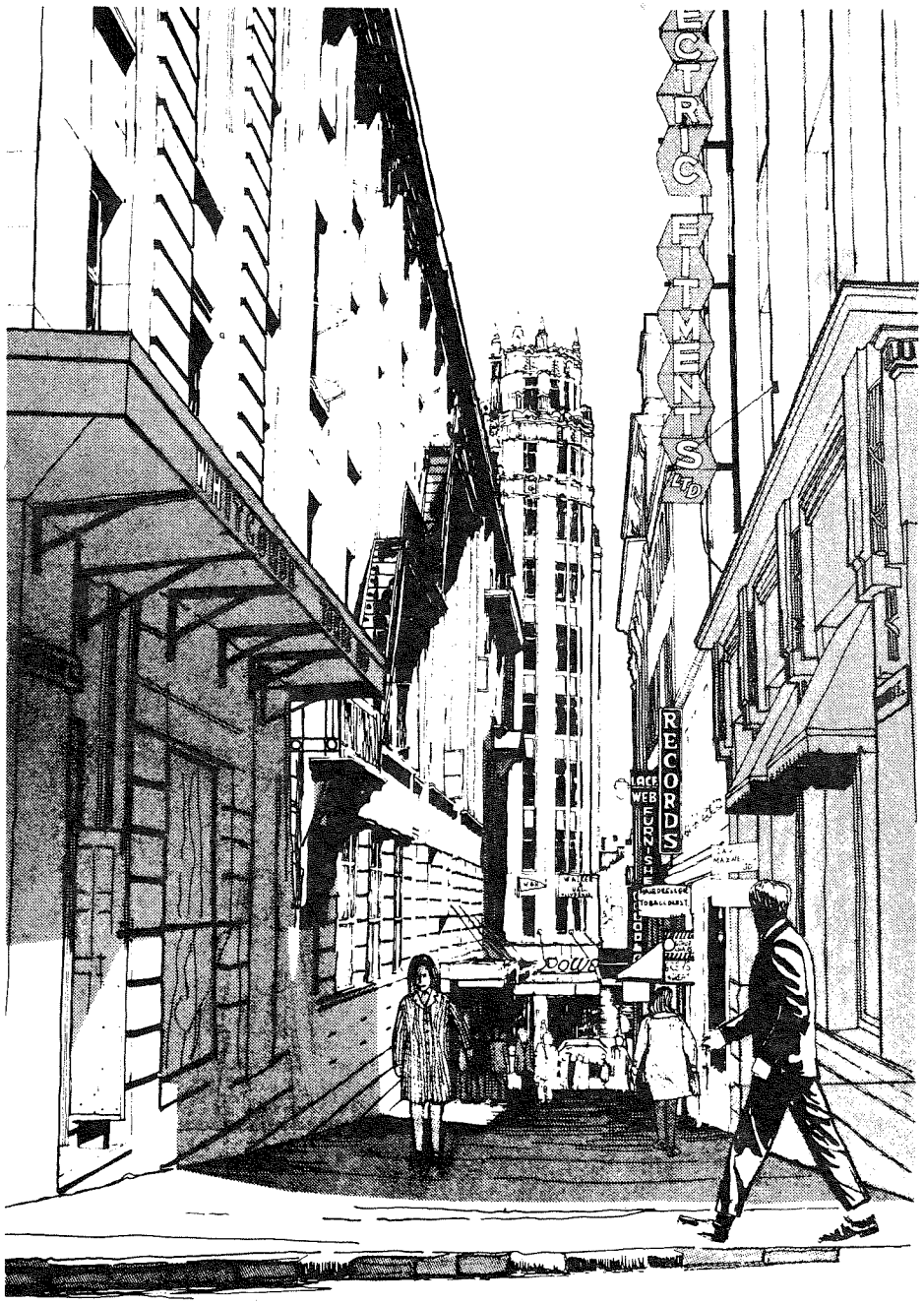


Fig. 33 Durham St. East closed to traffic

Advantages:

1. Improve pedestrian linkage between High Street and Queen Street.

2. Stimulate retail growth in Durham Street.

Disadvantage:

Some restriction on servicing.

6.9 Proposal No.9 – Intermittent widening of Karangahape Road pavements (Fig. 34)

Pavements extended to include existing parking lane at selected points between motorway overbridge and Symonds Street.

Similar development to Queen Street Proposal No. 1.

Evaluation:

Similar to Queen Street, except that, with less growth predicted for this area, the proposal may provide an effective improvement in the environment for a more extended period. Because existing problems of overcrowding in Karangahape Road are not as great as those in Queen Street, a less dramatic effect is to be expected.

Estimated cost: $50,000

Advantages:

1. Can be implemented immediately.

2. Improves environment at small cost.

3. Relieves overcrowding on footpaths.

4. Does not reduce traffic capacity.

Disadvantages:

1. Does not solve intersections problems.

2. Some loss of parking.

6.10 Proposal No.10 – Karangahape Road parking mall (Figs. 35 & 36)

Karangahape Road closed to through traffic, with a short section of the street paved for pedestrians only, in the St. Kevin's Arcade area (Fig. 35). Pavements are extended in certain sections to allow for some street planting and seating. Parking is allowed in the centre of the street.

Evaluation:

This proposal is wholly dependent on the construction of a Bypass link as shown in the Traffic section (see page 106). By eliminating through traffic, pedestrian conditions are improved without reducing vehicular access. This should enhance the predominantly retailing functions of the street and help to retain the present character.

Estimated total cost $2,080,000

Paving, furniture, planting $75,000

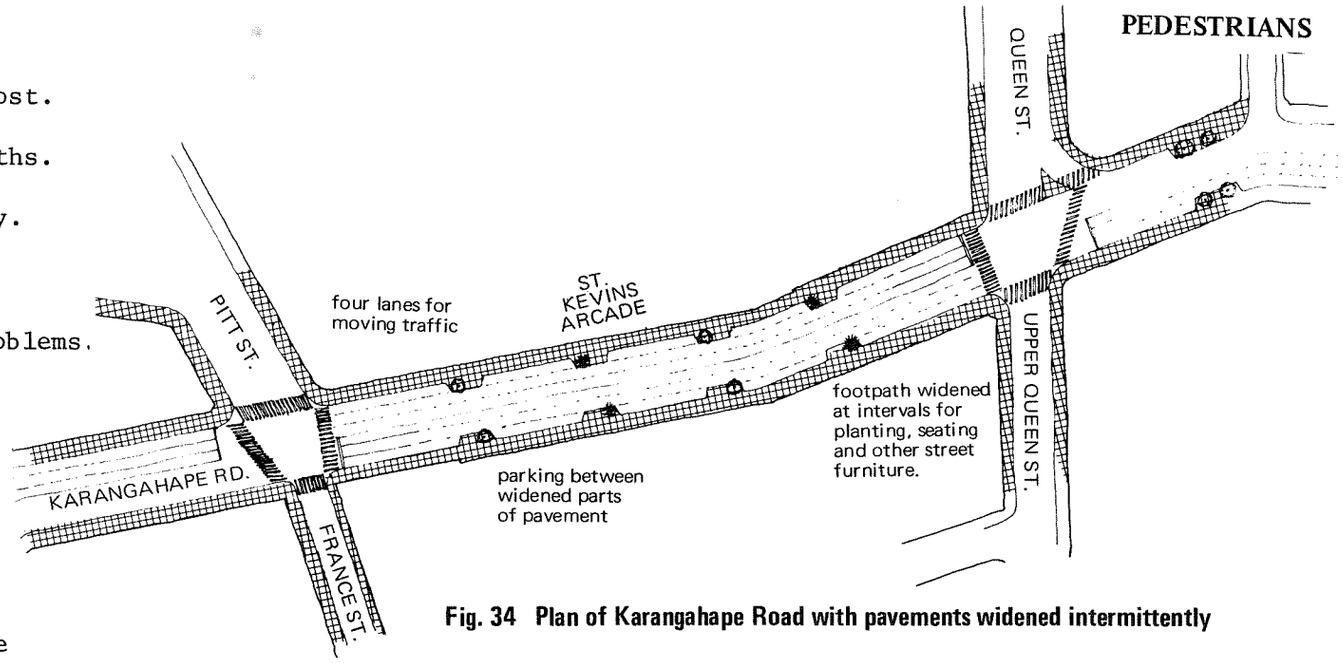


Fig. 34 Plan of Karangahape Road with pavements widened intermittently

Bypass road $2,005,000

Advantages:

1. Good vehicular access maintained.

2. Pedestrian/vehicle conflict reduced to pedestrians' terms.

3. Encourages existing activities.

Disadvantage:

High cost of bypass required to make this scheme possible.

Fig. 36 Karangahape Road parking mall

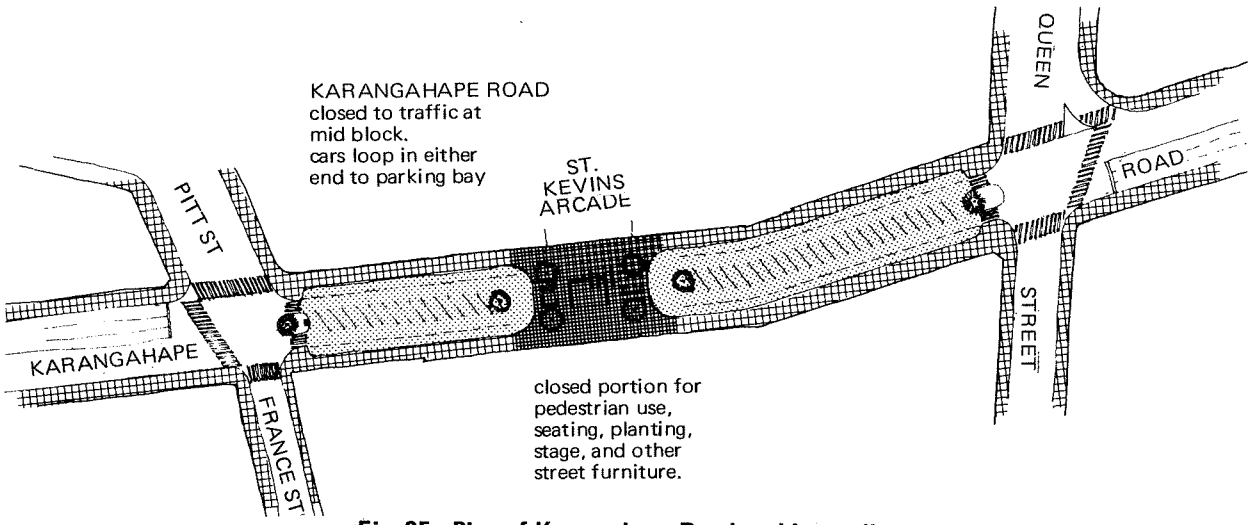


Fig. 35 Plan of Karangahape Road parking mall

6.11 Proposal No.11 – Grade separated pedestrian crossings in Symonds Street

It is proposed that the University should be encouraged to construct grade separated pedestrian crossings at the Symonds Street/Grafton Road intersection, or across other parts of public streets, and that these crossings should be designed to be kept open for public use.

6.12 Proposal No.12 – Pedestrian overpass in Wellesley Street

A footbridge across Wellesley Street, at the Princes Street intersection, is considered a vital link for pedestrian movement in this area.

6.13 Proposal No.13 – Civic Centre and Quadrant Road (Fig. 37)

The Civic Centre completed as a predominantly pedestrian precinct, with no through traffic; and the construction of the Quadrant Road to distribute traffic. It is proposed that advantage should be taken of the opportunity to treat Quadrant Road as a boulevard with large street trees planted permanently on at least one side of the carriageway, and adequate provision for pedestrians.

Evaluation:

The Civic Centre, as its name implies, must be regarded as the most important open space in the Central Area. The construction of the Quadrant Road, however, will also have considerable impact on the environment of this area. If designed as a tree-lined boulevard, this would provide a link between existing green spaces at Albert Park, Myers Park, Greys Avenue and Vincent Street, which would serve to identify and enhance the existing Civic Centre area. This green link will also serve to initiate a series of green space proposals along the Hobson Street ridge, will act as a buffer between the Civic Centre and adjacent residential and industrial development, and is a good opportunity to plant trees which can be allowed to grow large enough to give some emphasis to the topographical form.

Estimated cost (Quadrant Road, including tree planting). $6,091,000

Advantages:

1. Identity for Civic Centre area.

2. Forms part of overall network of green spaces.

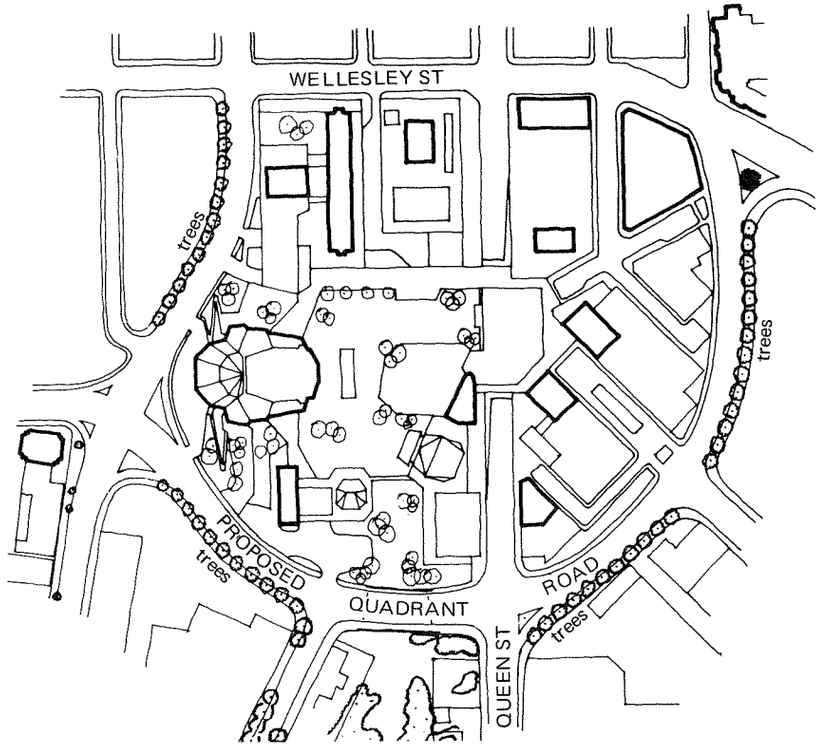
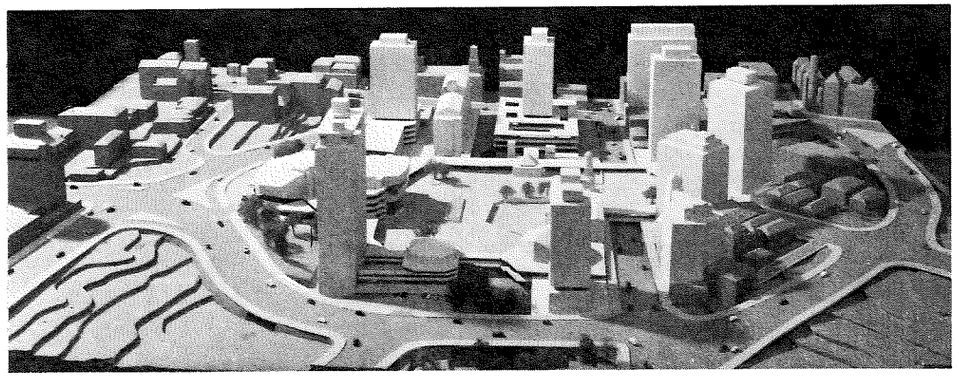


Fig. 37 Plan of Civic Centre and Quadrant Road



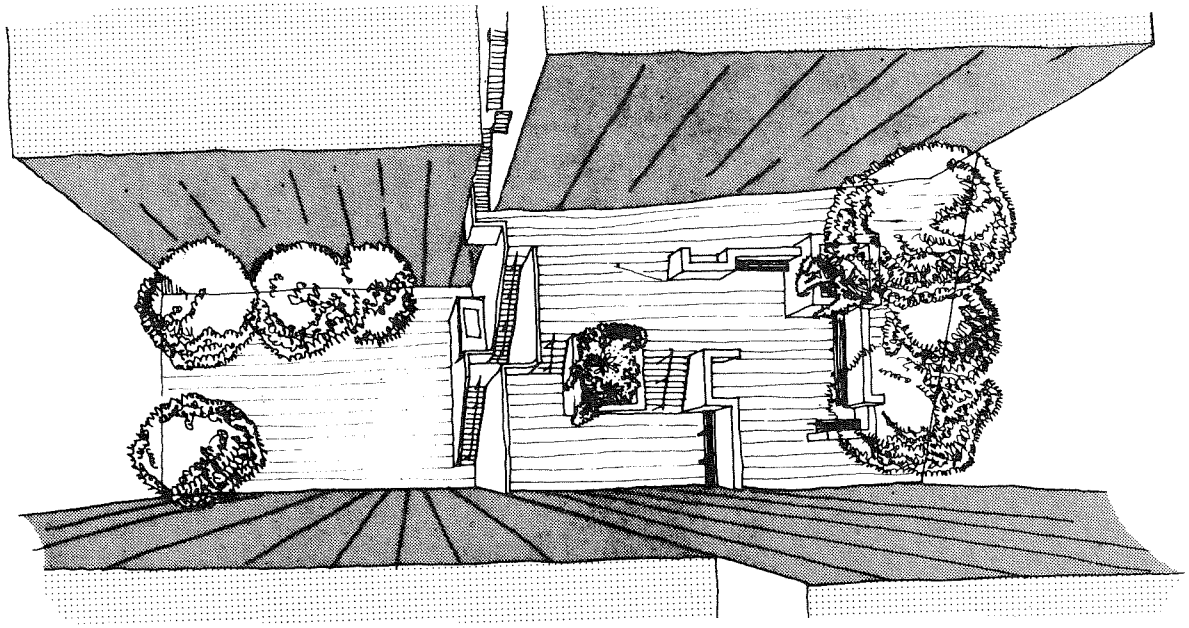


Fig. 38 Khartoum Place Precinct

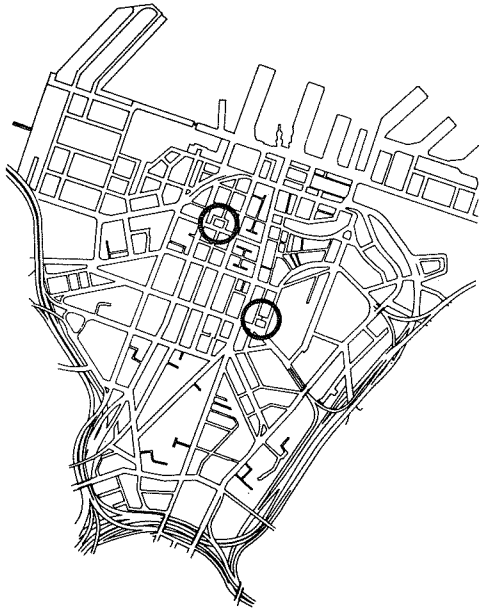


Fig. 39 Location of St. Patrick's Square and Khartoum Place

6.14 Proposal No.14 – Khartoum Place pedestrian precinct

(Figs. 38 & 39)

Restrict access to service vehicles only, resurface the area with paving suitable for pedestrians, and incorporate some trees and seating. The existing stair should remain as it is.

Evaluation:

As a potential precinct this could form a desirable link in a pedestrian route connecting Lorne Street with Albert Park and with the University. Lorne Street is regenerating in a similar manner to High Street with the conversion of older buildings into specialist retail shops and larger developments like the 246 Building providing greater access to Queen Street. Pedestrian activity is likely to increase. Improved access through Khartoum Place and across Kitchener Street would also help integrate the Art Gallery and new Sculpture Court more closely with the city centre.

Estimated cost: $35,000

Advantages:

1. Focal point for growing pedestrian area, contributing to local identity.
2. Improves link between redeveloping activities.
3. Provides sheltered area for relaxation.

Disadvantage:

Reduces available kerbside parking by about 20 spaces.

6.15 Proposal No.15 – St Patrick's precinct

(Figs. 39 & 40)

The area surrounding St. Patrick's Cathedral is to be closed to traffic and developed as a pedestrian precinct with suitable paving, seating, planting and public facilities (see Fig. 40).

This is located in an area of high and expanding pedestrian activity, and is intended to form part of the network of green spaces throughout the Central Area where provision of facilities and

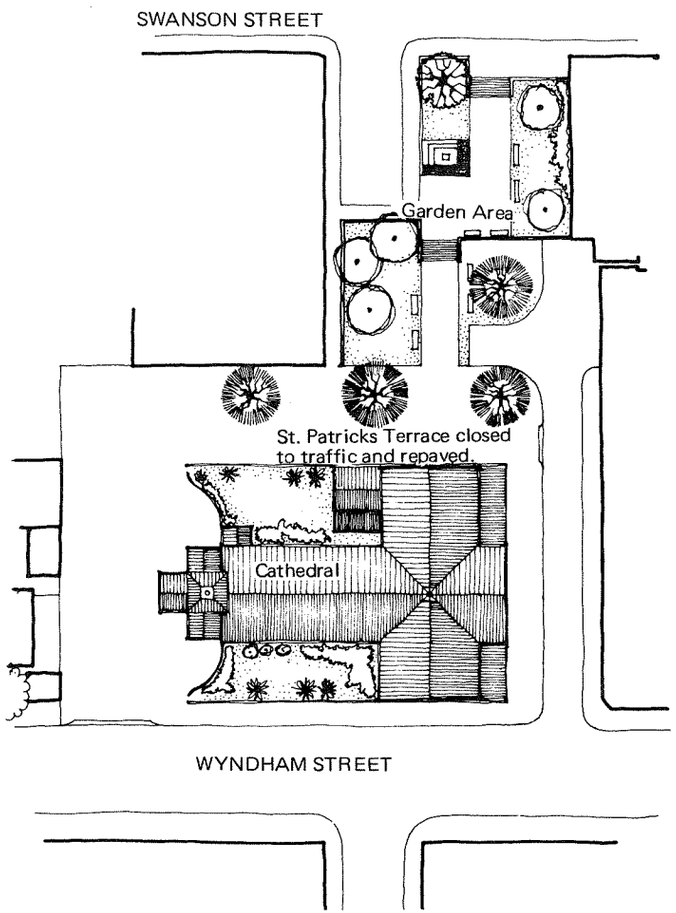


Fig. 40 Plan of St. Patrick's Square

development will be aimed at improving the quality of the environment for pedestrians. Plans for this precinct are already under way.

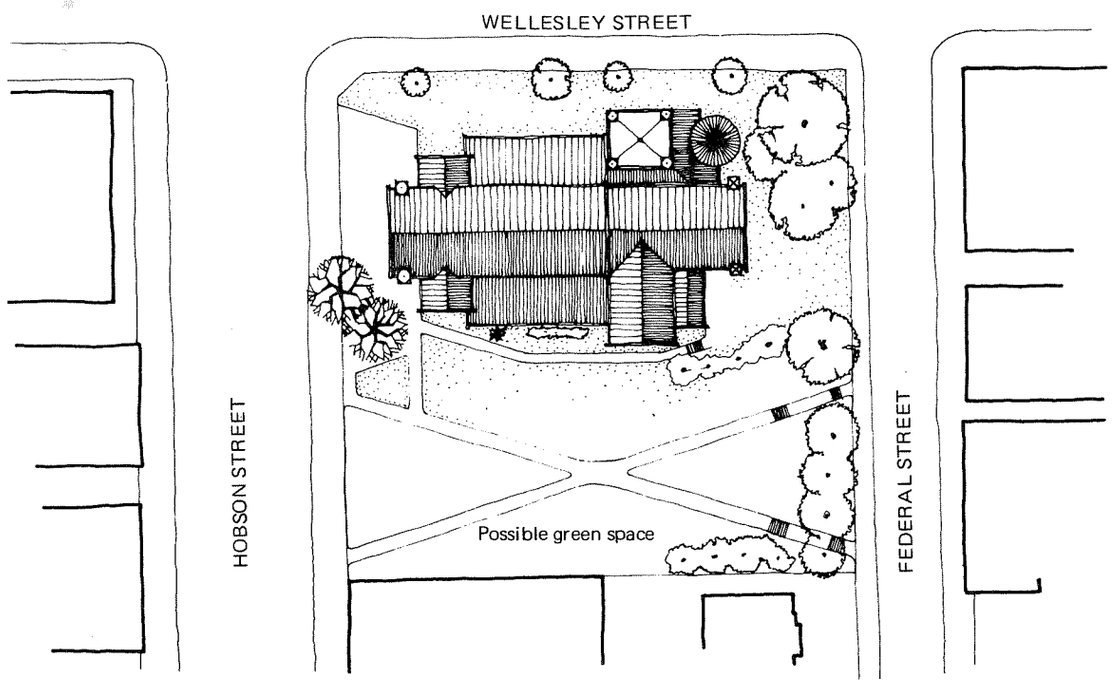


Fig. 42 St Matthews precinct

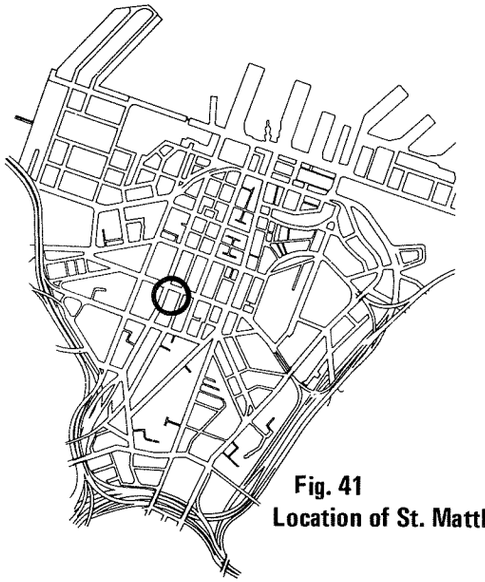


Fig. 41 Location of St. Matthews

6.16 Proposal No.16 – St Matthews Square precinct (Figs. 41 & 42)

The area surrounding St. Matthews Church is considered to be a desirable location for a green space in the mid-Hobson Street area. This part of the Central Area is at present devoid of any significant character and the environment is generally dull and monotonous. In this case where pedestrian volumes are not high, the precinct is primarily to provide visual relief and identity, and open space for relaxation.

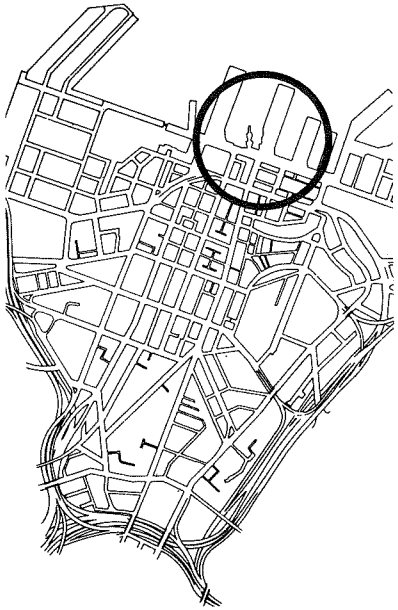
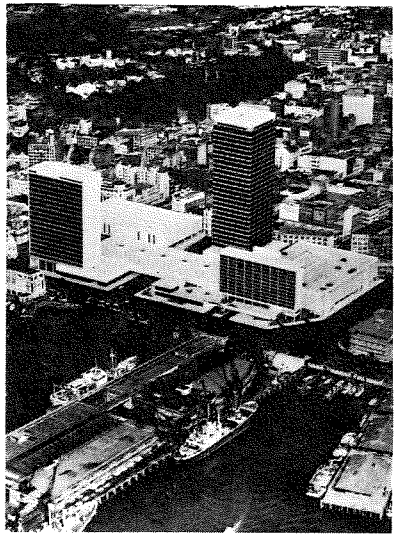


Fig. 43 Location of Harbour Basins



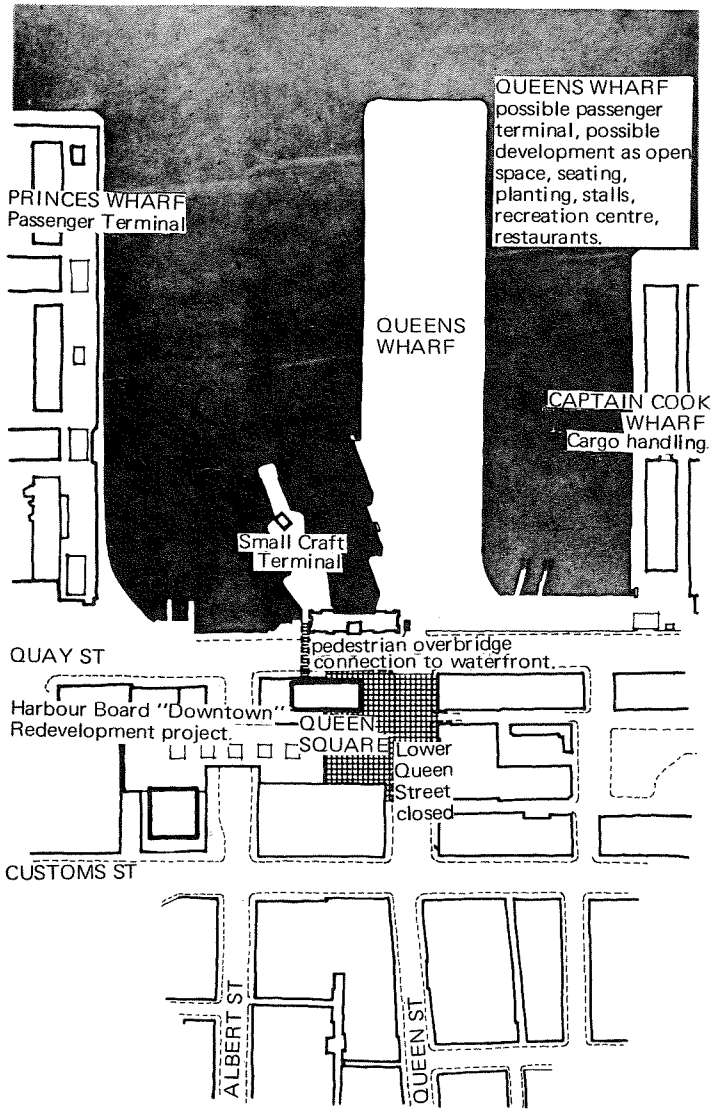


Fig. 44 Plan of Harbour Basins and downtown area

6.17 Proposal No.17 – Nelson Street/City Workshops precinct

Part of the Nelson Street frontage to the City Workshops developed as a permanently landscaped outlook area with limited provision for seating.

6.18 Proposal No.18 – Town Basin/Downtown Area

(Figs. 43 & 44)

Fig. 44 shows development of the downtown area with the harbour basins each side of Queens Wharf retained for the use of passenger vessels and sundry small ships. It is considered important that Queens Wharf be open to the public and that its use be encouraged by some provision for outdoor activities.

A pedestrian bridge is shown linking the Auckland Harbour Board Downtown development with the Queens Wharf waterfront. Queen Street is closed to through traffic outside the Post Office.

Evaluation:

The importance of the harbour as part of the city's character has been mentioned in the section on Character (page 37).

6.19 Proposal No.19 – Public access to the University Zone

With progressive reduction of public access in this area due to closure of

streets for motorway construction and University expansion, it is considered important that Alfred Street should always remain open as a public street, and that the Old Government House gardens be made available as public open space.

6.20 Proposal No.20 – Links from Karangahape Road (Figs. 45, 46 & 47)

It is proposed that the link from Karangahape Road through St. Kevin's Arcade to Myers Park should be strengthened by the development of some retail and leisure facilities in Poynton Terrace and at the head of Myers Park (see Fig. 46).

Recognition should be given to the extensive outlook which can be obtained from the Karangahape Road ridge. Past development has obscured this, but fortuitously the new motorway overbridge has restored some views to the north and south. New development should take advantage of this possibility for giving the area a unique attraction.

It is also important that special controls apply to development on the northern side of Karangahape Road to ensure adequate penetration of sunlight. It is of importance in this street due to the east-west orientation, and the predominantly pedestrian/retailing activities. A control has been proposed in the section on Development (see page 34).

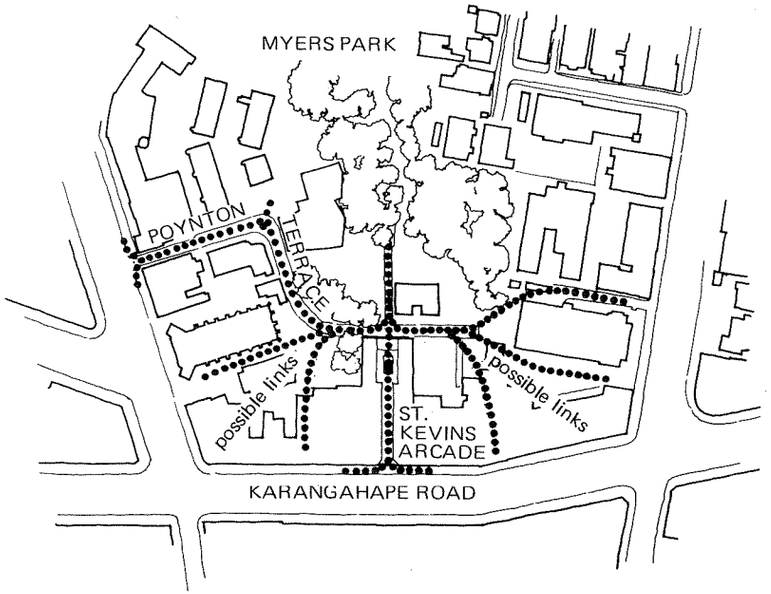


Fig. 46 Link between Karangahape Road and Myer's Park

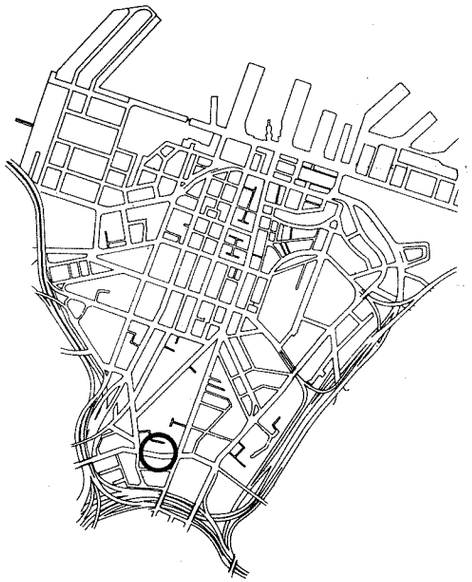


Fig. 45 Location of Karangahape Road area

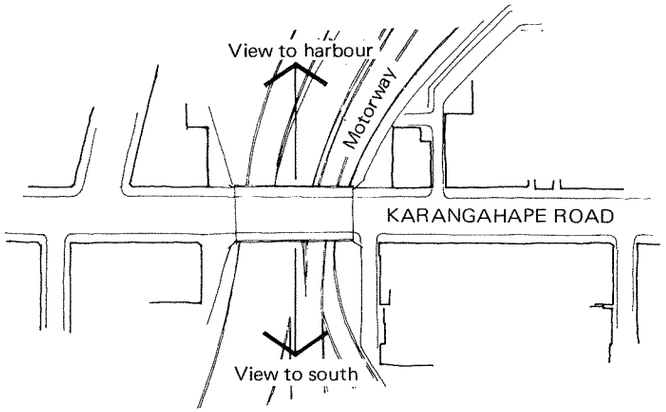


Fig. 47 View from Karangahape Road motorway overbridge

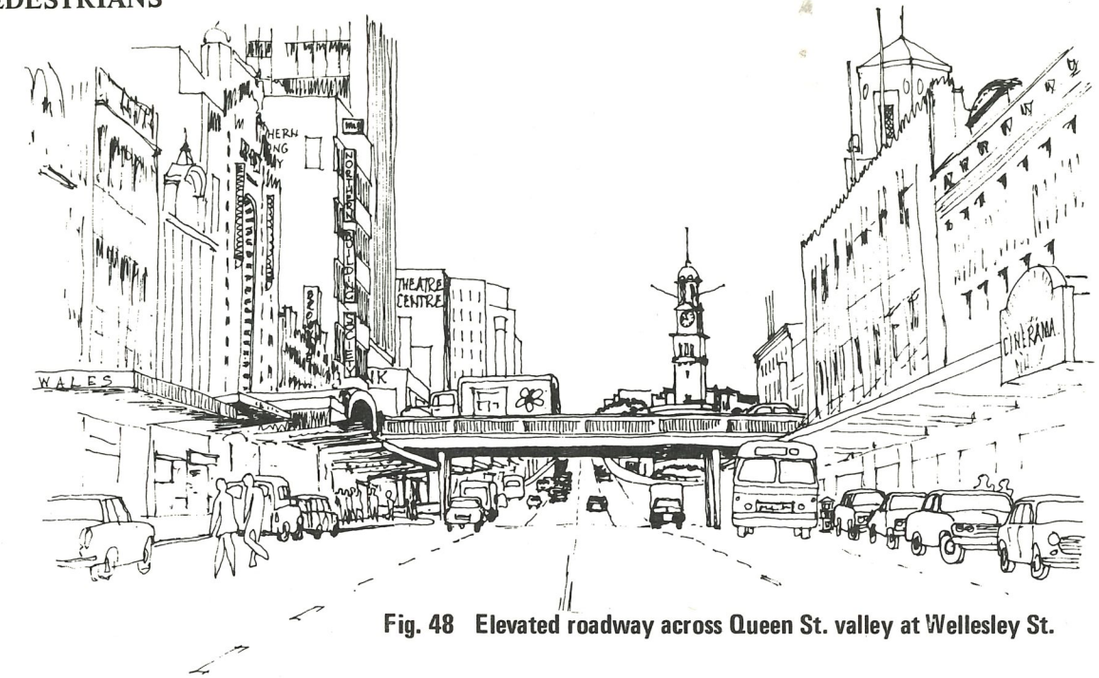


Fig. 48 Elevated roadway across Queen St. valley at Wellesley St.

6.21 Proposal No.21 – Elevated roadways across Queen Street valley at Wellesley Street and Victoria Street (Figs. 48 & 49)

Viaduct structures to carry crosstown traffic with grade separation from Queen Street and on/off ramps at existing grades.

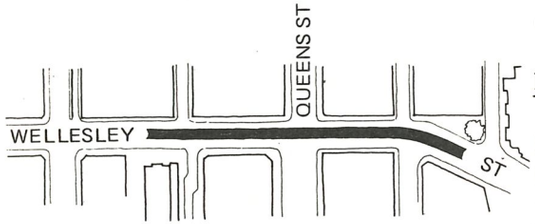


Fig. 49 Plan of elevated roadway across Queen St valley

Evaluation:

Removal of cross traffic should relieve one of the worst causes of inconvenience to pedestrians - delay at intersections - but the massive nature of the structures required would also drastically modify, and possibly lower, the quality of the Queen Street environment. On completion of the motorway system, the expected volume of cross movement of traffic would not, in itself, seem to justify the expense of constructing these viaducts.

Estimated cost:

Viaduct structures $1,125,000

Advantage:

Relieves pedestrian/vehicle conflict at intersections.

Disadvantages:

1. Massive visual intrusion into Queen Street.
2. Restriction of light and air.
3. Expense.

6.22 Proposal No.22 – Karangahape Road/Queen Street underpass (Fig. 50)

An underpass structure to take Queen Street-Upper Queen Street through traffic. (See "Traffic", page 107).

Evaluation:

By relieving conflicting cross traffic at this intersection, greater pedestrian freedom of movement along Karangahape Road will be possible.

6.23 Proposal No.23 – Bowen Avenue/Waterloo Quadrant underpass at Princes Street

An underpass structure similar to Queen Street/Karangahape Road proposal (22) to relieve conflicting cross traffic and allow greater freedom of pedestrian movement along Princes Street. The need for this proposal may become great when traffic flows on Bowen Avenue increase after completion of the motorways (see "Traffic", page 107).

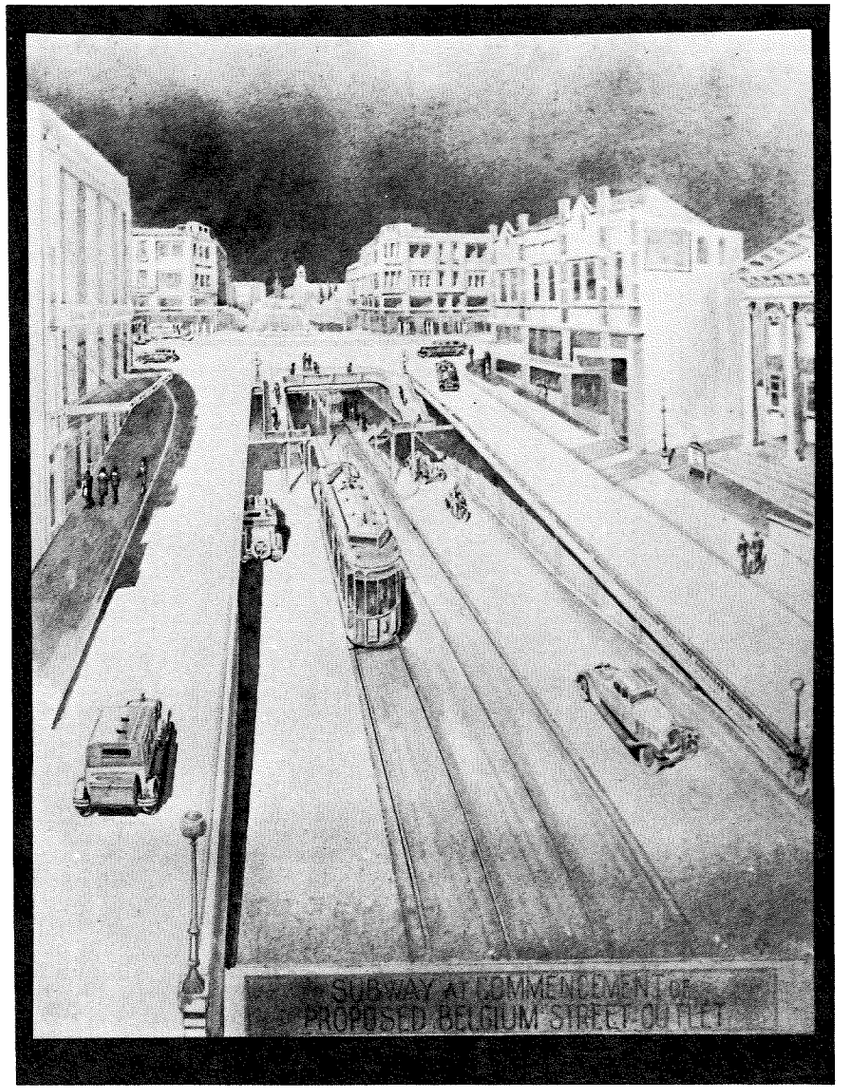
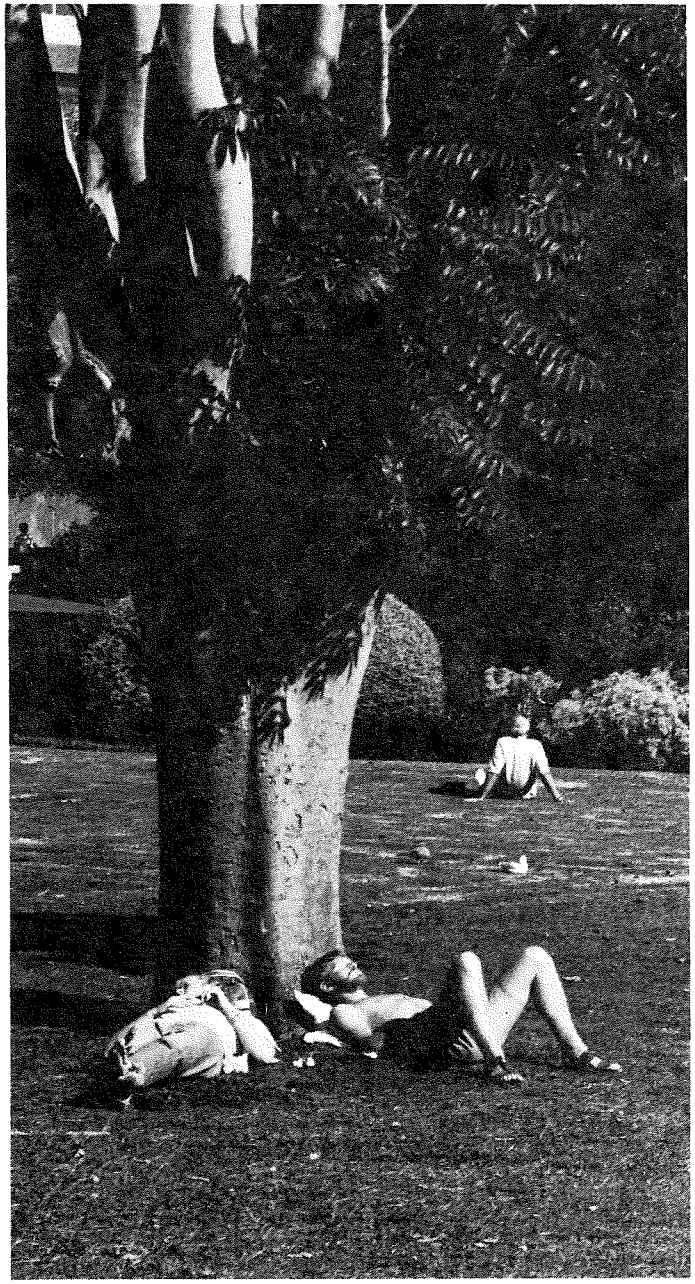


Fig. 50 Queen St. underpass at Karangahape Road, as proposed in 1920's.



"In a rational life style, some people could find contentment working moderately and then sitting by the street--and talking, thinking, drawing, painting, scribbling or making love in a suitably discreet way."

John Kenneth Galbraith


494