Karangahape Road Enhancement Project

Information

All the information you need to know about the changes happening on Karangahape Road

A joint Auckland Transport and Auckland Council project to transform one of Auckland’s most iconic neighbourhoods
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What’s happening on Karangahape Road?

An area bursting with flair, vibrancy and a flourishing business and residential community, Karangahape Road is on the go.

As one of the busiest roads in the region, thousands of people travel along it daily. This growth is set to continue, with a 30-year projection of a million more people calling Auckland home.

Since 2000, Auckland’s population has grown by over 494,000, growth of more than 41%. In this period, the city centre resident population has quintupled to 57,000, with central Auckland now the fastest growing residential population in the region.

Our transport choices are also growing.

More people are choosing to walk, cycle, scoot, skate, or bus, and when the City Rail Link opens in 2024, the rail network will double in capacity to carry up to 54,000 passengers an hour.

Once the City Rail Link’s Karangahape Station opens, with entrances on Mercury Lane and Beresford Square, there will be a massive influx of people arriving and departing from Karangahape Road.

Greater transport choices are being supported by a growing network of cycleways, improved public transport, better pedestrian connections and street environments that create a sense of community and connection – destinations rather than thoroughfares.

The enhancement project will create a high-quality urban streetscape that can accommodate the growing demands of a growing city.

Karangahape Road will be ready to welcome more visitors, businesses and residents to this popular Auckland community.
An enhanced street environment

The changes will enhance an already vibrant and dynamic street life to create an accessible, people-friendly public space. This will be done by:

- Widening and de-cluttering footpaths, creating more space for people
- A separated cycleway in each direction connecting to existing and planned cycleways
- More bike parking, lighting and street furniture
- Peak hour bus lanes to improve the reliability of bus services
- Enhancing the natural environment with rain gardens, landscaping, vegetation and trees
- Creating more opportunities for outdoor dining and street activities.

Reflecting the character and history of Karangahape Road

Karangahape Road has always been about connection and movement. A winding ridge of human activity* creating a walking route and a place to meet between the Waitamata and Manukau harbours.

This historical function has been enhanced in a modern context with a street environment that supports multiple modes of transport and the opportunity to pause and regroup along the way at shops, cafes and restaurants.

The road is divided into five sections, each with a slightly different focus and is integrated through a cohesive design that includes separated cycleways and bus lanes the length of the road on both sides.

*https://www.kroad.com/heritage/the-meaning-of-karangahape/
Ponsonby Road to Pitt Street

The focus is on a greener environment with less footpath clutter, creating more room for pedestrians, outdoor dining and street activities and a separated cycleway on both sides of the road.

Karangahape Road Bridge

The focus is on an attractive, safer and spacious environment for pedestrians, people on bikes and bus users. There will be a traffic lane and a bus lane in each direction, and the cycleway will go behind the bus shelters.

The design incorporates the story telling of Karangahape Ridge and the journeys taken by Māori. The concept of a shell path in the moonlight is expressed in stainless steel disks inserted into the paving.

Pāua shells are the inspiration for the bus shelters on Karangahape Bridge.
**Pitt Street to Queen Street**

The focus is on creating an attractive public space to accommodate the increased pedestrian movement from the Karangahape Station with wider footpaths, bike parking, landscaping, lighting and street furniture.

**Queen Street to Symonds Street**

In this section, the cycleway will be raised to retain existing traffic lanes and preserve the historic Jewish Cemetery wall in Pigeon Park and street trees on the north side of the road.

**Upper Queen Street**

The focus is on a separated cycleway connecting to existing and planned cycleways.
How we will make it happen

Construction started at each end of Karangahape Road mid-2019 at Symonds Street on the south side and at Ponsonby Road on the north side. Completion is expected in late 2020.

Creating a green corridor
An urban forest of 85 trees, rain gardens and vegetation will transform Karangahape Road into a green corridor. Thirty-three of the trees will be new and mostly nikau and pohutukawa mistrals, with some liquid amber and plane trees.

Space constraints with the space constraints with the design including footpaths means we will move 11 of the existing trees to other locations along Karangahape Road, and nine will be removed. The relocated trees will be positioned within the new rain gardens adjacent to their current locations.

An integrated public transport network

Public transport within Auckland is undergoing a massive change with the City Rail Link, plans for Light Rail and a simpler, more frequent and connected bus service

City Rail Link
The Karangahape Station will bring this part of the city within access of the rail network, transporting thousands of people to and from this vibrant uptown community.

Up to 1,400 people per hour are expected to disembark at Karangahape Station during peak times.

Both entrances to Karangahape Station will be enhanced by attractive public spaces, including wider paths, bike parking, landscaping, lighting and street furniture.

A more frequent and connected bus service
Bus lanes in both directions will operate bus lanes in both directions will operate between Pitt Street and Ponsonby Road during peak times, Monday to Saturday, 7am to 10am and 3pm to 7pm. Parking and loading will not be available during these times.
Parking

The enhancement project will create a streetscape where people will want to spend time, meet friends, visit galleries and shops or dining at the many street-front restaurants.

With other transport options, such as rail coming in 2024, bus, scooter or walking, leaving the car at home is a realistic option.

To accommodate the bus lane, wider footpaths and cycleways, 27 of the 501 carparks will be removed.

In peak bus times, all carparks on Karangahape Road between Ponsonby Road and Queen Street will be unavailable, resulting in a 14 per cent reduction in parking availability. During off-peak hours, 483 carparks will be available - a 4 per cent reduction in current parking availability.

Communication and engagement

We are working with the Karangahape Road Business Association and businesses to manage the impacts of the enhancement project. A range of activities are also in place to keep the public space around the construction sites bright and pleasant to support businesses.

Business support activities

• We will provide a Business Ready Kit – what businesses can expect to see during the enhancement project.
• We will provide marketing and mentoring advice.

Wayfinding

• We will provide clear pedestrian signage around the worksites.

Campaigns

• We will promote information on any service disruptions, detours, or lane changes through AT channels, including social media.
• We will provide construction updates, face to face meetings with Karangahape Road businesses and residents, and project newsletter.

How we got here

The Karangahape Road Enhancement Project has evolved through extensive public engagement and planning.

Follow the progress at AT.govt.nz/kroad