

# Newsletter

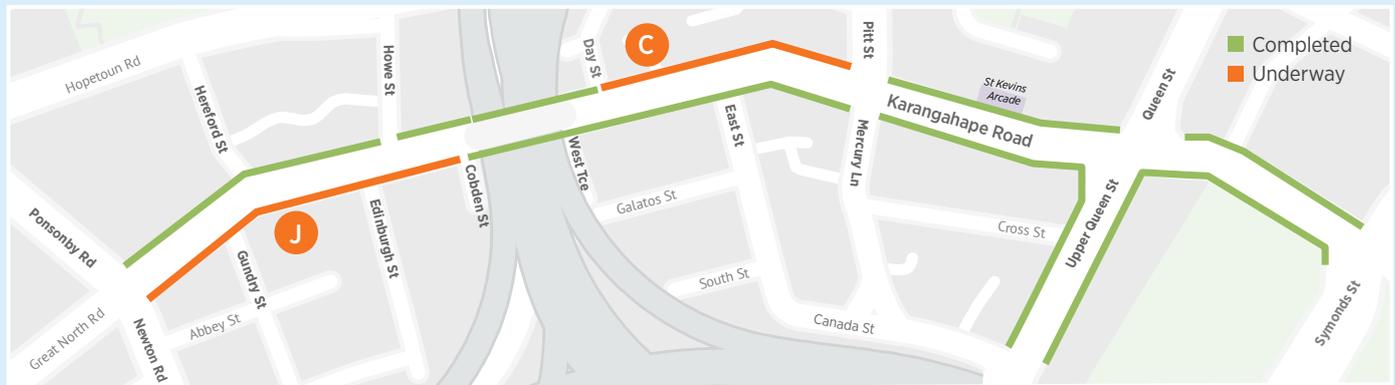


## Project completion date – April 2021

In our last update, we advised that the revised completion date for the Karangahape enhancements project is April 2021 (subject to change due to unforeseen circumstances and weather conditions).

At the end of 2020, eight out of the 10 work areas were finished. These are highlighted in green in the map below. In completed areas, some minor works such as traffic light installation is still to be completed.

Except for the Pitt Street corner, landscaping has been completed for the section from Symonds St to Pitt Street.



The final sections to be completed are highlighted in orange, above. They are:

- **Section C** – from the eastern side of the overbridge to Pitt Street. This work started in December 2020 and is expected to be finished in April 2021.
- **Pitt Street corner** – started in January 2021
- **Section J** – from the western side of the overbridge to Newton Road. This work started in September 2020 and is expected to be finished in March 2021.

Once these last two remaining sections are complete, the road will be resealed between Pitt Street and Ponsonby Road. This will be the last part of the project.

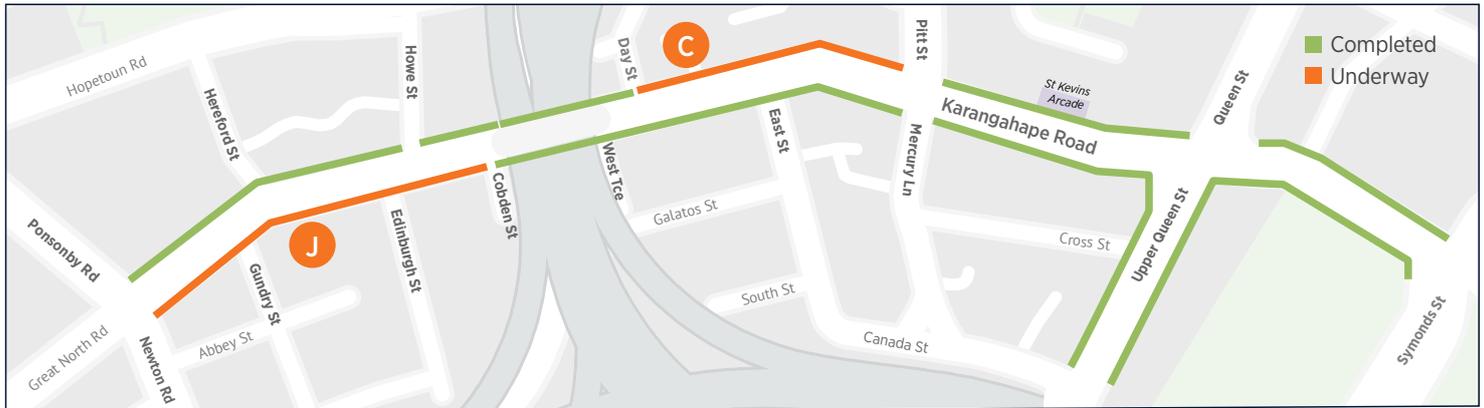
Mahi toi artwork for the overbridge, which is currently being created at Auckland Girls' Grammar, will be installed when it is complete.



*'Twist',  
Tanja Jade McMillan  
aka Misery*

# Karangahape Road Enhancements project

## What's complete and what's coming up



### Work completed

#### Ponsonby Road to overbridge (northern side)

- footpath widened and on-road separated cycleway installed
- speed table installed at Hereford Street
- improved drainage
- drinking fountain installed and working
- Peter Lange, 'Chaise Lange', repositioned outside Caluzzi

#### Overbridge (both sides)

- new bus shelters, reflecting the colours of paua shell
- pink colour applied to cycleway as it moves behind the new shelters
- Janet Lilo's banana light poles, 'Don't dream it's over', reinstalled

#### Overbridge to Upper Queen Street (southern side)

- vehicle slip lane from Upper Queen Street replaced with cycleway slip lane
- pedestrian island enlarged at Upper Queen Street
- footpath widened between Upper Queen Street and Mercury Lane
- speed tables at East Street and West Terrace side street entrances
- rain gardens and tree pits installed, nikau palms re-planted
- drainage improved
- on road, separated cycleway installed

#### Pitt Street to Queen Street (northern side)

- rain gardens and separated cycleway installed, nikau palms replanted
- art work 'Twist', by Tanja McMillan, repositioned from Beresford Square to outside St Kevin's Arcade

#### Queen Street/Upper Queen Street to Symonds Street (both sides)

- separated, on-road, cycleway installed on northern side of Karangahape Road
- concrete separators installed on both sides of Upper Queen Street to link Karangahape Road with Canada Street (Pink Path), the Grafton Gully cycleway and the North-western cycleway
- left-turn slip lanes removed at the top of Queen Street and at Symonds Street intersection – vehicle movements now controlled by traffic lights
- raised speed table installed at Liverpool Street
- footpath between the Rock Shop and Upper Queen Street widened.



'Chaise Lange', Peter Lange



'Twist', Tanja Jade McMillan  
aka Misery



'Don't dream it's over',  
Janet Lilo

### Work almost complete

#### Newton Road to overbridge

##### (Section J – work started September 2020)

- Traffic movement changes at Edinburgh Street
- One-way, left-turn only from Edinburgh Street
- Gundy Street is alternative access to back streets

#### Overbridge to Pitt Street

##### (Section C – work started December 2020)

- speed tables at Day Street and Boardman Lane entrances
- on-road separated cycleway.

### Work still to be completed

- Rain garden planting, where they have been installed, will be completed in the next planting season
- Traffic light installation
- Artwork for overbridge being prepared at Auckland Girls Grammar
- Road resurfacing between Pitt Street and Ponsonby Road is planned for April 2021. This is the last part of the project.





## It's like a party on your stoop front

Stoop Front is bringing a block party to Karangahape Road every day, by activating the street space in front of ground-floor businesses. Through a micro-grant scheme, businesses can apply for up to \$500 to buy or build something that enhances their shop frontage.

The concept was inspired by K Road businesses operating from their doorways in COVID-19 Alert Level 3. When commercial and public spaces flow together seamlessly – think outside benches to wait on at the barber's, awning lights, and window service – benefits can include increased sales.

K Road's famously creative businesses have used funding to install bespoke planters with commissioned artwork, brightly branded director's chairs for kōrero on the street, and a giant palm tree... the ideas keep coming.

Proudly funded by Auckland Transport, businesses can apply for a grant at [stoopfront@placecreative.co.nz](mailto:stoopfront@placecreative.co.nz)



Photo from the Karangahape Business Association

## Safe speeds have come to Karangahape Road

To make Auckland's roads safer and to reduce deaths and serious injuries, the new Speed Limits Bylaw came into force on 30 June 2020. This is part of Auckland Transport's Vision Zero programme, which is our goal to make Auckland's roads safe for all. No death or serious injury is acceptable.

The new Bylaw has set the new safe and appropriate speed limit for Karangahape Road at 30km/h. At 30km/h, if hit by a motor vehicle, a person walking has a 90 per cent chance of survival, compared to 20 per cent at 50km/h.\*

Regular visitors to Karangahape Road may have seen a new gateway design, marking the start of the 30km/hr speed zone. The gateway treatment consists of new speed limit signs on each side of the road (see above image)s, one in te reo, one in English, and a coloured/textured surfacing on the road itself.

For more information, go online to [AT.govt.nz/speed](https://AT.govt.nz/speed)



\* Survivability rates vary significantly based on a number of factors and scenarios. AT takes a preventative approach with respect to the survivability of our most vulnerable road users. Data taken from Research Report AP-R560-18 published in March 2018 by Austroads - the Association of Australian and New Zealand Road Transport and Traffic Authorities.

## Karangahape Road is the end of the rainbow

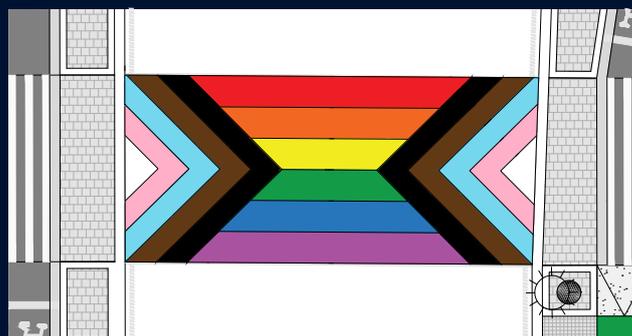
Artist renderings

Two rainbow crossings are coming to Karangahape Road. The first will be installed at the St Kevin's Arcade mid-block crossing, in time for the Auckland Pride Festival in February 2021. The second crossing will be installed at the Day Street mid-block crossing before the project's completion in mid-2021.

Michael Richardson from the Karangahape Road Business Associations says they are proud to have been able to support the project. "Over the years, many groups have advocated for a rainbow crossing for Karangahape Road, so it's fantastic that their work has resulted in this outcome," says Michael.

"Karangahape Road is the home of the Rainbow Community," Michael continues. "This street and this area has had a very special relationship with diversity, from the origins of Hape through to 2021. Using the Progress Pride Flag will represent the special history of this area to visitors and locals. We know the community fully supports this wonderful addition and wish Auckland Transport well in their implementation of it."

"This project is primarily aimed at raising awareness of pedestrian safety," says Claire Dixon, Community Transport Manager, Auckland Transport. "The speed limit on Karangahape Road was reduced to 30km/h on 30 June 2020 in line with the new Speed Limits Bylaw. The rainbow crossing is another way – a more fun, colourful way – of letting people know that this is a location where people can and should cross. We expect it will have a positive impact on pedestrian safety on K'Road."



Outside Coco's Cantina



Outside St Kevin's Arcade

## Rain gardens taking shape

Delayed by Auckland's drought, rain gardens started being planted in late winter in several locations.

These rain gardens are designed to collect rain water and allow it to soak slowly into the storm water system, controlling and reducing run off from the street. On Karangahape Road, the rain gardens will also help treat water running off the road before it reaches the Waitemata Harbour.

People will notice that the rain gardens on Karangahape Road are slightly lower than the level of the road, the footpath and the cycleway. This is to encourage water to run off into the garden in preference to going straight into the drains.

The plants in the rain gardens are chosen for their ability to survive the amount of rain water that falls in Auckland, as well as the pollutants it carries from the road. The soil is sand-amended making it well-draining.

In addition to the rain garden plantings, visitors to Karangahape Road will soon see larger plants, such as 12 new Pōhutukawa mistral and two new London plane trees, start to be introduced to tree pits. The 11 Nīkau, removed from the road during construction work, are gradually being returned.

At the end of the project, there will be 85 trees, including 33 new trees, introduced to the streetscape, along with 18 rain gardens and 20 garden beds, between Gundry Street and Queen Street.

