

Connected Communities

New North Road & Symonds Street upgrade



This approach provides an on-corridor cycling connection between Avondale and the City Centre and the longest sections of dedicated bus lanes. In this approach, widening occurs in some locations to improve bus priority and provide more space for people who cycle, at pinch points. Moving the kerbs will result in sections of narrower footpaths.

Benefits

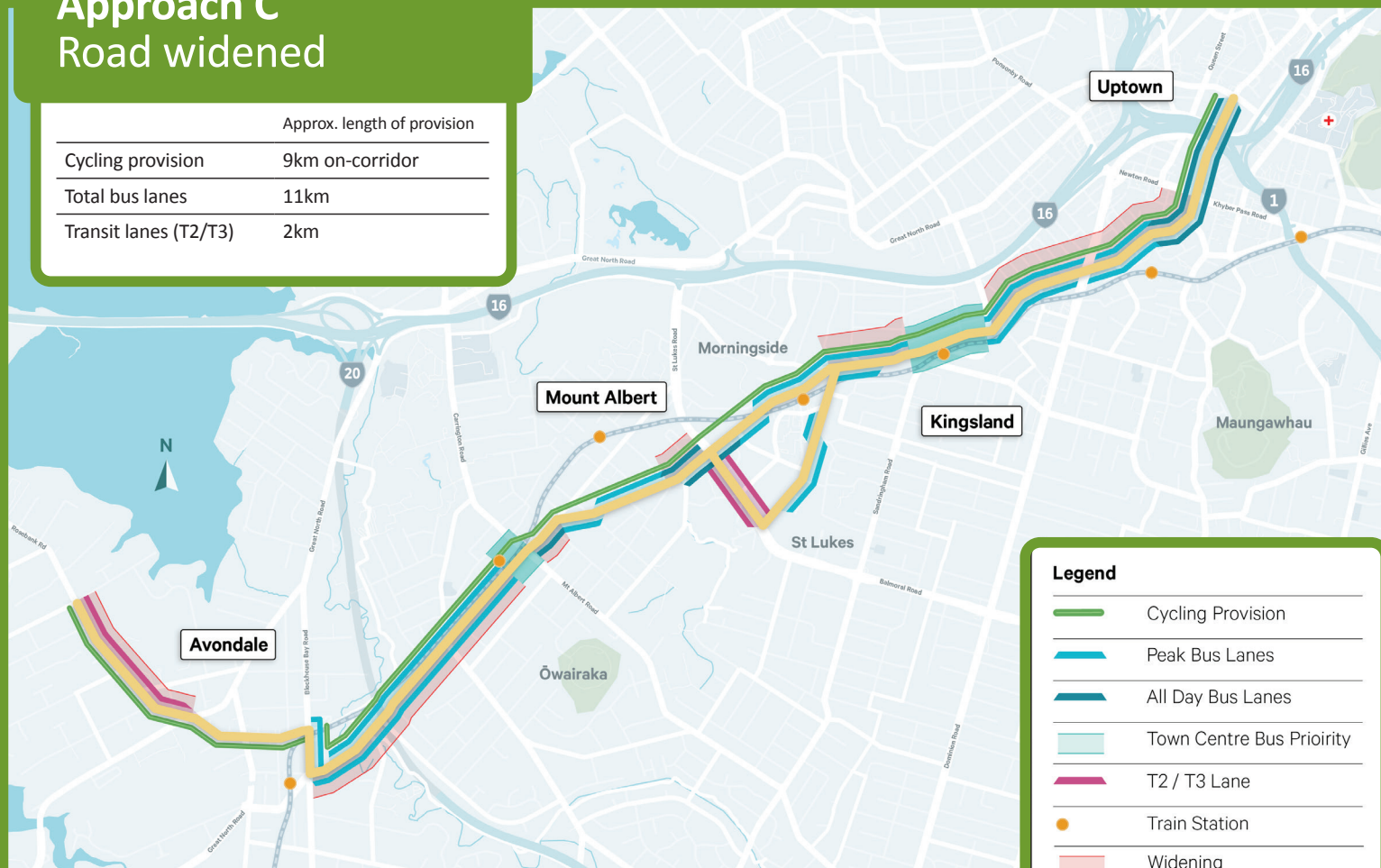
- Lower speed environments in Town Centres.
- 9km of on-corridor separated cycleway.
- Better bus reliability than Approaches A & B.
- Approx. 11km bus lanes.
- Inbound T2 or T3 Lane along Rosebank Road (Avondale Road to Ash Street).

Trade-offs (vs other approaches)

- 60% of existing footpath will have to be narrowed.
- The transport benefits over the two alternatives are minor.
- Highest cost option (double the cost) due to the change in the kerb lines - unaffordable as a whole. However, sections of Approach C could be included with design elements of Approaches A and B which may result in a lower cost.
- More construction activity and longer construction time.
- Cycleway may be narrower than other approaches in some areas.

Approach C Road widened

	Approx. length of provision
Cycling provision	9km on-corridor
Total bus lanes	11km
Transit lanes (T2/T3)	2km



Legend	
	Cycling Provision
	Peak Bus Lanes
	All Day Bus Lanes
	Town Centre Bus Priority
	T2 / T3 Lane
	Train Station
	Widening

A combination of sections from Approaches A, B & C can be chosen as a preferred approach.