

Connected Communities

New North Road & Symonds Street upgrade

Why we are transforming New North Road



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New North Road & Symonds Street upgrade

The Three Approaches



The transformation of the New North Road and Symonds Street corridor is a key focus for Auckland Transport.

The corridor is approximately 11km long and lies within the Whau, Waitematā and Albert-Eden Local Board areas. It plays an important role in connecting the western and central isthmus suburbs to Auckland's City Centre.

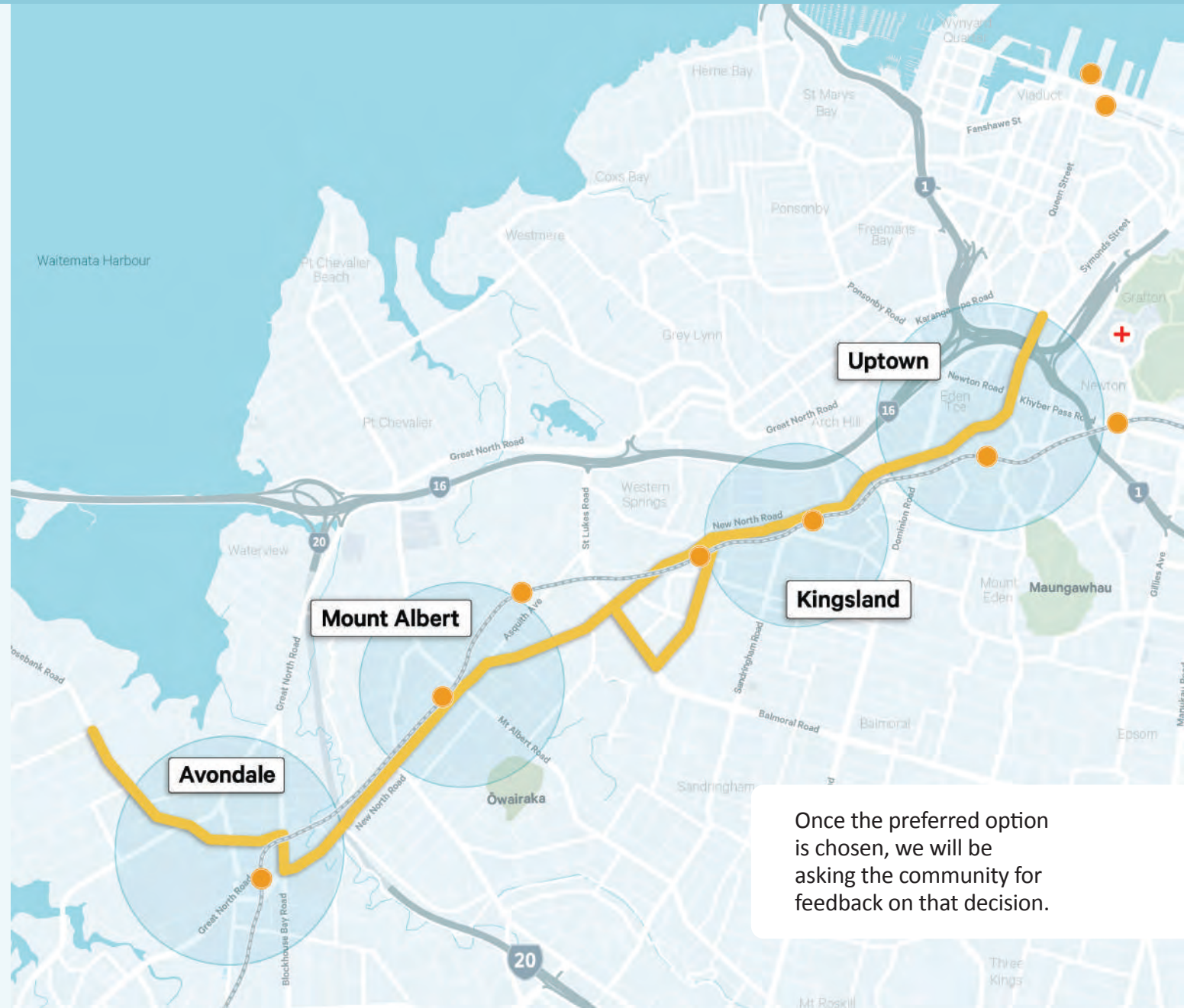
We are seeking your feedback on the Three Approaches that have been proposed for the corridor:

- **Approach A – Two routes**
- **Approach B – Minimal kerb changes**
- **Approach C – Road widened**
- **A mix of the above**

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

Please provide your feedback on the survey by using the following link:

[Complete the survey](#)



Once the preferred option is chosen, we will be asking the community for feedback on that decision.

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Why is change needed?



To accommodate a growing Auckland, the New North Road and Symonds Street upgrade will improve:

- Safety – helping make Auckland’s transport system safe by eliminating harm to people.
- Provide more choices - providing and accelerating better travel choices.
- Make better connections - for people, places, goods, and services.
- Support growth - enabling and supporting Auckland’s growth, particularly in brownfield areas.
- Climate Change - improve the resilience and sustainability of the transport system, and significantly reducing the greenhouse gas it generates.



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Pillars for Change



The four pillars - safety, thriving town centres, public transport and connectivity, and walking and cycling have been used throughout the development and design of the approaches. The pillars guide meeting the needs of local communities along the route.

Each Approach incorporates the pillars and associated benefits but each with a different weighting'. The core focus of the New North road upgrade is to promote change. The four key pillars and associated benefits have been used to shape the Approaches.

1 Safety

37 deaths and serious injury crashes between 2015 – 2019.



70% of crashes involved pedestrians, cyclists and motorbike users.

2 Thriving Town Centres

14,000 tonnes of CO2 emitted from vehicles on the corridor each year.

Increasing population more houses.



3 Public Transport & Connectivity

Currently, bus priority only provided for in the Central City along the corridor, contributing to increased congestion and travel times.



Due to population growth, it's predicted to take over 50 mins to get from Avondale to the City Centre by bus in 2028, unless changes are made.

4 Walking & Cycling

Only 250m of safe cycle infrastructure on 11km of road corridor.



The benefits of change



Working towards Vision Zero goals: zero deaths and serious injuries on our roads.

Safer roads and safer communities.



Town Centres attract growing numbers of people, to live, work and play.



Improved street environment and vibrant local shopping areas.

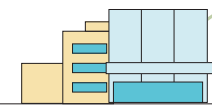
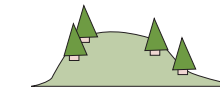


More choices and improved travel connections.



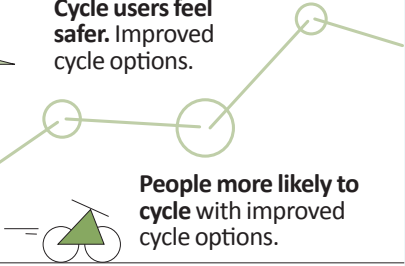
Reduced bus travel times.

Increased frequency and reliability of buses.



Cycle users feel safer. Improved cycle options.

People more likely to cycle with improved cycle options.



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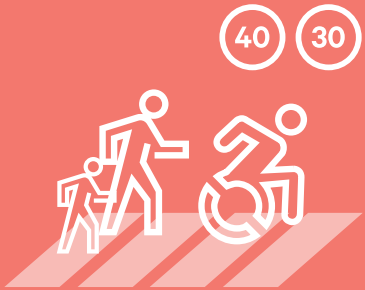
The benefits of the changes



Although the benefits are similar across the all three Approaches, the key differences will be in cost, disruption and the narrowing of footpaths/connectivity of the cycle route.

The project aims to:

Safer corridor



Develop a safe corridor to reduce the number of Death and Serious Injury crashes.

Travel times



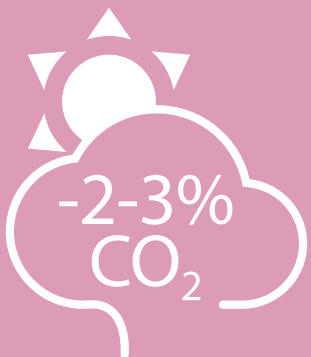
Improve bus journey times with travel time saving of approximately 10-15 minutes from Avondale to Symonds Street.

Cycle infrastructure



The development of safe and connected cycle infrastructure along the corridor could result in 1,500 - 2,500 new commuter cycle trips per day.

Reduce emissions



Reduce CO₂ emissions by 2-3% by providing more travel choices. Other considerations such as switching to electric vehicles will contribute to lower emissions.

Bus services



More convenient bus services may result in an additional 2,000 - 4,000 daily public transport trips.

Future growth



Improvements to the corridor will help accommodate future growth, supporting 40,000 additional people by 2041.

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The Three Approaches explained



These approaches were developed to reflect both the project's four pillars (safety, thriving town centres, public transport and connectivity, and walking and cycling) and community aspirations and feedback.

- The three approaches address a number of issues on the New North Road corridor, each with different benefits and trade-offs.
- As the project progresses, these approaches will be refined to develop an emerging option which meets the needs of both the community and corridor users.

Browse the following pages for more information on how these approaches might be applied across the New North Road & Symonds Street corridor.

Approach A

Two routes

- High level of bus reliability along the majority of the corridor
- Split cycle provision between on- corridor and off-corridor
- No road widening
- Allows easier construction, least disruption, shortest time-frames.



Approach B

Minimal kerb changes

- Good level of bus reliability along most of the route
- Slightly less provision than Approach A, due to some road widening
- Cycle provision along the whole corridor
- More construction cost, disruption, time frames than Approach A.



Approach C

Road widened

- Road extensively widened for bus reliability and cycle provision along most of the route
- Highest cost
- Most disruption and longest construction time.



If you would like more background on how the three approaches were developed, please go to the project **Virtual Engagement Room**.

<https://at.govt.nz/projects-roadworks/connected-communities/new-north-road-and-symonds-street-upgrade/>

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New North Road & Symonds Street upgrade

How the three Approaches compare



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

Outcome	Approach A: Two routes	Approach B: Minimal kerb changes	Approach C: Road widened
Road widening	0%	10%	60%
Cycleway – on-corridor	4.5km	9km	9km
Cycleway – off-corridor	4.5km	—	—
Total kilometres of bus lanes	9km	8km	11km
Total kilometres of transit lanes (T2/T3)	2km	1km	2km
Construction impact	⚠️⚠️	⚠️	⚠️⚠️⚠️
Construction duration	🕒	🕒	🕒🕒🕒
Cost	\$\$	\$\$	\$\$\$\$
Local trip provision for cyclists	✓	✓✓	✓✓
Greater bus reliability	✓✓	✓	✓✓✓
Narrower footpaths	—	—	✓✓✓
Midblock crossings/safe speed limits	✓	✓	✓
Cycle connection Avondale/City Centre	✓	✓	✓
Enhanced priority bus lanes	✓	✓	✓
Tree planting and landscaping	✓	✓	✓
Loading and parking management	✓	✓	✓
Improved pedestrian facilities	✓	✓	✓

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New North Road & Symonds Street upgrade



This approach provides bus priority lanes along the route, and cycle facilities from Karangahape Road and Morningside. An alternate off-corridor cycle route is provided from Morningside to Avondale.

Benefits

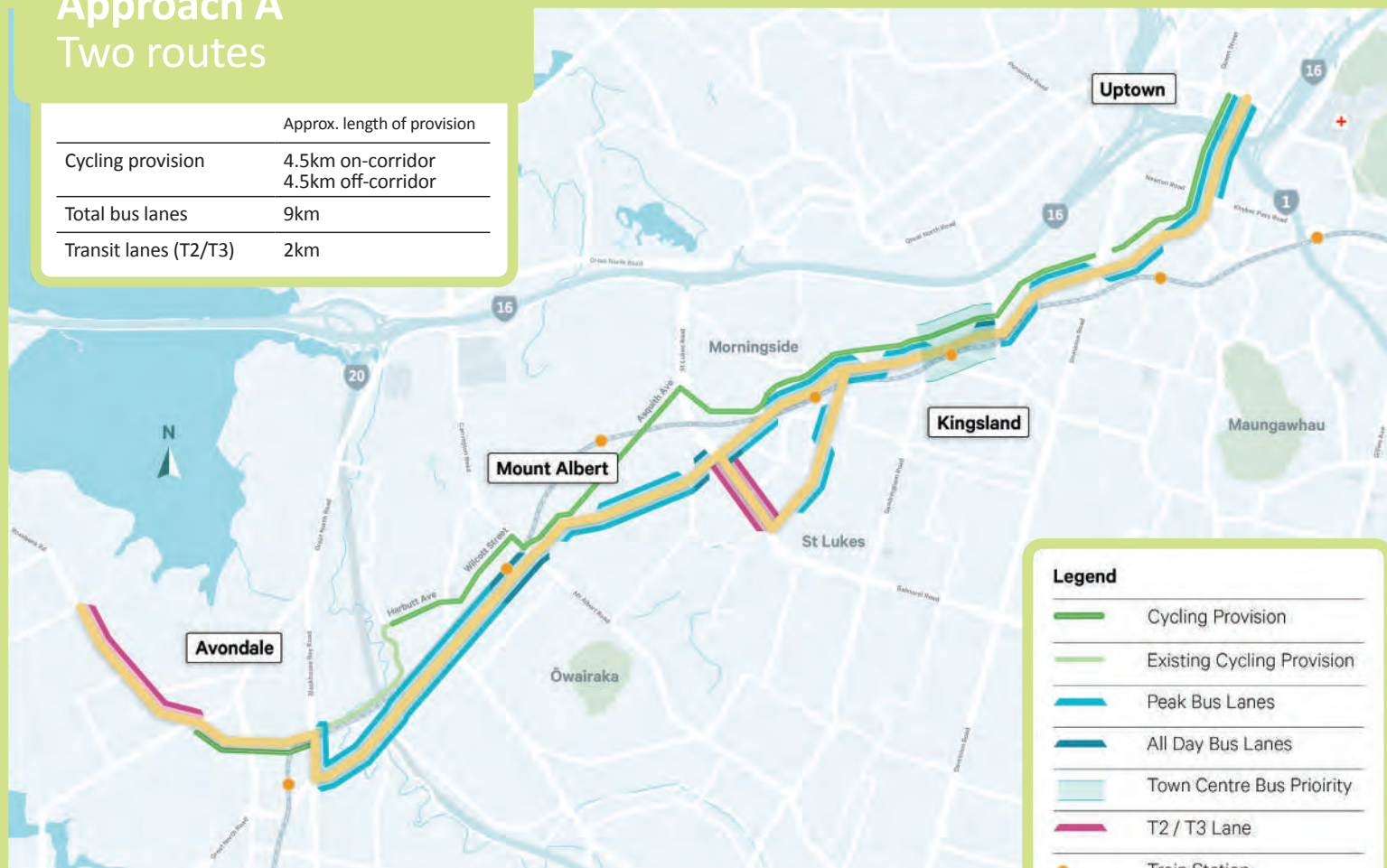
- Lower speed environments in Town Centres.
- 4.5km of on-corridor separated cycleway.
- 4.5km of off-corridor cycling connections.
- Better bus reliability (particularly on the lower section of New North Road).
- Inbound T2 or T3 Lane along Rosebank Road (Avondale Road to Ash Street).
- No kerb changes, with easier construction and less disruption.
- Approx. 9km of bus lanes.

Trade-offs (vs other approaches)

- Cycling connection is less direct (500m longer: Avondale to Karangahape Road).
- Cycle connection off-corridor for 50% of route.
- Requires removal of on-street parking on alternate cycle route.
- No cycle lanes on Rosebank Road between Avondale College and Ash Street.

Approach A Two routes

	Approx. length of provision
Cycling provision	4.5km on-corridor 4.5km off-corridor
Total bus lanes	9km
Transit lanes (T2/T3)	2km



Legend

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

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

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New North Road & Symonds Street upgrade



This approach provides direct connections along New North Road for cycling and moderate provision of bus priority lanes. The majority of the bus and cycle lanes are within the existing kerb line, except at pinch points where the road needs to be widened.

Approach B Minimal kerb changes

	Approx. length of provision
Cycling provision	9km on-corridor
Total bus lanes	8km
Transit lanes (T2/T3)	1km



Legend

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

Benefits

- Lower speed environments in Town Centres.
- 9km of on-corridor separated cycleway.
- Improved bus reliability.
- Approx. 8 km of bus lanes.
- Minimal kerb changes, reduced construction disruption.

Trade-offs (vs other approaches)

- Reduced level of bus lanes vs Approaches A & C.
- No inbound T2 or T3 on Rosebank Road.

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

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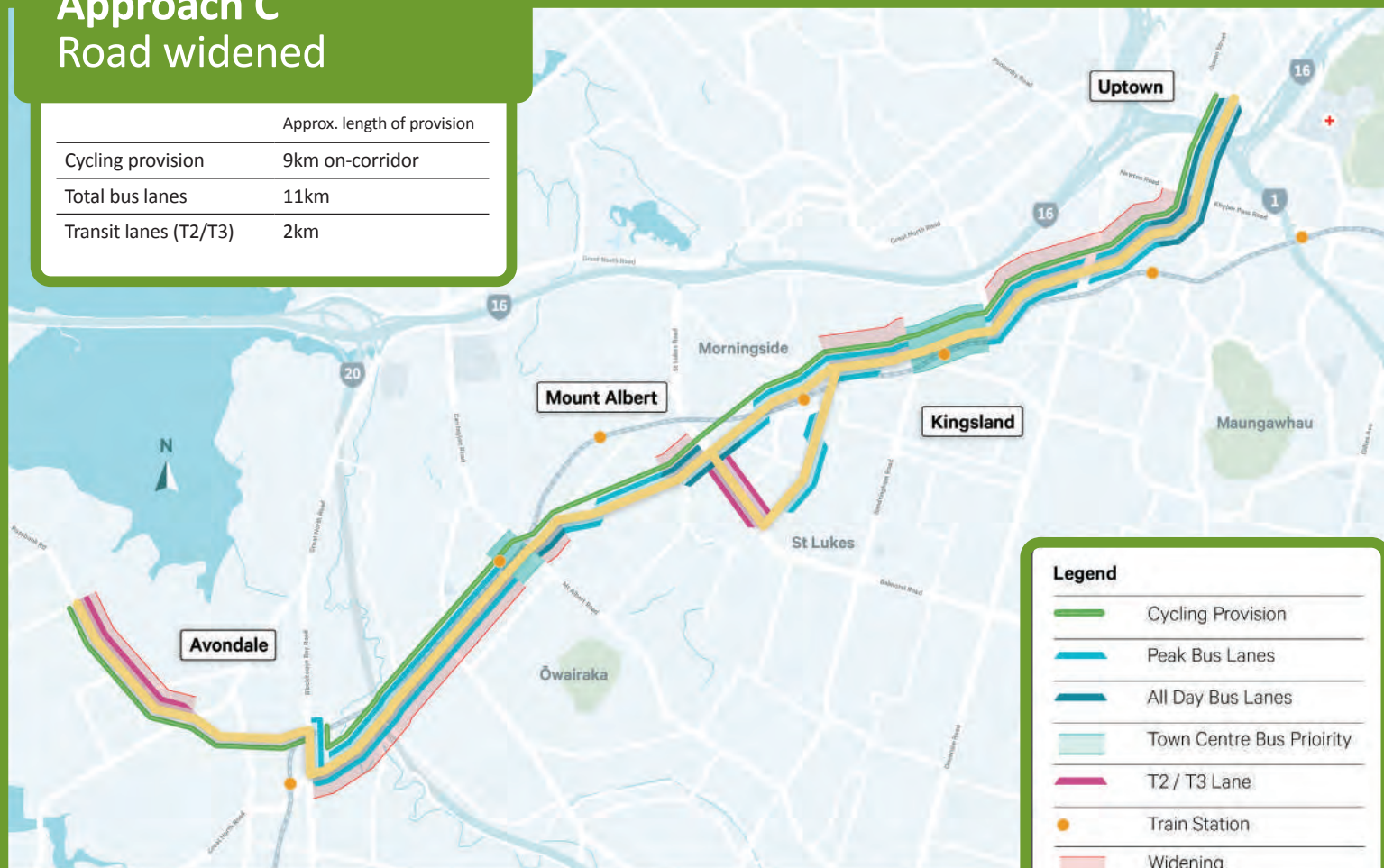
New North Road & Symonds Street upgrade



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.

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

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.

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

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New North Road & Symonds Street upgrade

For further information on the Community Collaboration Process and Technical Insights, check out the **Project Virtual Engagement Room**.

<https://at.govt.nz/projects-roadworks/connected-communities/new-north-road-and-symonds-street-upgrade/>



Uptown area Key considerations



Uptown covers the Newton area which New North Road runs through.

Aspirations of the Community Collaboration Panel

- Extend Uptown development to integrate with the new CRL Station.
- More pedestrian and footpath width is key to improving public space.
- More tree planting and better pedestrian crossing.
- Weekend markets on the street and more use of footpaths by businesses, such as cafés.
- Continuous cycle lanes.
- Reducing the number of vehicle lanes.

Technical considerations

- Improved access to Mt Eden Station.
- Safe System Design, that manages traffic speed.
- More reliable bus journeys through bus priority and bus lanes.
- Continuous two-way cycleways.
- Improved urban environment to support future growth.
- Provision for local freight, including deliveries.

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New North Road & Symonds Street upgrade

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

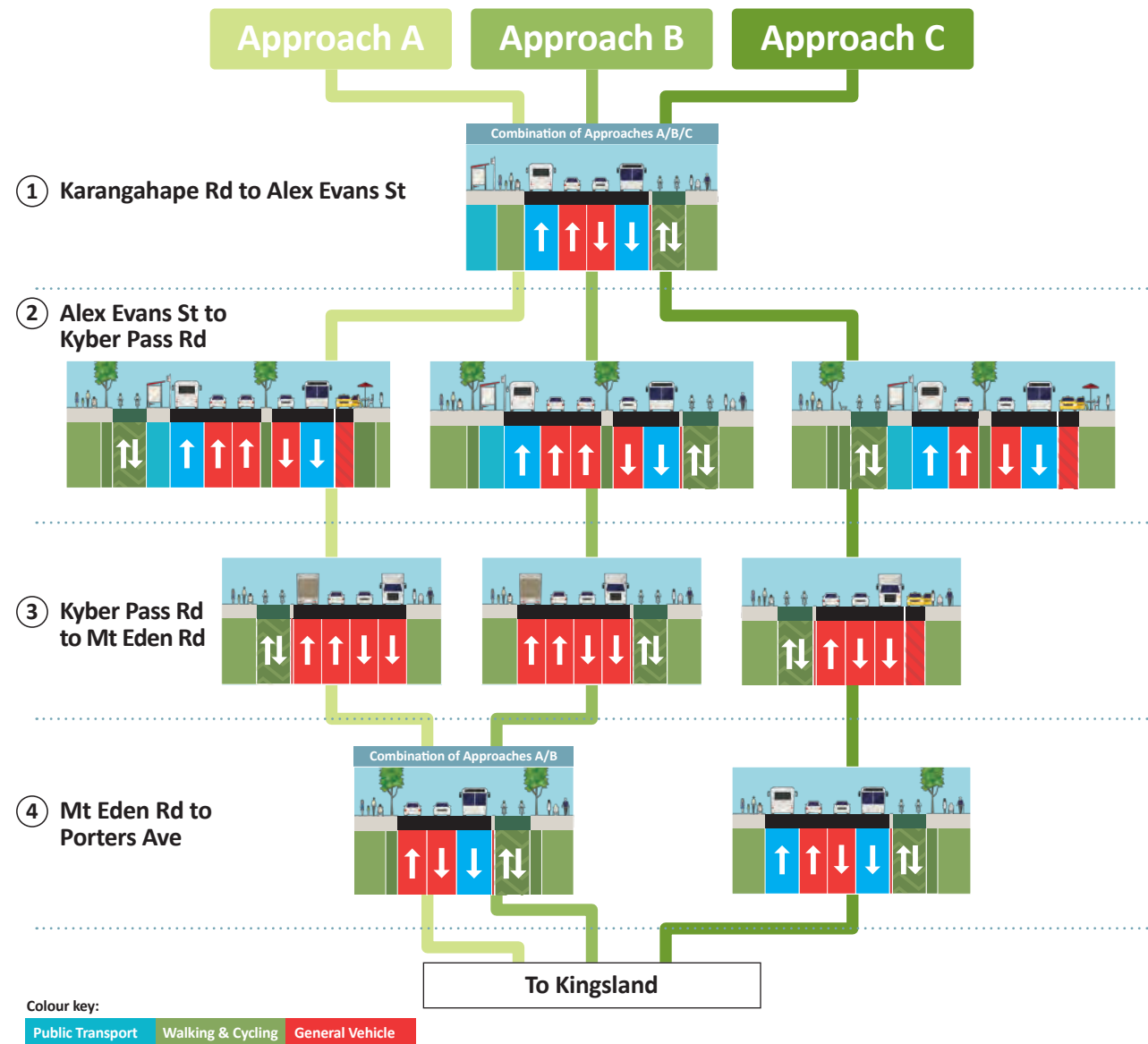
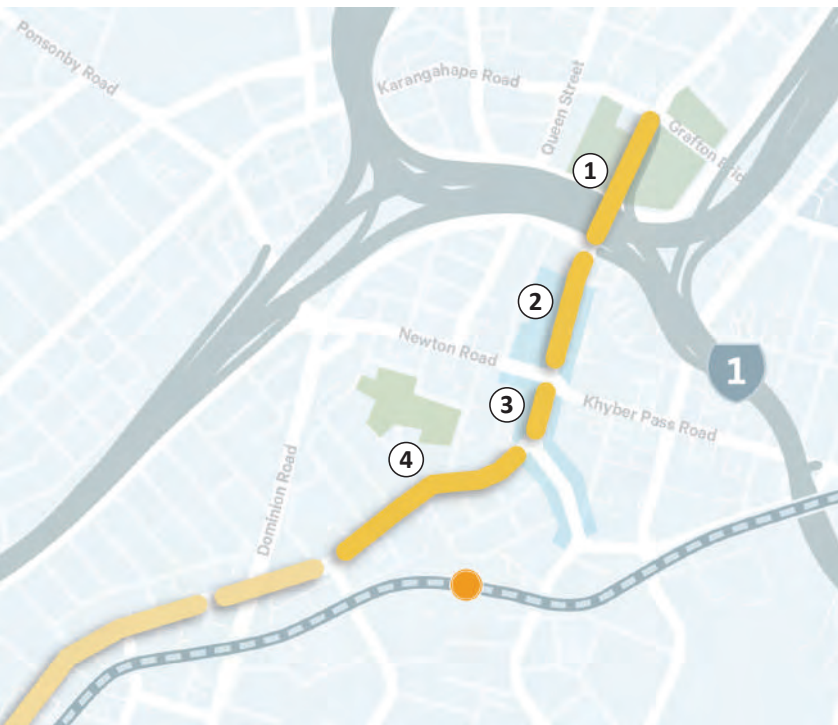


Uptown area

The three Approaches in detail

The focus of Uptown is to balance the urban environment aspirations and the movement of people. Considerations in the development of this section relate to:

- Continuous cycleway connections to the Central City and isthmus.
- Balancing space for pedestrians, cycling and bus priority vs traffic lanes for access.
- Future developments such as City Link Rail (CRL) and housing intensification.



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New North Road & Symonds Street upgrade



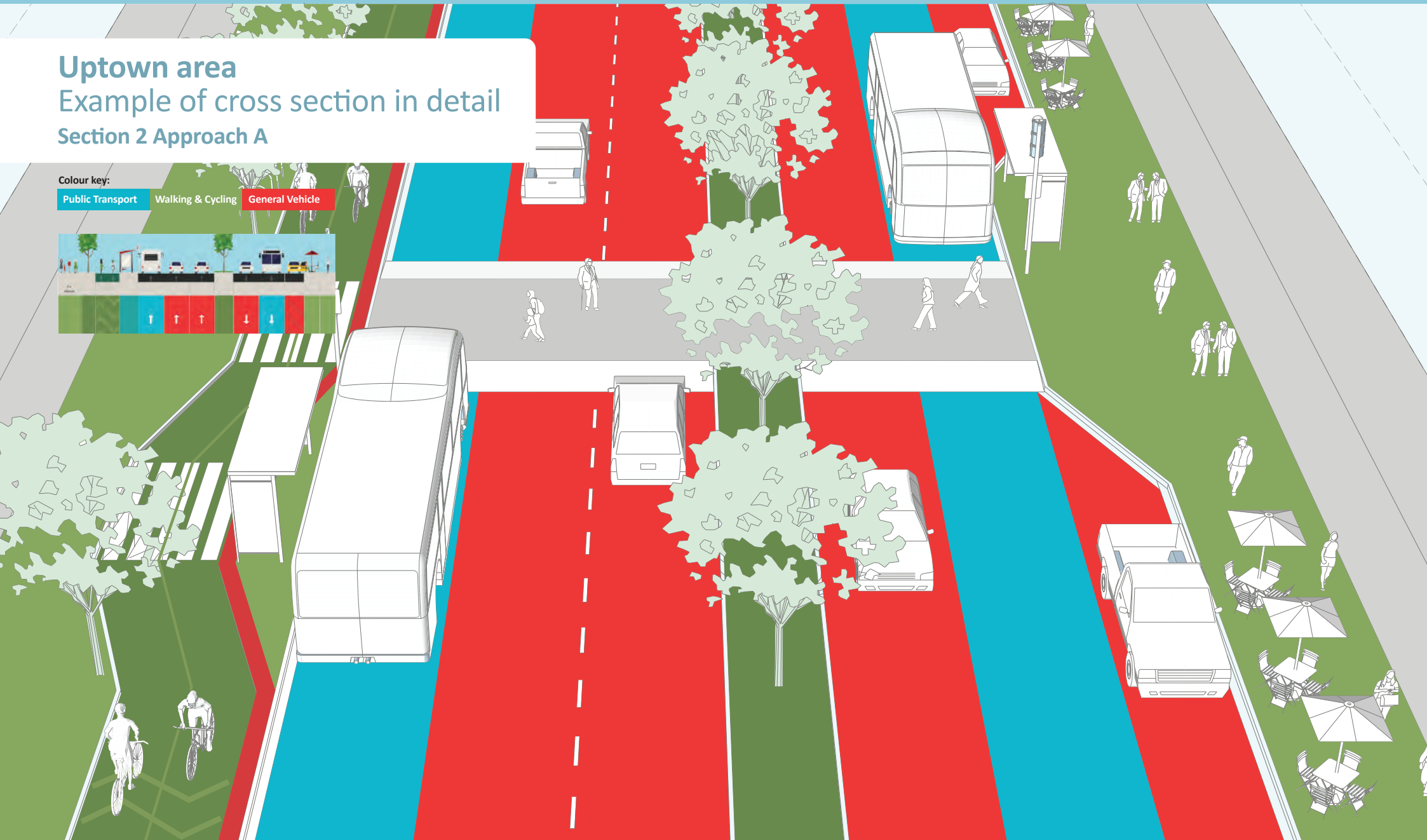
Uptown area

Example of cross section in detail

Section 2 Approach A

Colour key:

- Public Transport
- Walking & Cycling
- General Vehicle



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Kingsland area Key considerations



Artist's impression of Central Road to Kingsland Ave. Section 7, Approach A.



This is a representation of an option and does not reflect a final decision.

Bordered by light industrial on the city side and the suburb of Morningside on the other, Kingsland benefits from a strong railway connection. But there is conflict from limited space and congestion as traffic increases nearer the Town Centre.

Aspirations of the Community Collaboration Panel

- Opportunity to enhance and support a thriving Town Centre.
- Balancing footpath width, parking, bike parking and tree planting.
- Continuous two-way cycleways.
- Bus prioritisation on the approaches to the Town Centre - not through the Town Centre.
- Increasing safety around the Dominion Road Flyover.

Technical considerations

- Increased emphasis on place and local character.
- Provision for local freight, including deliveries.
- Joined-up transport connections, such as between bus, cycle and trains.
- Improving safety for all road users and managing speeds through the Town Centre.
- Continuous two-way cycleway.
- More reliable bus journeys, through bus priority and bus lanes.

Connected Communities

New North Road & Symonds Street upgrade

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

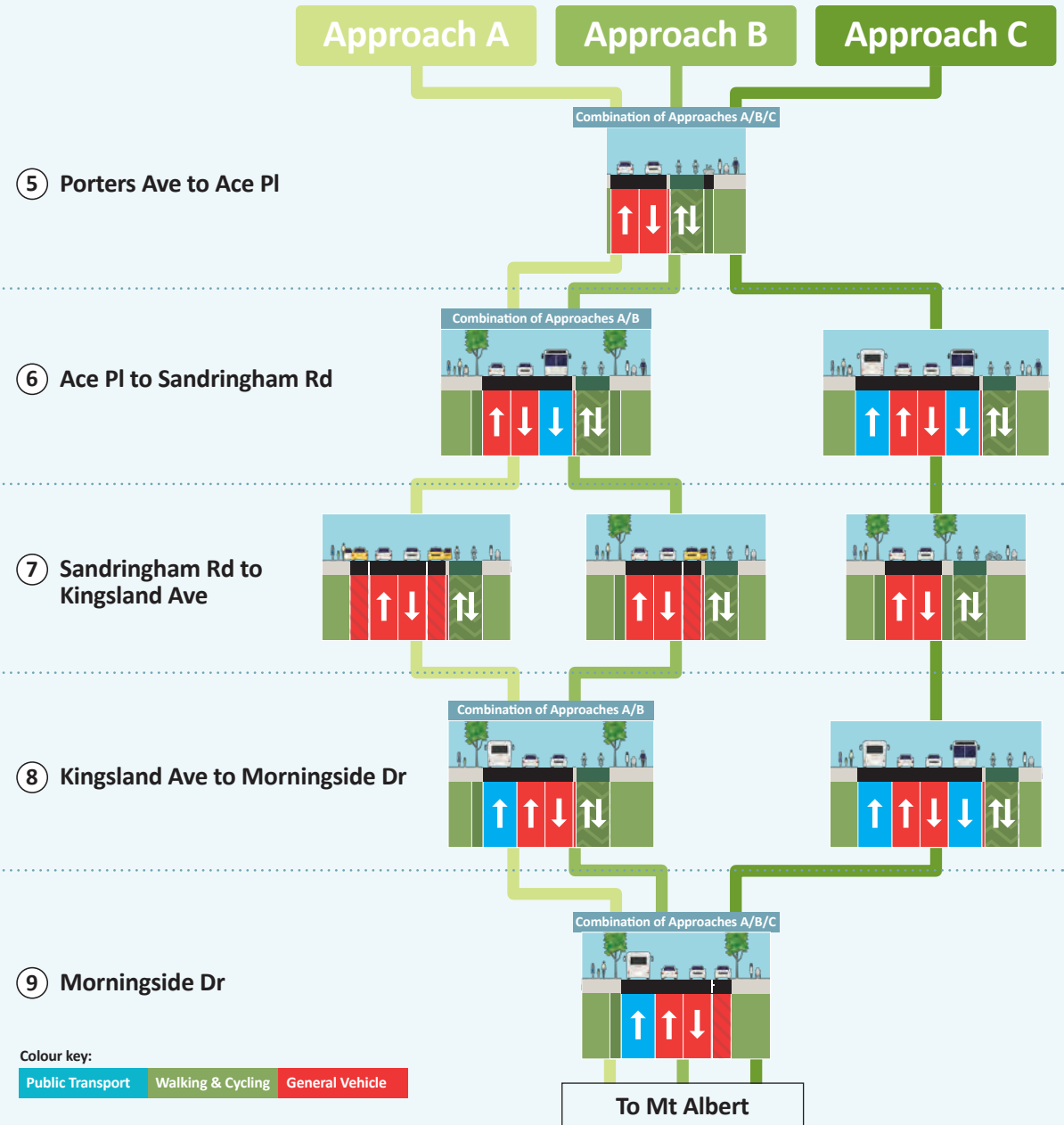
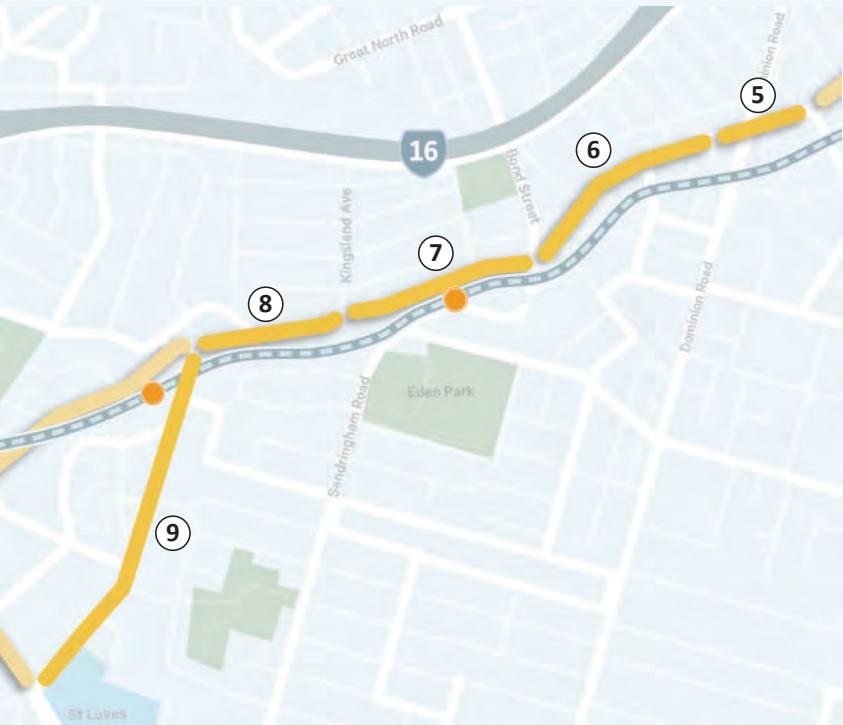


Kingsland area

The three Approaches in detail

In Kingsland the approaches focus on the movement of people along the corridor and reinforcing local identity at gathering places:

- Increasing transport choices.
- On-corridor cycling connection.
- Improving road safety and managing traffic speeds.
- Catering for future population growth.



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New North Road & Symonds Street upgrade



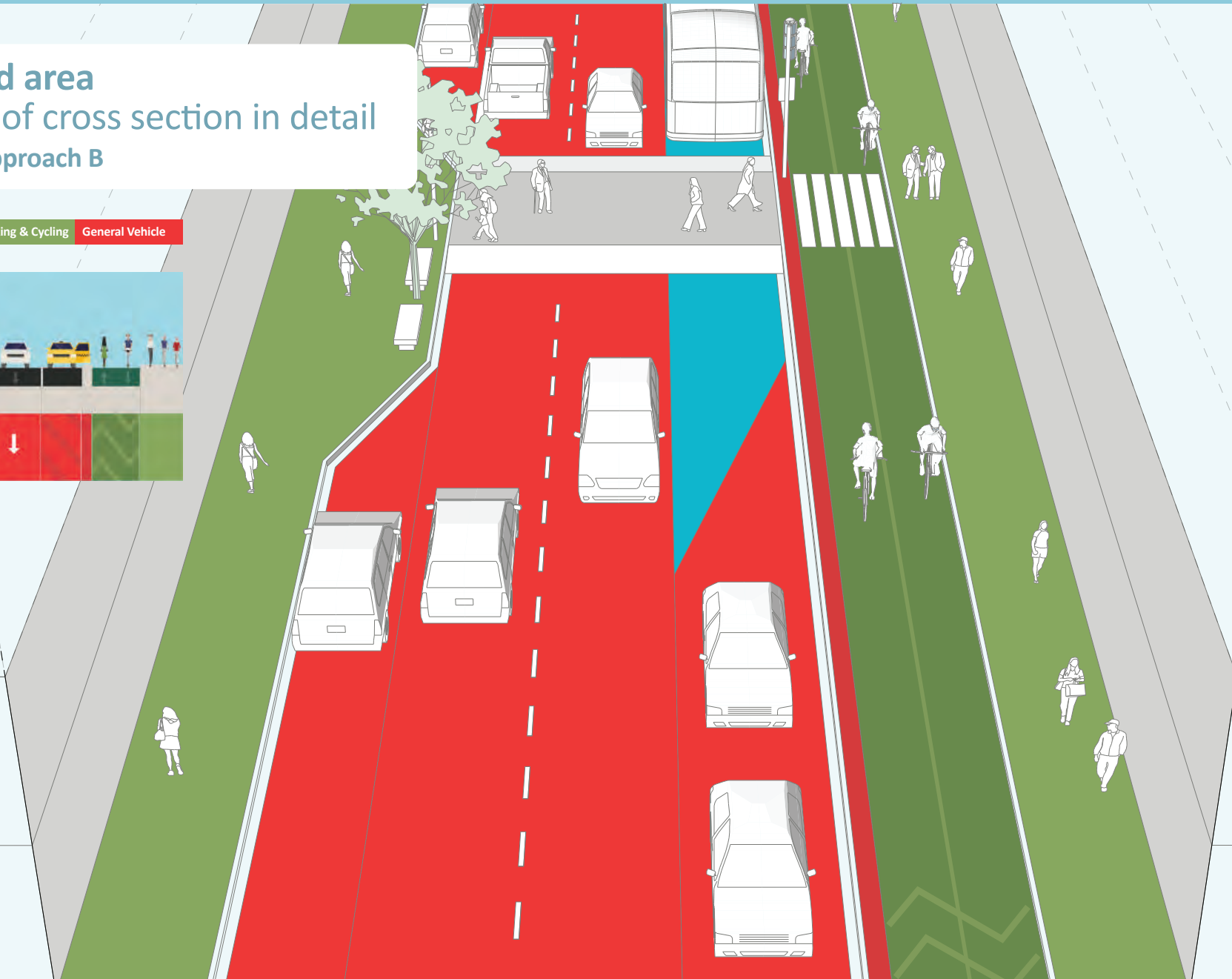
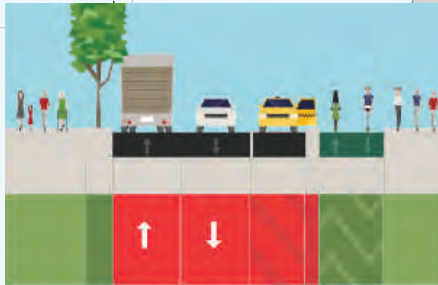
Kingsland area

Example of cross section in detail

Section 7 Approach B

Colour key:

Public Transport	Walking & Cycling	General Vehicle
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New North Road & Symonds Street upgrade

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Mt Albert area Key considerations



Artist's impression of Mt Albert Road to 984 New North Road. Section 15, Approach C.

This is a representation of an option and does not reflect a final decision.

Mt Albert has high density areas and movement throughout the corridor. All approaches are trying to achieve travel efficiency through the Town Centre, however each approach requires trade-offs.

Aspirations of the Community Collaboration Panel

- Opportunity to enhance and support a thriving Town Centre.
- Supporting growth from property development and intensification along the corridor.
- Support for options of cycleway on New North Road or on parallel road.
- Maintain parking and loading zones for businesses.
- Provision of bus lanes and bus priority on the approach to the Town Centre.
- Slowing of cycle speeds through the Town Centre.

Technical considerations

- Providing Safe System Design for all road users.
- Provision for local freight, including deliveries.
- Provision of safe cycle facilities.
- Reliable bus journeys though bus priority and bus lanes.

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New North Road & Symonds Street upgrade

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

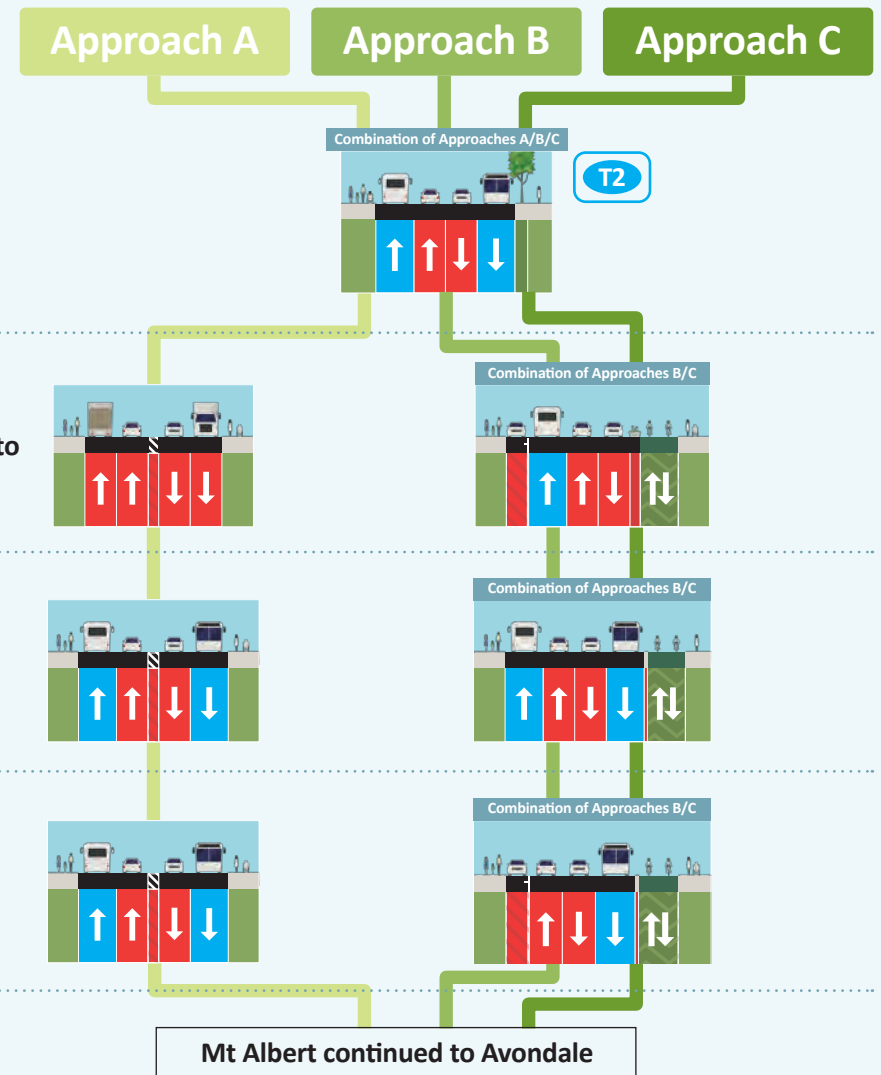
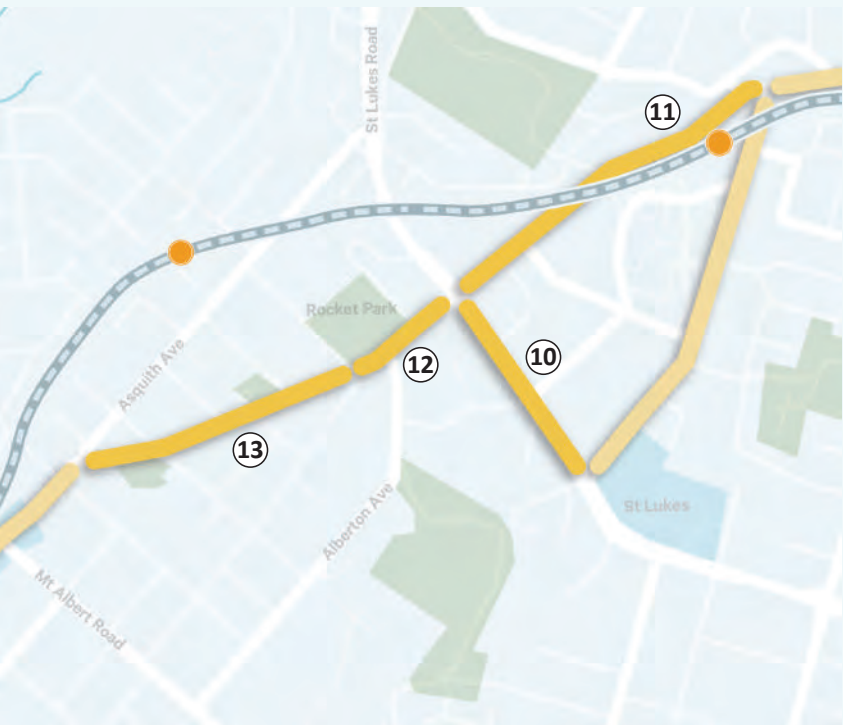


Mt Albert area

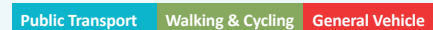
The three Approaches in detail

In Mt Albert the focus is balancing the efficiency of the corridor with local needs:

- Balancing access and movement requirements.
- Improving safety, bus and cycling outcomes at corridor pinch points.
- Catering for future population growth.
- On or off-corridor cycling connection to Avondale.



Colour key:



Connected Communities

New North Road & Symonds Street upgrade

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

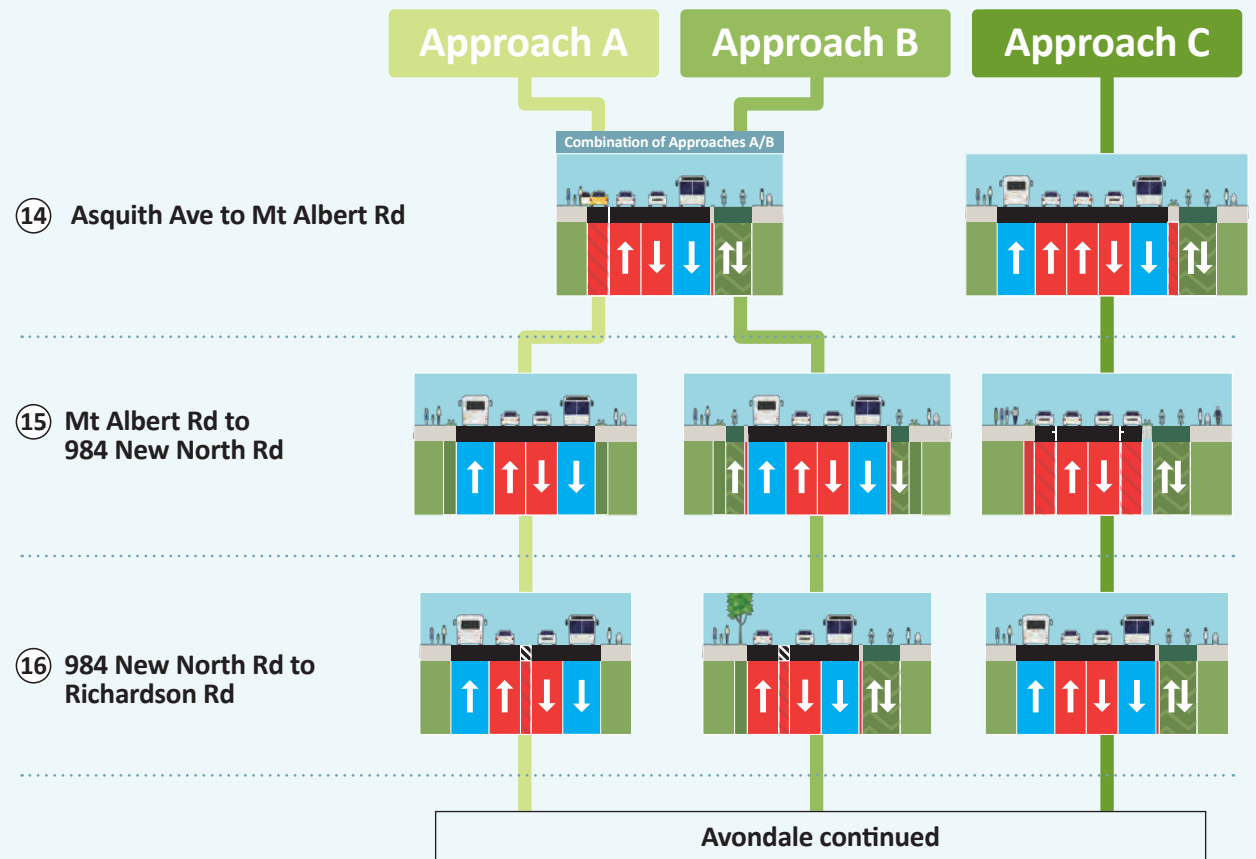
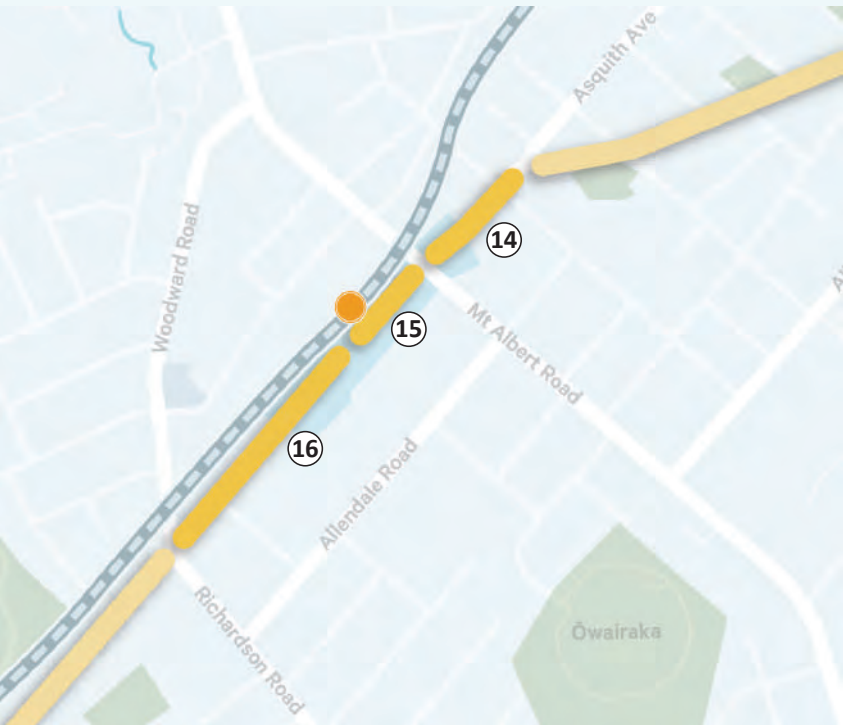


Mt Albert area

The three Approaches in detail

In Mt Albert Town Centre the approaches focus on the movement of people along the corridor and reinforcing local identity at gathering places:

- Increasing transport choices.
- On-corridor cycling connection.
- Improving road safety and managing traffic speeds.
- Catering for future population growth.



Colour key:

- Public Transport
- Walking & Cycling
- General Vehicle

Connected Communities

New North Road & Symonds Street upgrade



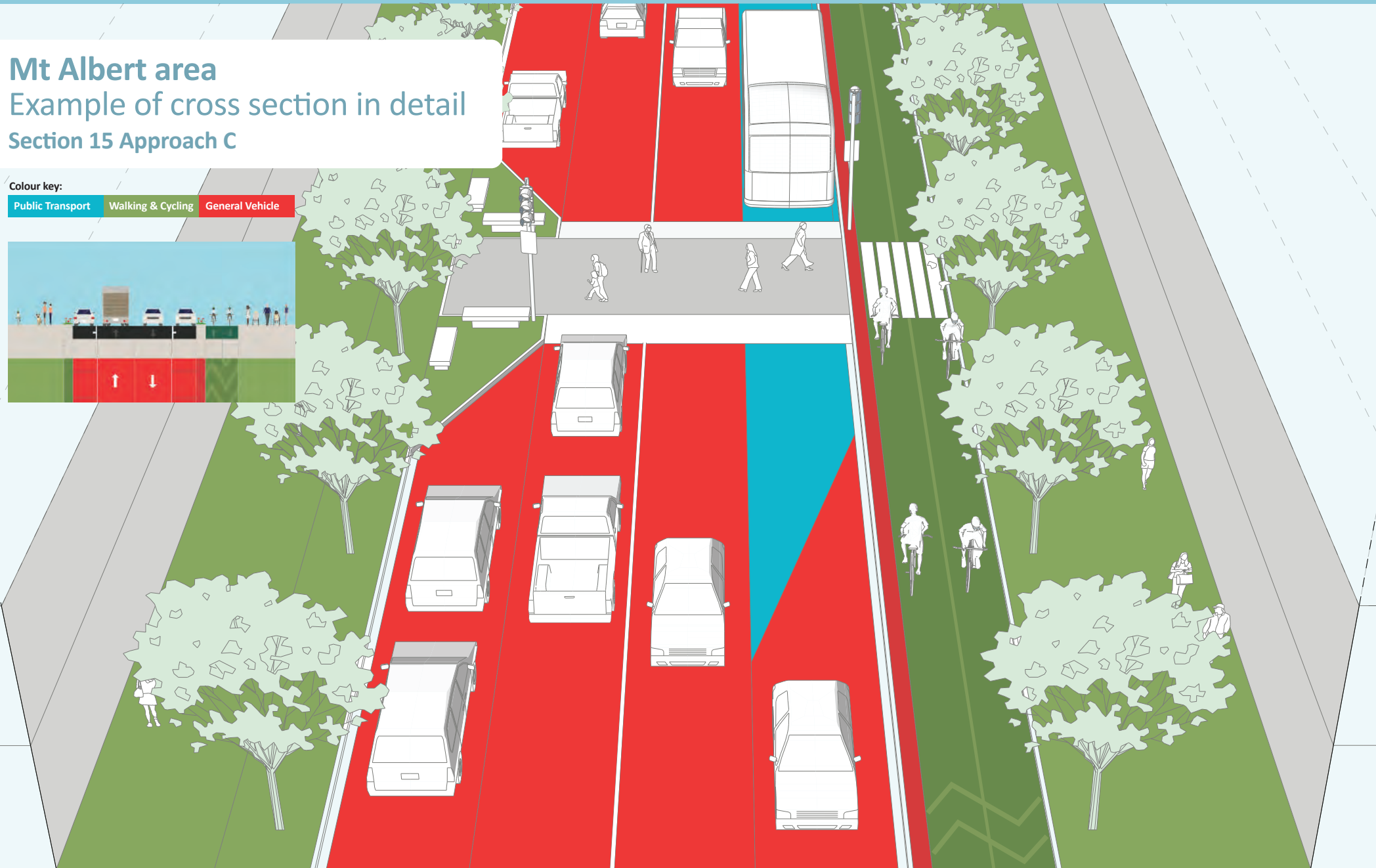
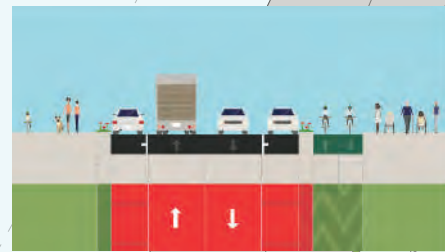
Mt Albert area

Example of cross section in detail

Section 15 Approach C

Colour key:

Public Transport	Walking & Cycling	General Vehicle
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<https://at.govt.nz/projects-roadworks/connected-communities/new-north-road-and-symonds-street-upgrade/>



Avondale area Key considerations



Artist's impression of Layard Street to Elm Street. Section 20, Approach B.

This is a representation of an option and does not reflect a final decision.

Avondale is the catchment at the western end of the New North Road corridor and its distance from the City Centre and the volume of people passing through vs. using the route locally is different. This results in consideration about connections to local hubs, like schools and the railway, being key aspects of discussion across all approaches.

Aspirations of the Community Collaboration Panel

- Strong support for cycling infrastructure.
- Desire for efficient bus lanes and bus infrastructure.
- A review of on-street parking in Avondale.
- Reducing parking time limits to support high turnover of parking and better use of off-street parking.
- Improved pedestrian crossings.

Technical considerations

- Providing Safe System Design for all road users.
- Provision for local freight, including deliveries.
- Improving local identity and place, providing a range of transport connections and travel choices.
- Providing continuous two-way cycleway.
- Reliable bus journeys though the provision of bus priority and bus lanes.
- Improving wayfinding to Avondale Station.

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

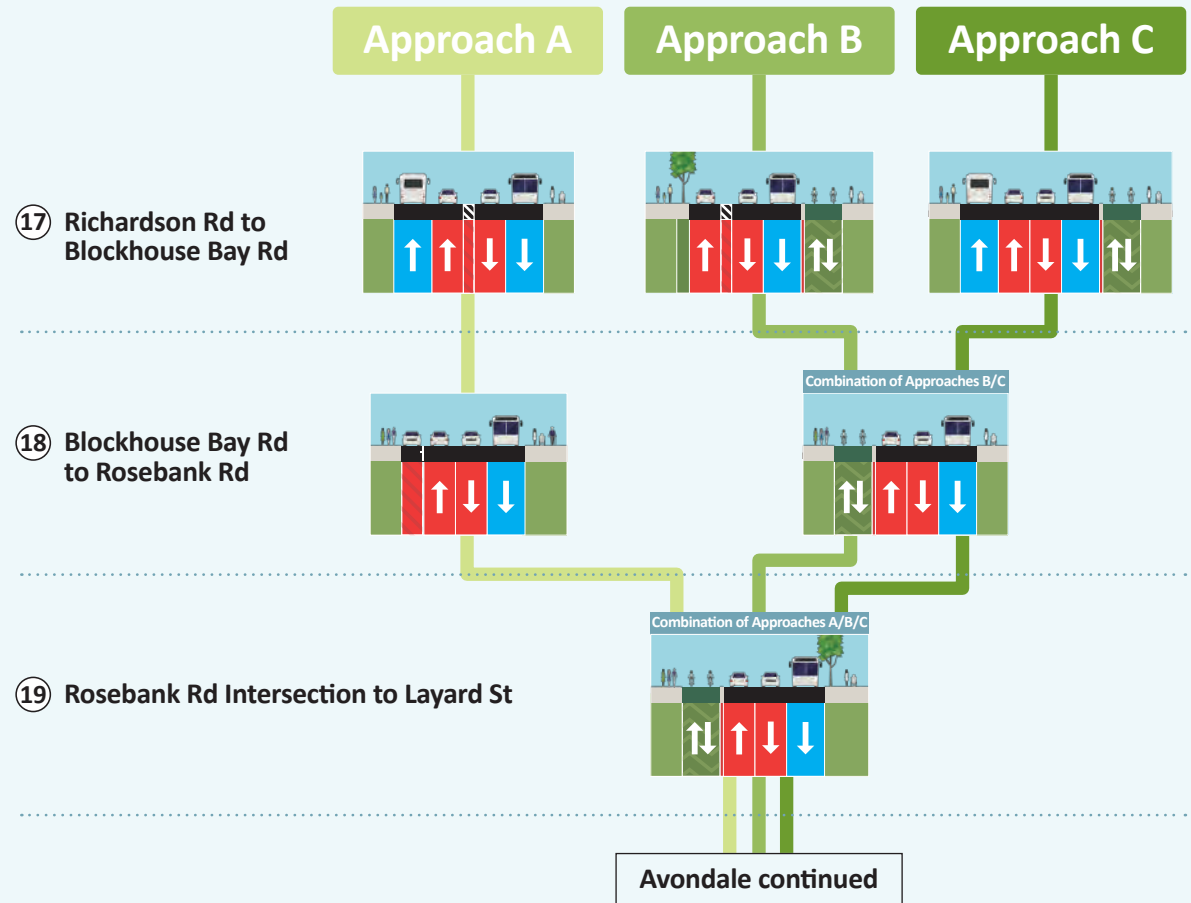
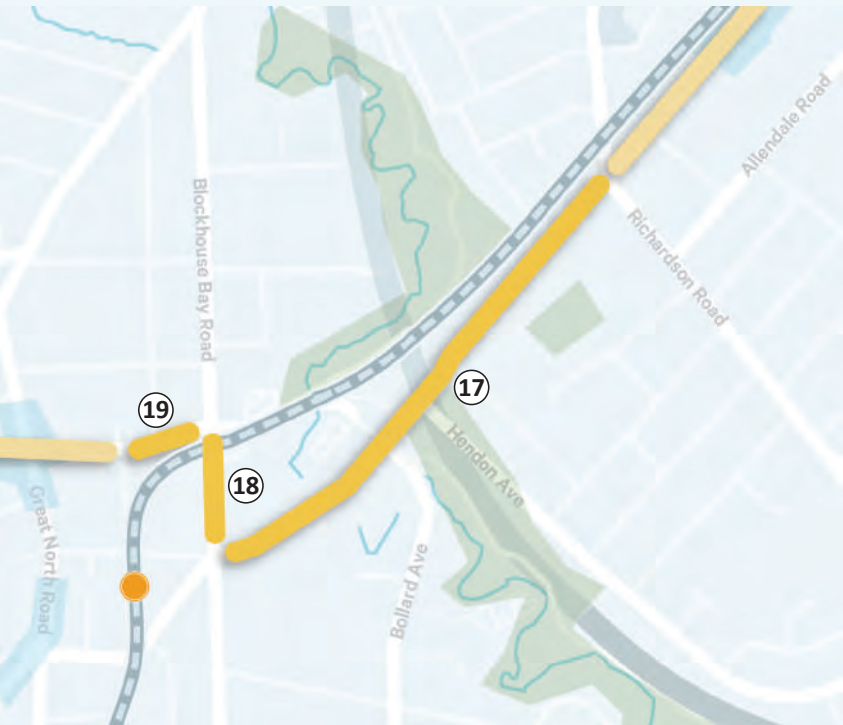


Avondale area

The three Approaches in detail

In Avondale Town Centre the approaches focus on the movement of people along the corridor and reinforcing local identity at gathering places, as well as:

- Increasing transport choices.
- On-corridor cycling connection.
- Improving road safety and managing traffic speeds.
- Catering for future population growth.



Colour key:



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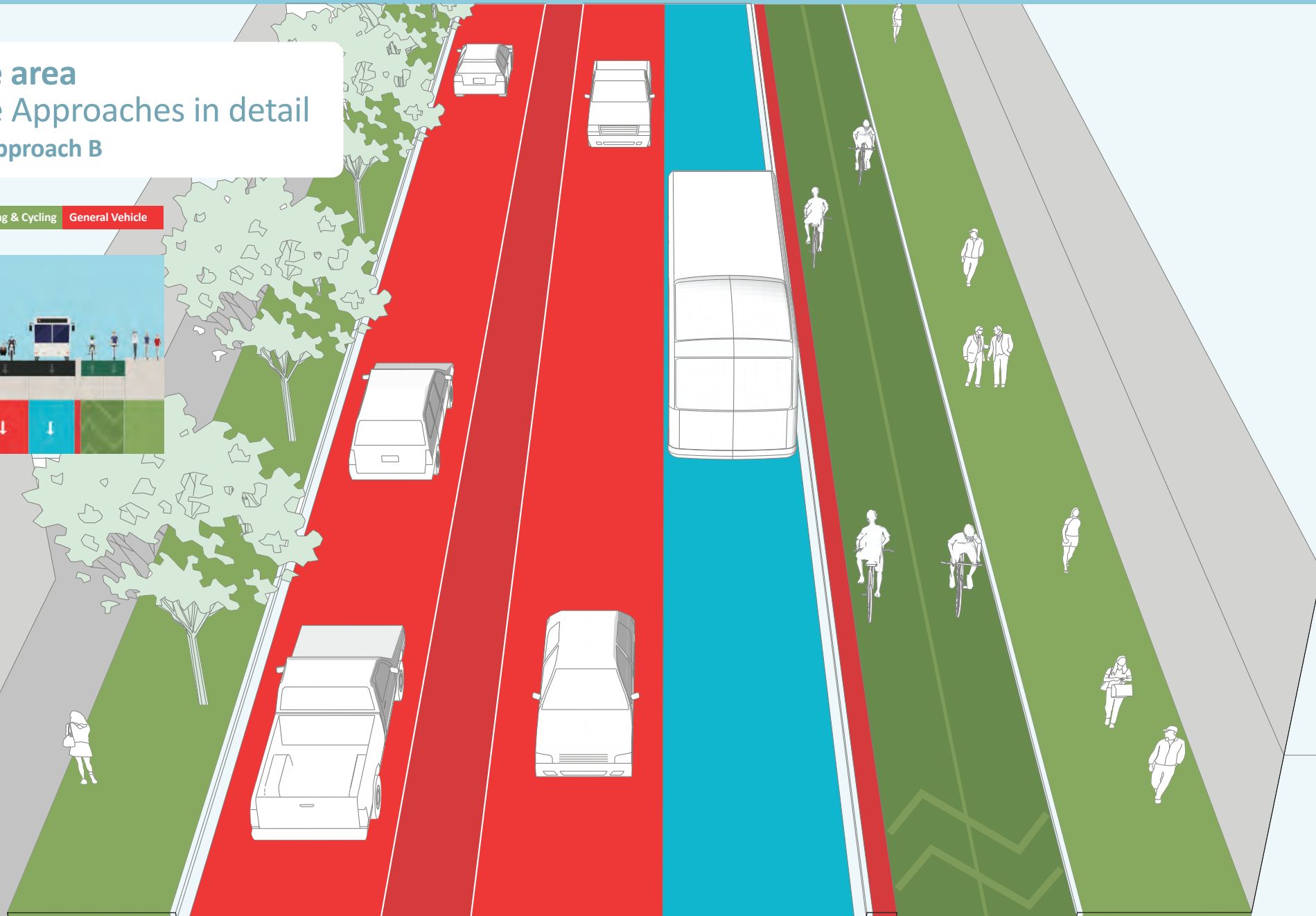
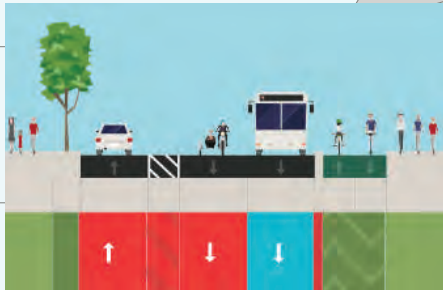


Avondale area

The three Approaches in detail

Section 17 Approach B

Colour key:
Public Transport Walking & Cycling General Vehicle



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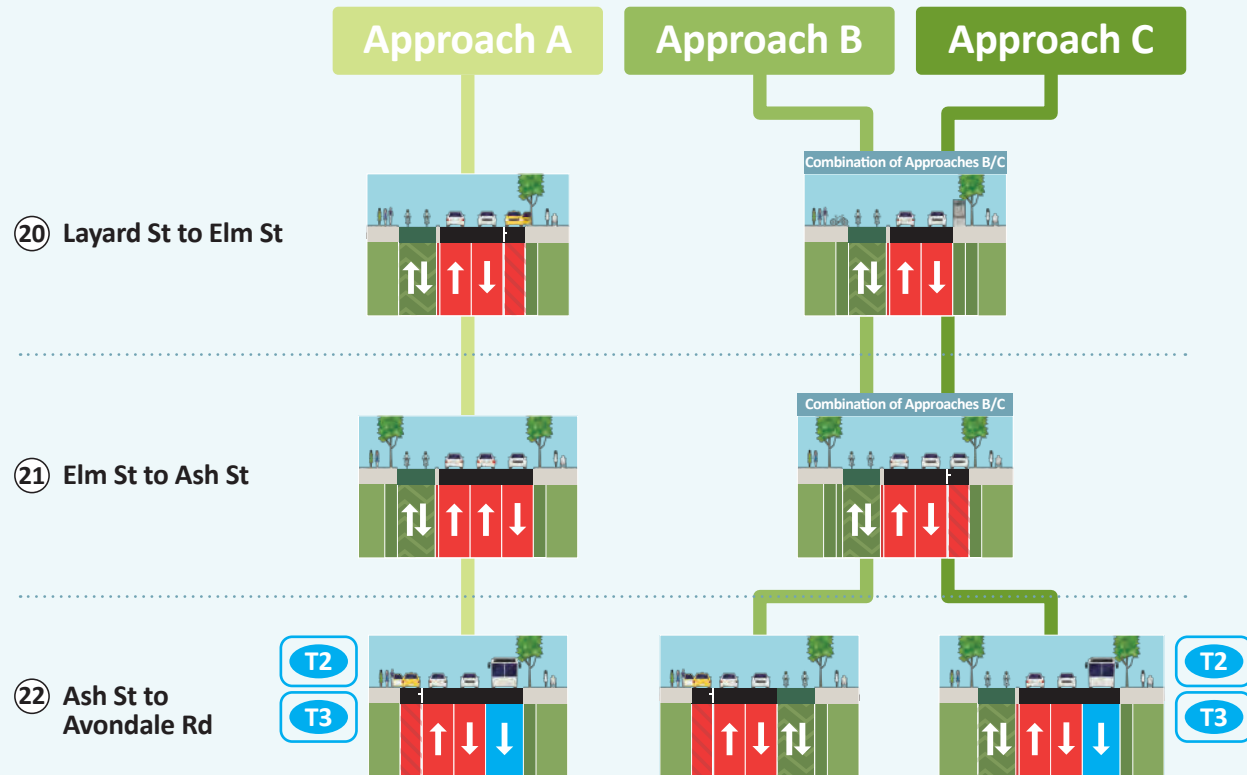
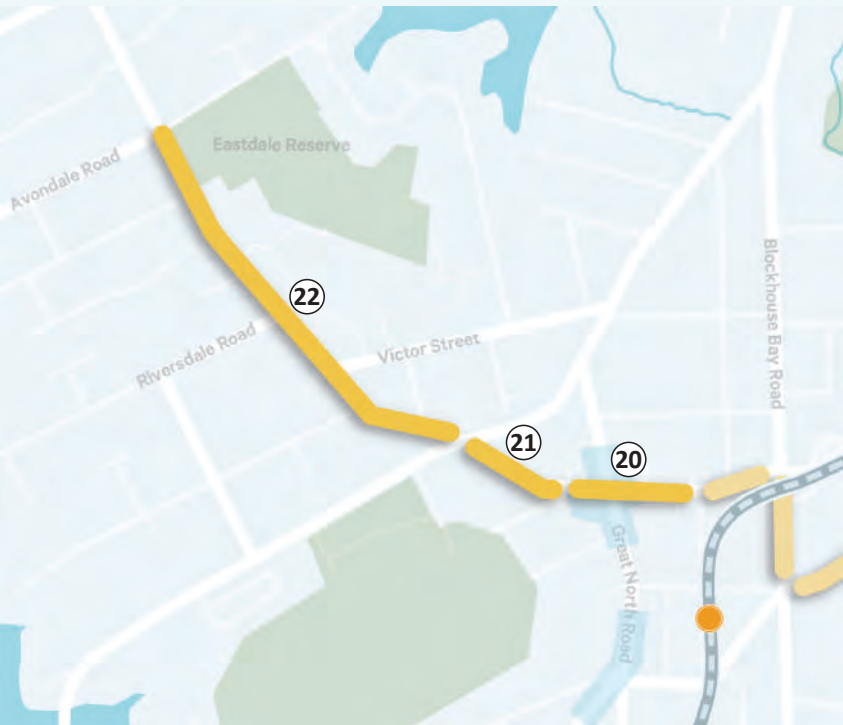


Avondale area

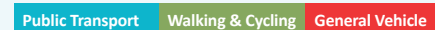
The three Approaches in detail

In Avondale Town Centre the approaches focus on the movement of people along the corridor and reinforcing local identity at gathering places, as well as:

- Increasing transport choices.
- On-corridor cycling connection.
- Improving road safety and managing traffic speeds.
- Catering for future population growth.



Colour key:



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New North Road & Symonds Street upgrade

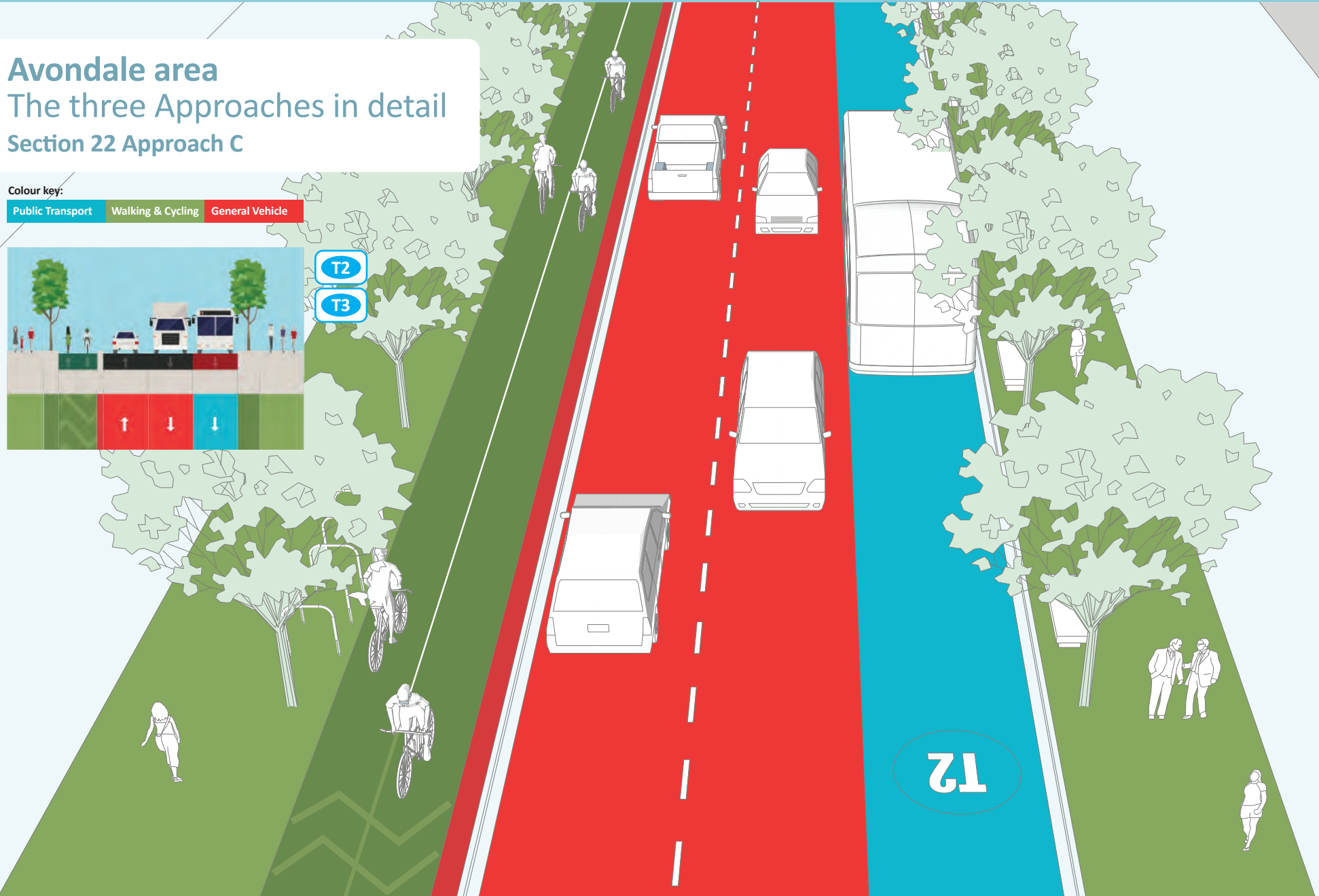
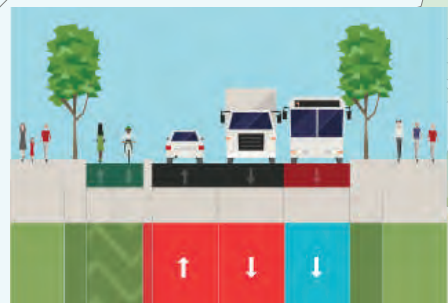


Avondale area

The three Approaches in detail

Section 22 Approach C

Colour key:
Public Transport Walking & Cycling General Vehicle



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New North Road & Symonds Street upgrade

Journey board - Full project timeline



Feb 2021

Community discussion on the corridor - how people use it, what they like and changes they would like to see

Jun 2021

Collaboration panels set up with the community and stakeholders

Jul 2021

Panel members appointed and community collaboration process begins

Aug – Dec 2021

Collaboration panel workshops to develop shortlist of approaches

Feb – Apr 2022

Public consultation on shortlist of approaches

We are here

Mid 2022

Public engagement on preferred corridor option

Mid – late 2022

Corridor design phase

2023/24

Corridor construction commences



Connected Communities

New North Road & Symonds Street upgrade

Have your say



We want your feedback

Call us:
09 355 3553

Email us:
engagement@connectedcommunities.nz

Online:
at.govt.nz/newnorthroad

Virtual Engagement Room:
<https://connectedcommunities.at.govt.nz/newnorthroad/>

Find out more, or get involved by going to the project site:
<https://at.govt.nz/projects-roadworks/connected-communities/new-north-road-and-symonds-street-upgrade/>

