

# Connected Communities

## 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



Artist's impression of Alex Evans Street to Khyber Pass Road. Section 2, Approach A. This is a representation of an option and does not reflect a final decision.

**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.

# Connected Communities

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

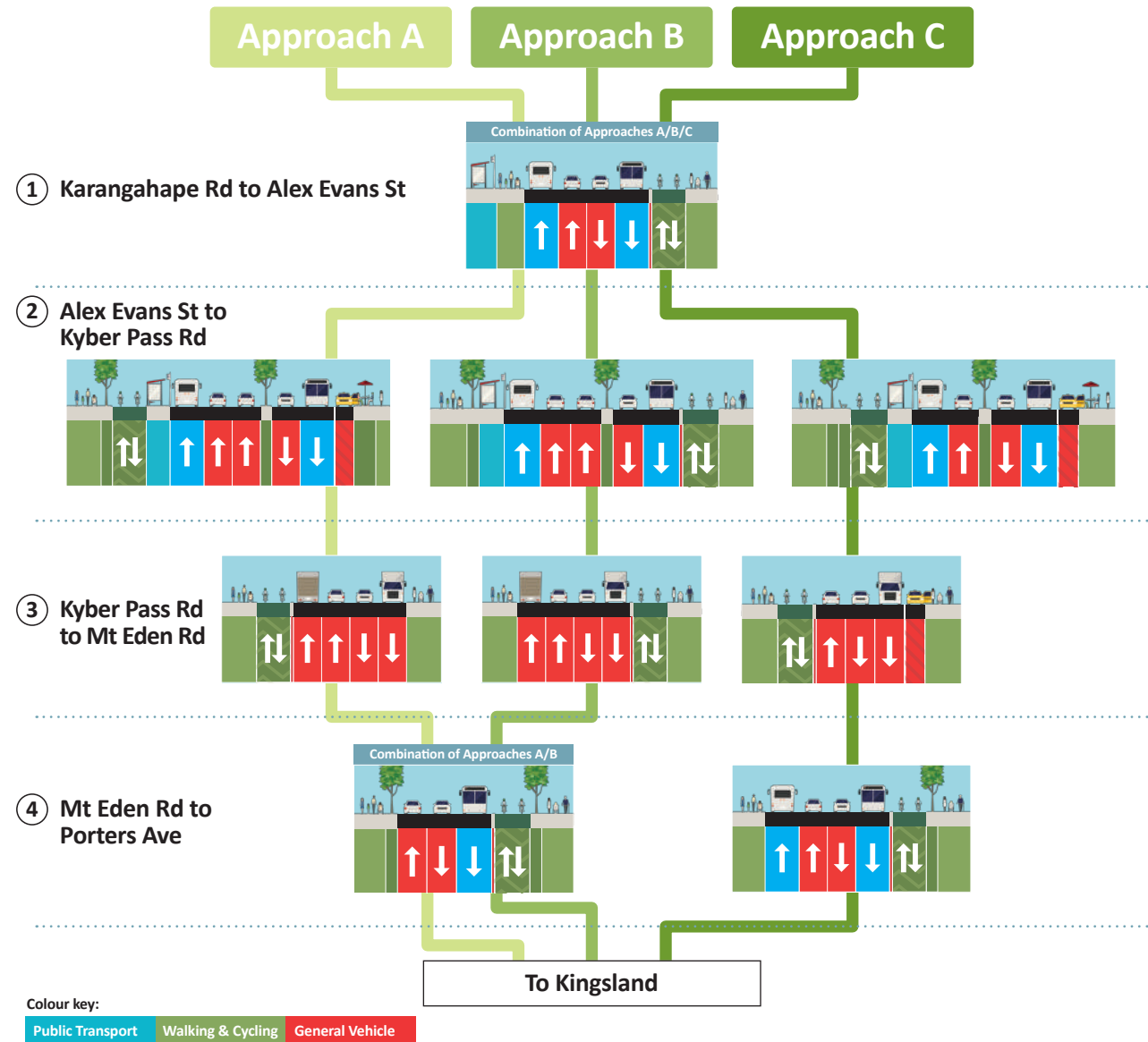
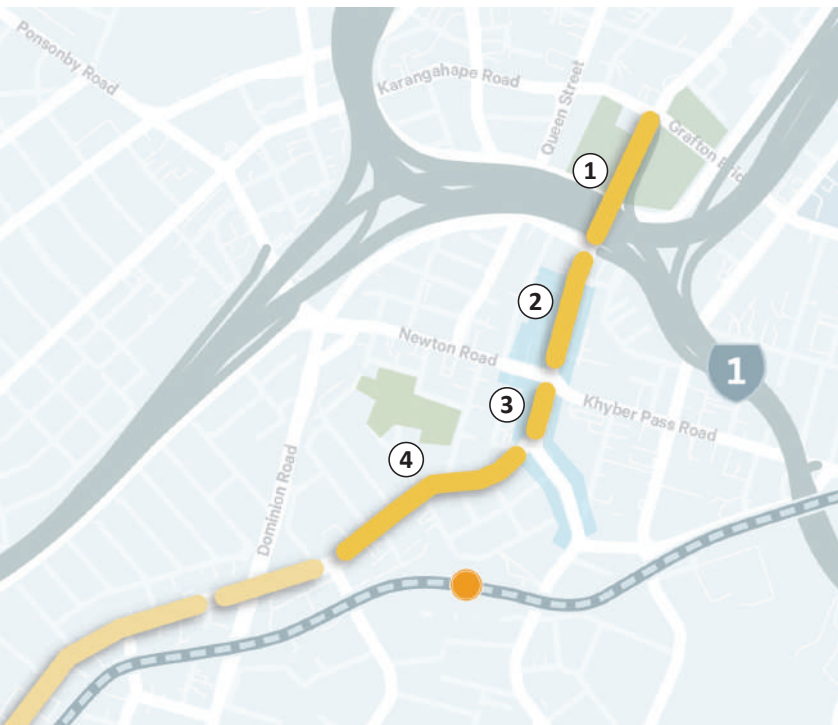


### Uptown area

#### 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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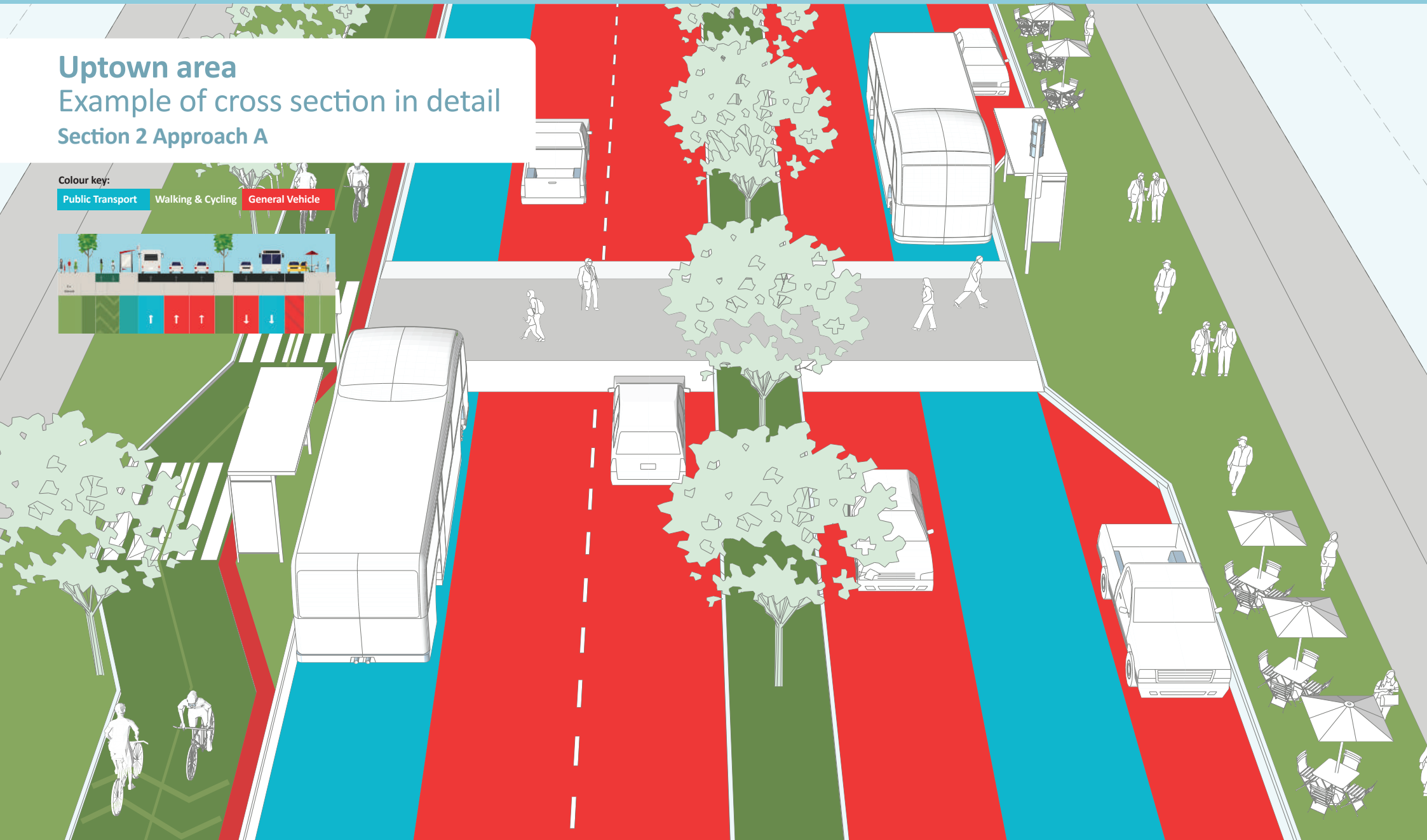
### Uptown area

#### 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.

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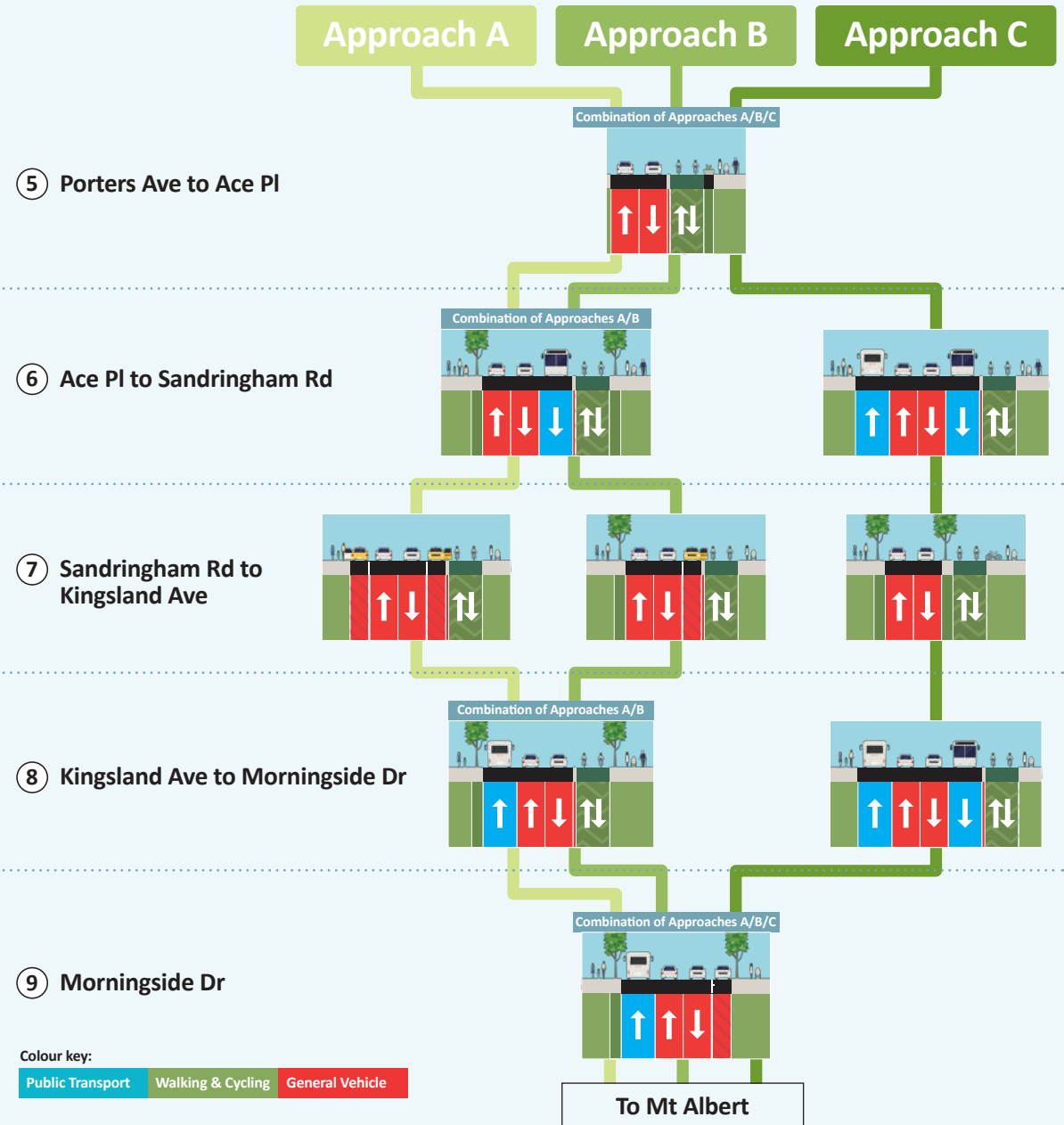
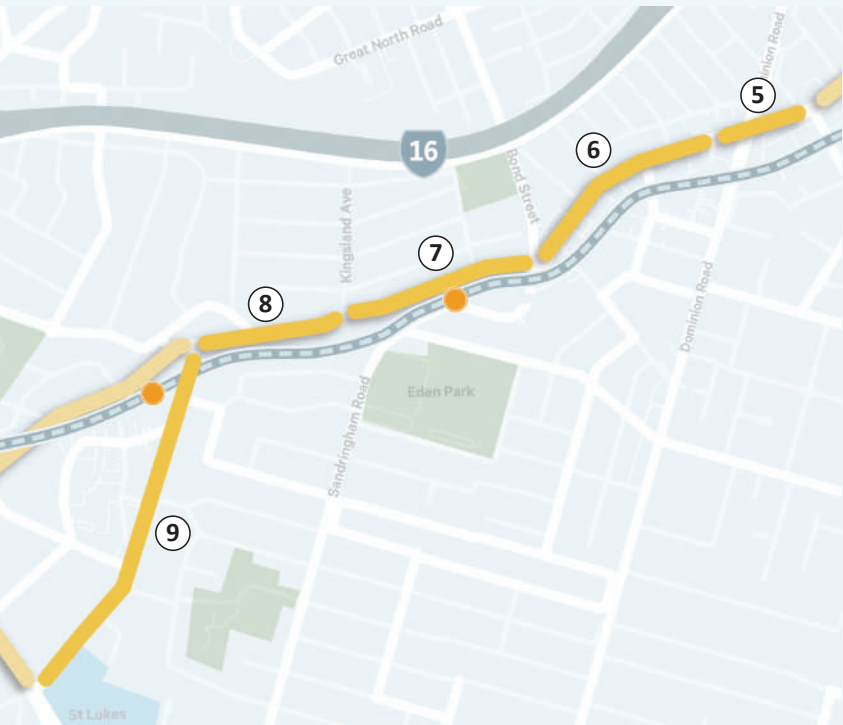


### Kingsland area

#### 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.



# Connected Communities

## New North Road & Symonds Street upgrade



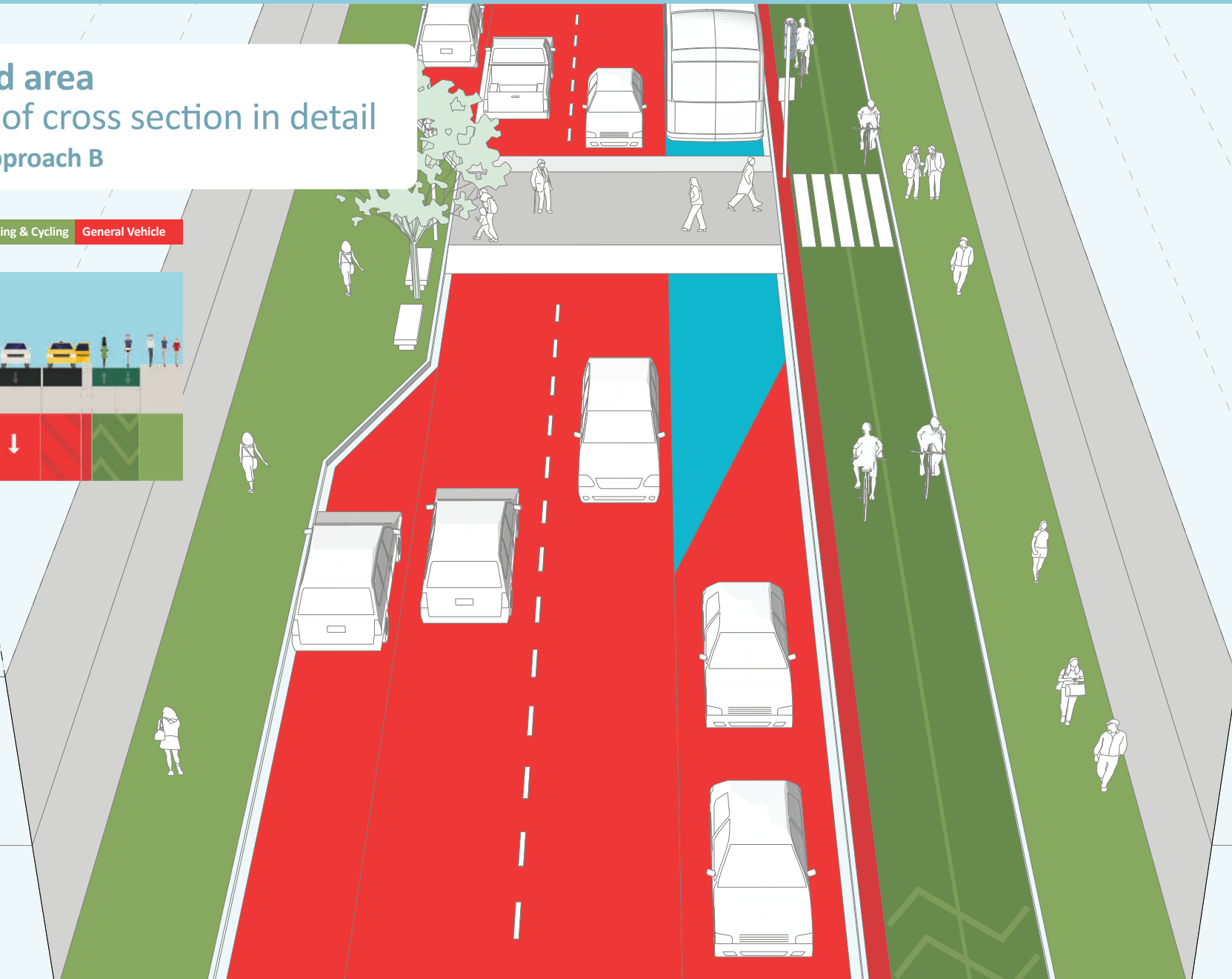
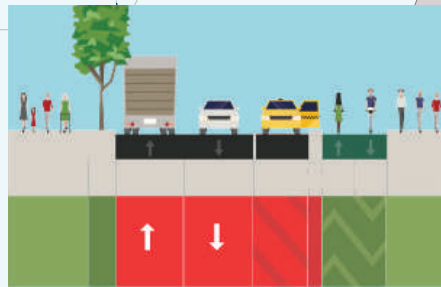
### Kingsland area

#### Example of cross section in detail

#### Section 7 Approach B

Colour key:

Public Transport	Walking & Cycling	General Vehicle
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### 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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A combination of sections from Approaches A, B & C can be chosen as a preferred approach.

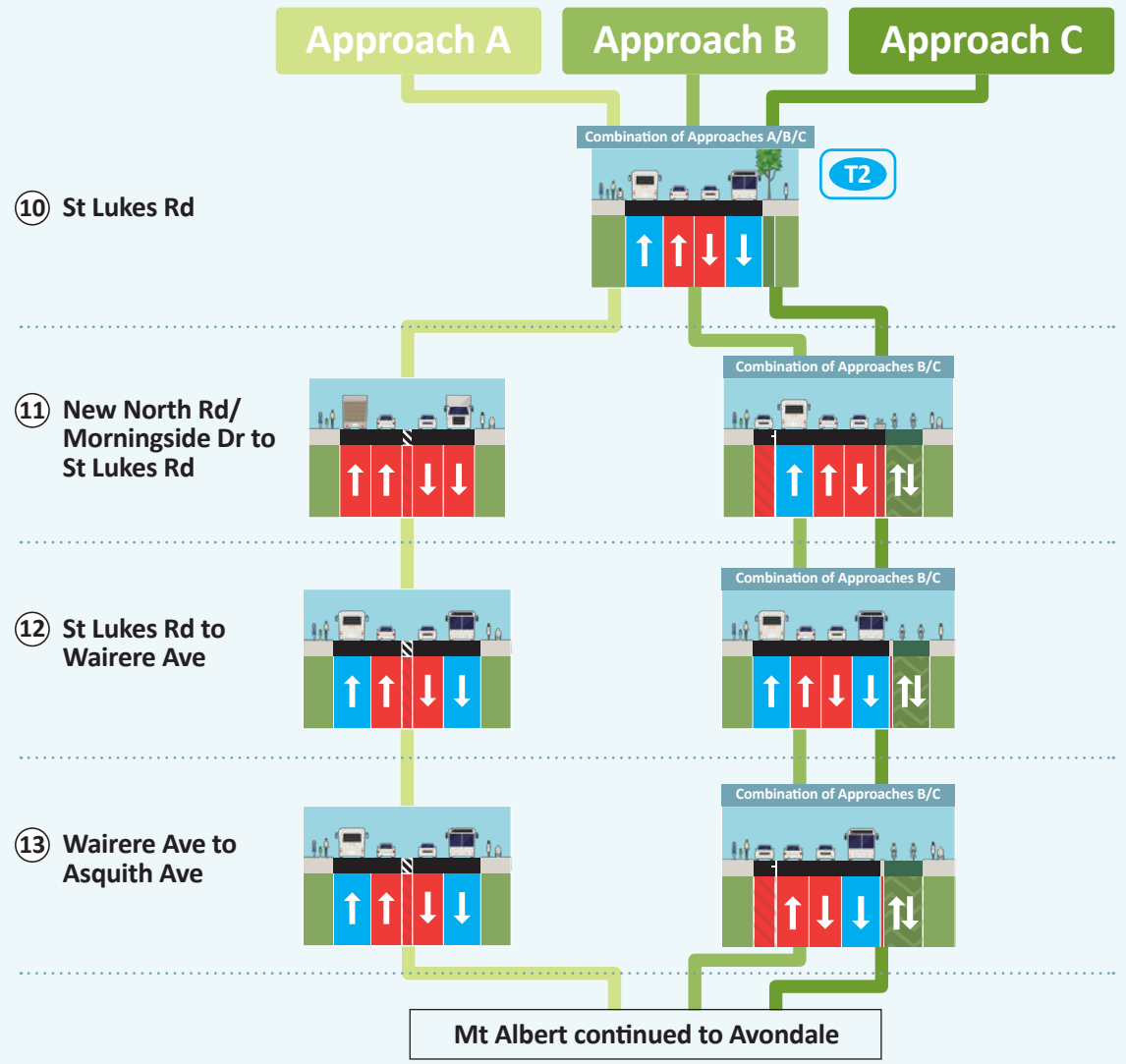
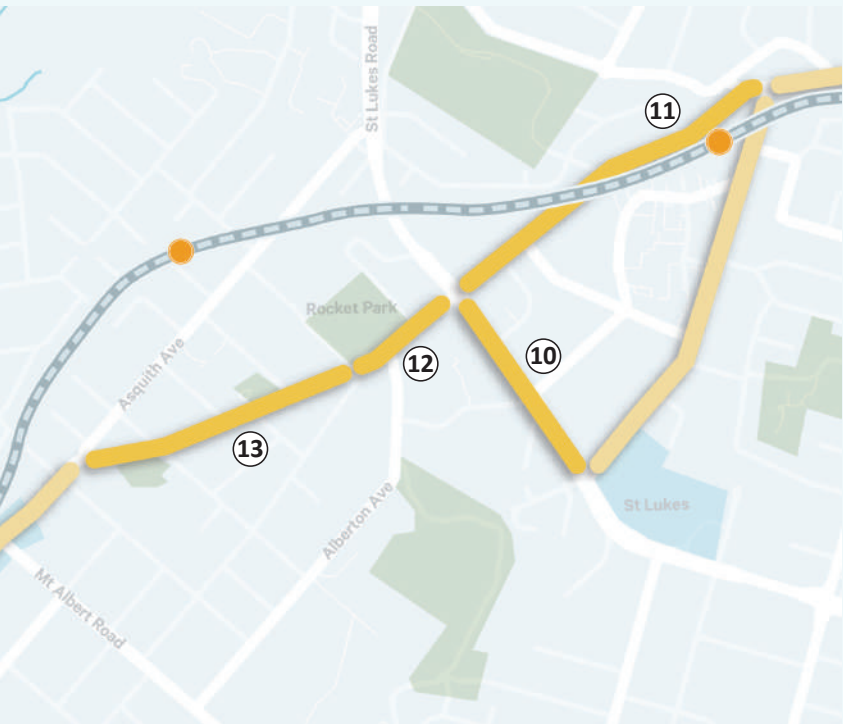


### Mt Albert area

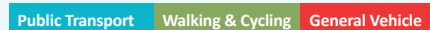
#### The three Approaches in detail

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:





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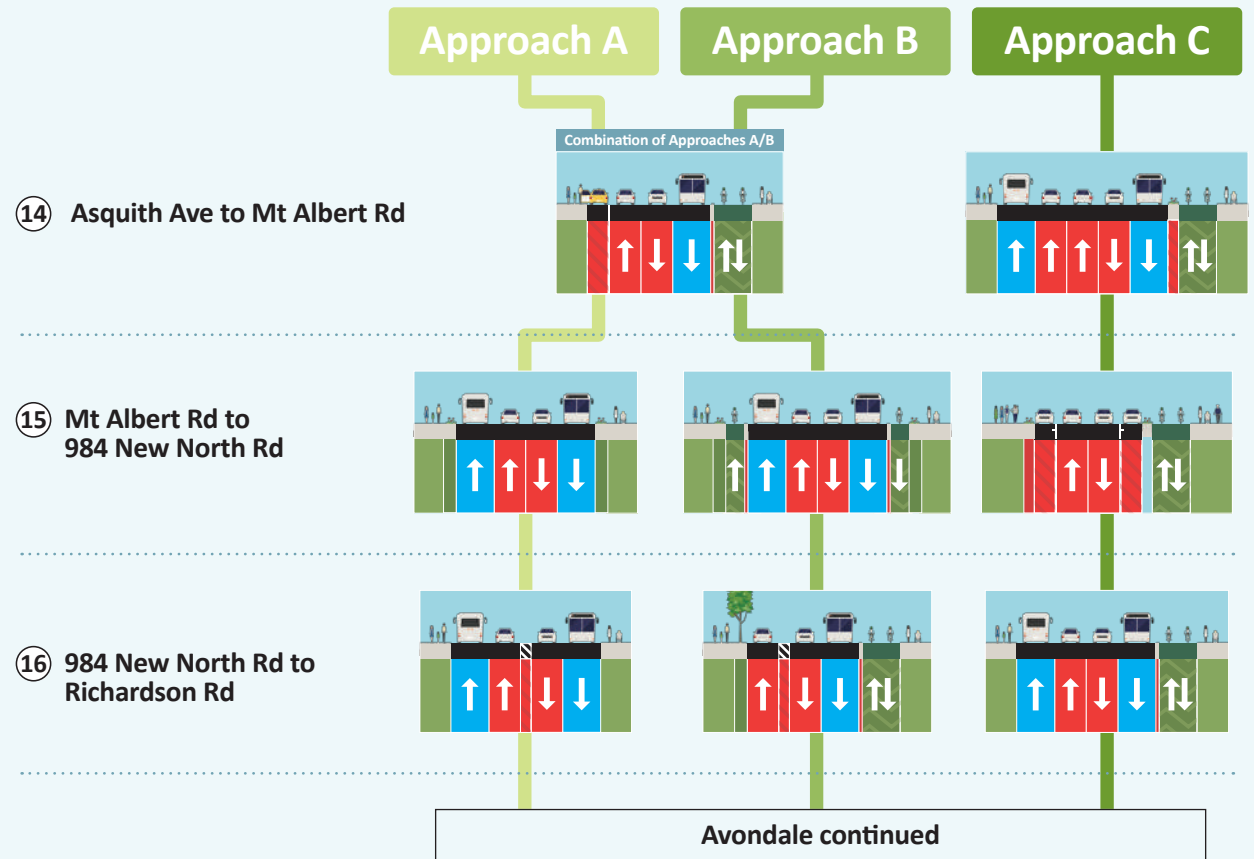
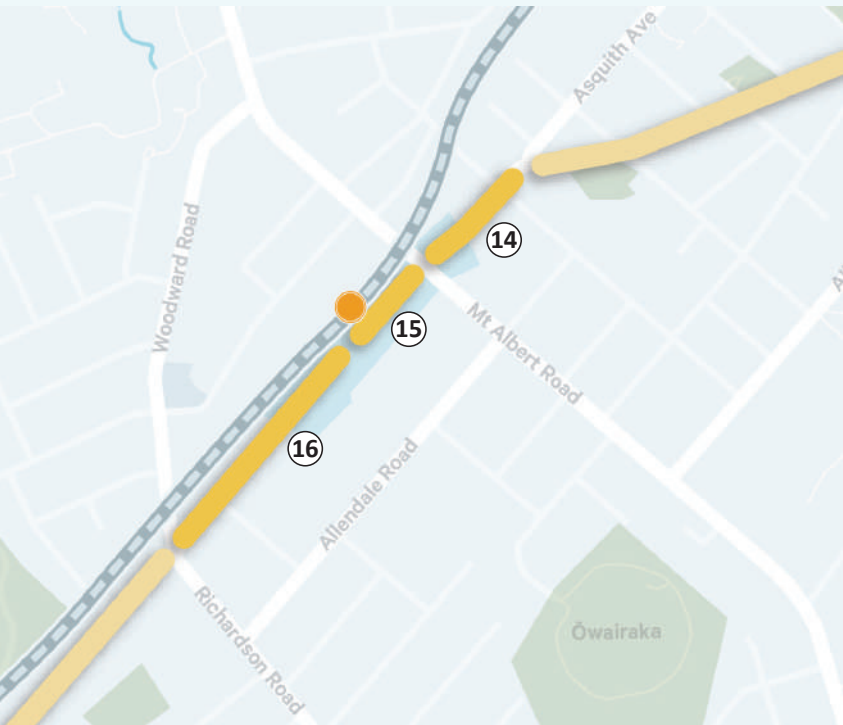


### Mt Albert area

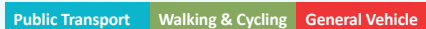
#### The three Approaches in detail

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:



# Connected Communities

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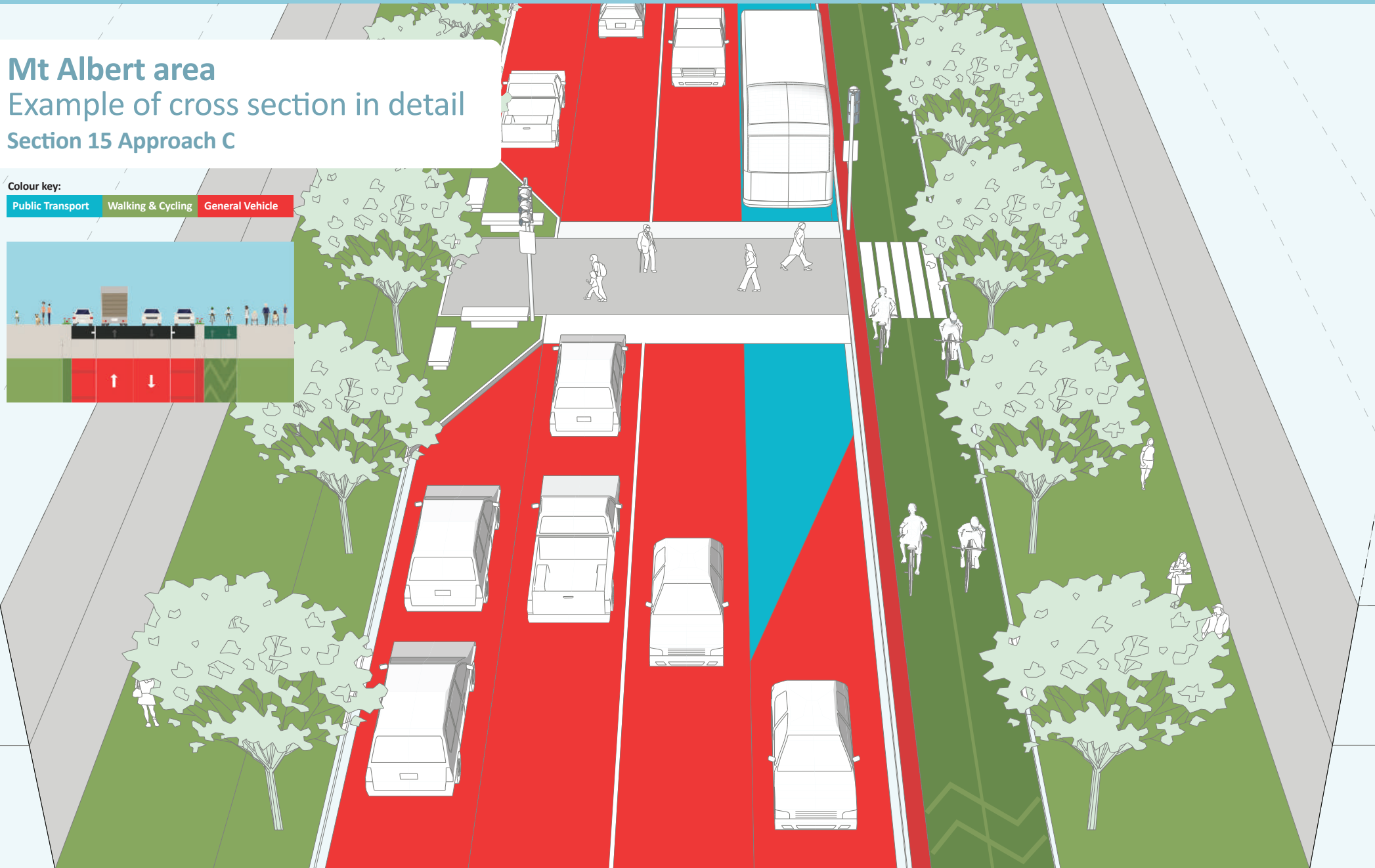
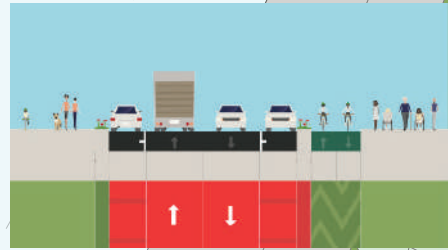
### Mt Albert area

#### Example of cross section in detail

#### Section 15 Approach C

Colour key:

Public Transport	Walking & Cycling	General Vehicle
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### 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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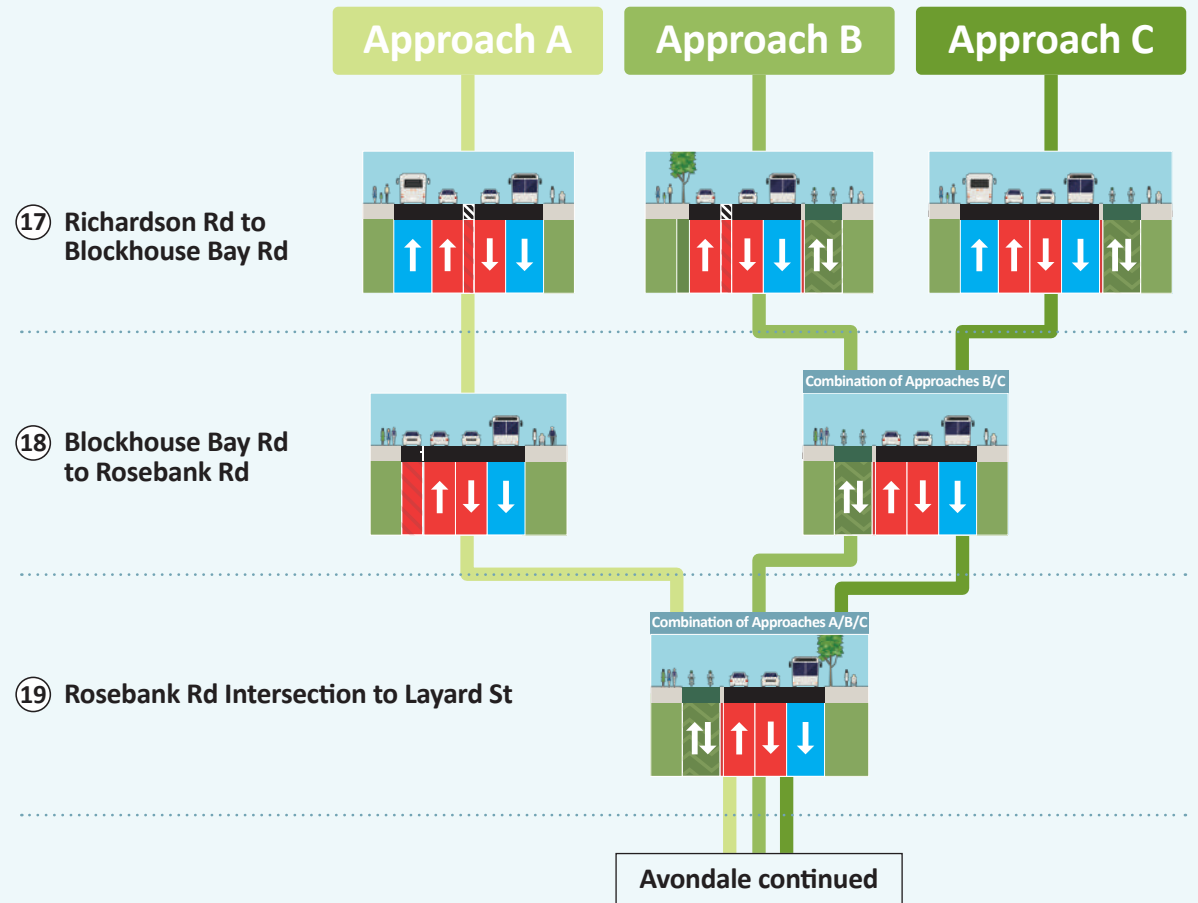
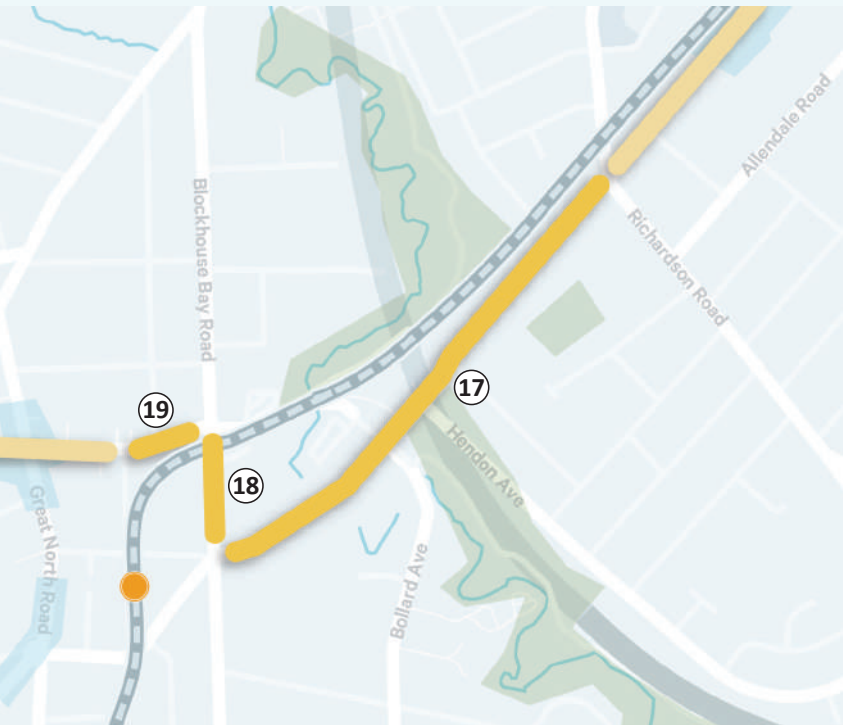


### Avondale area

#### 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:



# Connected Communities

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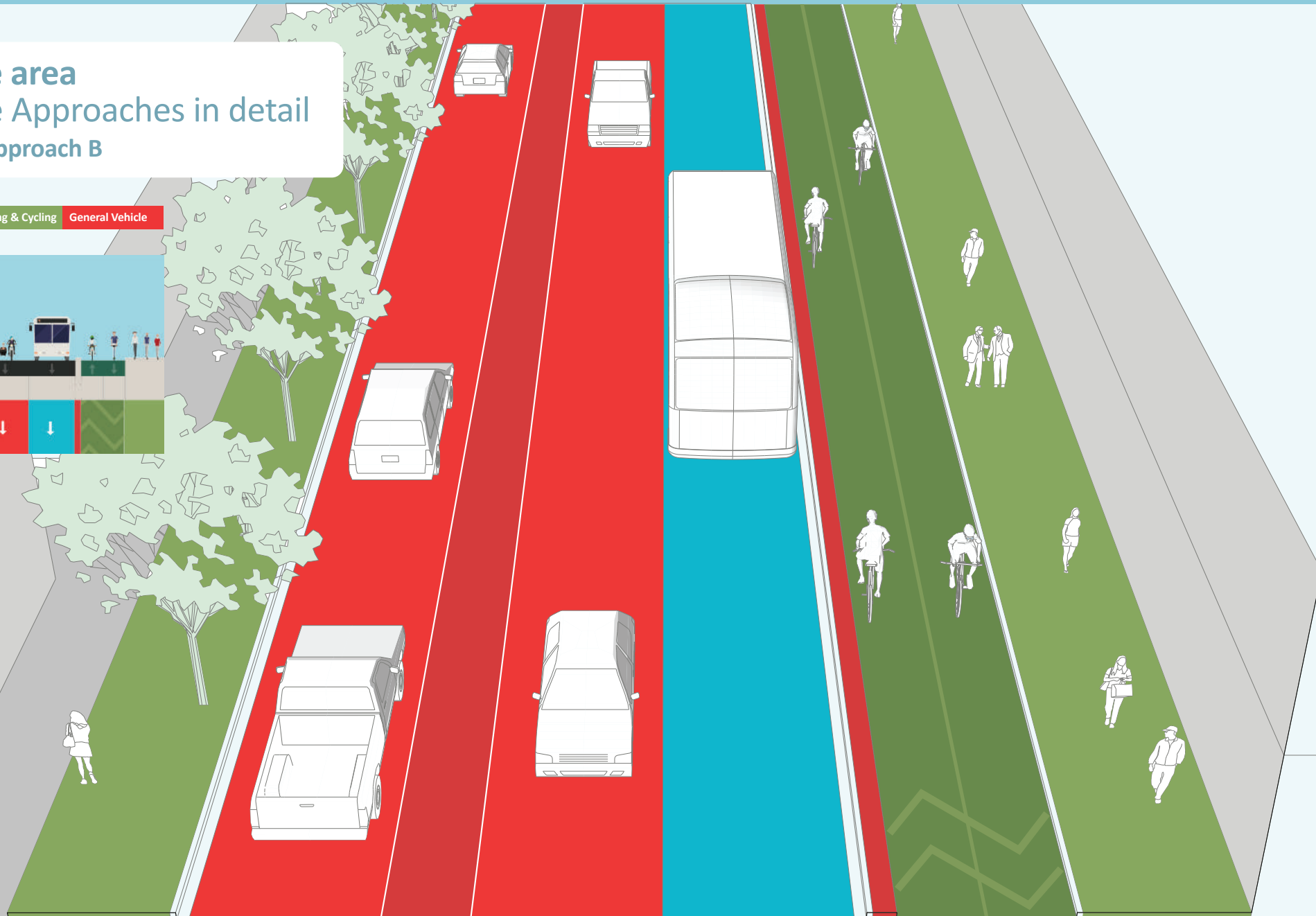
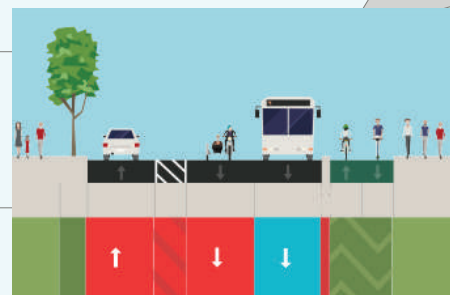


### Avondale area

#### The three Approaches in detail

##### Section 17 Approach B

Colour key:  
Public Transport   Walking & Cycling   General Vehicle



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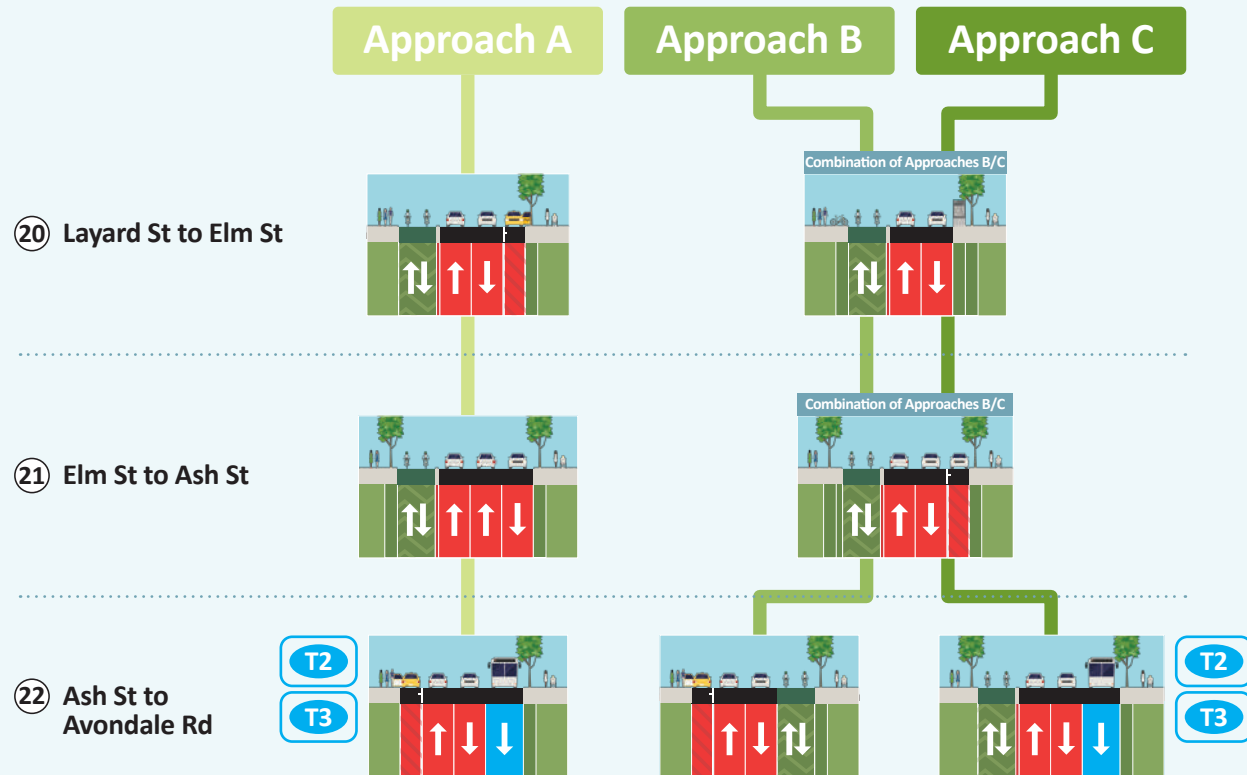
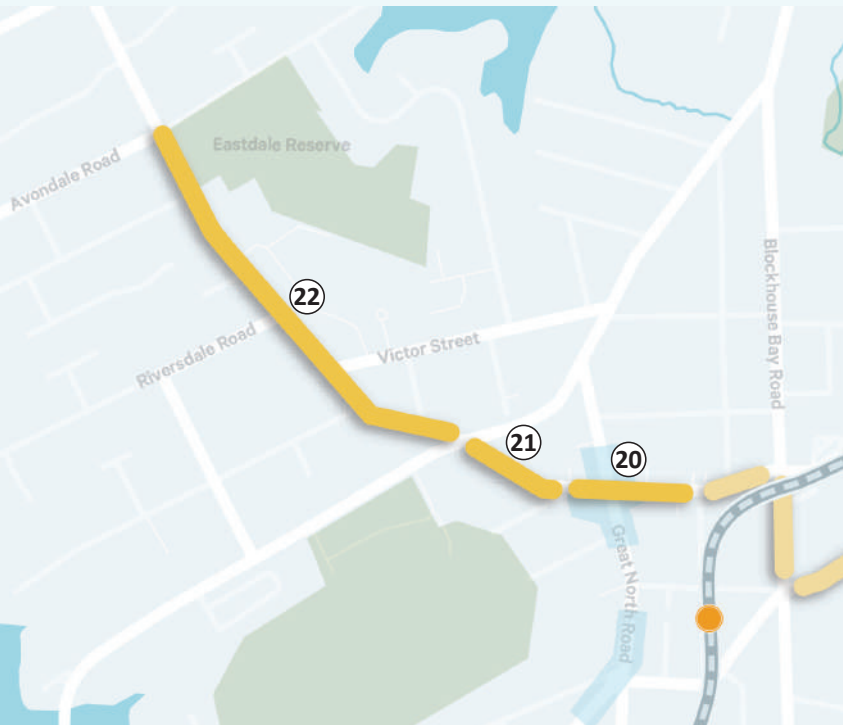


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- Improving road safety and managing traffic speeds.
- Catering for future population growth.



Colour key:

Public Transport    Walking & Cycling    General Vehicle

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### Avondale area

#### The three Approaches in detail

##### Section 22 Approach C

Colour key:  
Public Transport   Walking & Cycling   General Vehicle

