



1. What are we trying to achieve?

We want to make sure transport networks in Auckland are fit for future generations. This project is expected to be delivered over several years to make sure we align with other developments in the area.

2. Why are we doing this?

As Auckland's population increases and more people join the transport network, we need to find ways to make it safer and easier for people to move around the region. Auckland Transport understands we need to get the most out of our network and we believe our communities have important knowledge that we can use to help improve our transport. These approaches have been developed with community members over a number of workshops in 2021.

The proposal focuses on four key areas for the corridor:

- Safety
- Thriving town centres
- Public transport and connectivity
- Walking and cycling

3. How are the approaches future-proofing the corridor?

With large scale residential growth occurring within the isthmus and along New North Road, reliable and safe alternative modes of transport are required for current and future residents and businesses.

The reallocation of road space will better enable people to move along New North Road with reliable bus services, safe walking and cycling facilities and the maintenance of access and movement for private vehicles, freight, deliveries, and emergency services.

4. Does the project adopt the Vision Zero safety approach?

Yes. The project supports Auckland Transport's Vision Zero strategy. The upgrade will improve the safety of the route for all users, particularly for users outside of vehicles who are harmed the most when in an incident. AT is committed to reduce deaths and serious injuries along the New North Road route and across the city. Go to the AT website to find out about our Vision Zero Strategy.

5. Are safer pedestrian crossings being provided?

To improve access and provide better safety outcomes for people who walk and cycle, multiple signalised midblock crossings will be developed as the project progresses. The exact location of these crossings will be identified once the preferred option is chosen. The locations will provide safe crossing connections to public transport, town centres, schools, and other community facilities.



6. Why may the speed limit be reduced on sections of the corridor?

To improve travel choices and safety outcomes for all road users, the project is investigating changes to the speed limit along the corridor from 50kmh to 40kmh and to 30kmh within the town centres. This is in line with Vision Zero for Tāmaki Makaurau and what is a safe and appropriate speed limit for the corridor. Following confirmation of a preferred approach, Auckland Transport will engage with the community on potential speed limit changes along the corridor.

7. What facilities are being provided for general vehicles along the corridor?

All approaches maintain at least one general traffic lane in each direction.

8. How might the proposed Approaches impact on freight, access for emergency services and general vehicles?

All of the Approaches reflect the operation of an arterial corridor to efficiently enable the movement of people, goods, and services. All approaches will maintain at least one general traffic lane in each direction and will allow for through movement for larger vehicles.

The New North Road corridor is over 11km long and acquiring land to widen the corridor is not economically feasible, so using the existing road space to safely provide for all modes of transport is required.

9. Will the quality of footpaths be improved?

Where the footpath is altered by the project, improvements will also investigate footpath improvements (at the same time) to reduce clutter, trip hazards and provide quality access and movement for people of all ages and abilities.

10. Will bus lanes be peak only or 24/7?

The bus lane operation time is proposed to follow the city-wide peak travel times of 7-10 am and 4-7pm. The operational times of bus lanes will be confirmed as the project progresses.

11. What is the difference in bus reliability between the proposed approaches?

Bus reliability is improved under all approaches by providing bus priority lanes and bus advances at traffic signals.



12. There are six train stations along the corridor, why are dedicated bus priority lanes needed as well?

Although interconnected, the bus and train networks serve different purposes and customers. Bus services that use New North Road serve suburbs and business areas that are not close to the train stations. Bus services provide for a mixture of local and longer journeys. Buses also serve an important function in providing access to train stations and other trips.

Approach C has the greatest length of bus lanes throughout the route. To accommodate the additional bus priority, sections of the road carriageway will need to be widened by moving the kerb line and narrowing the footpath width.

13. What type of cycle facilities are being considered?

Several approaches are being considered to fit cycle facilities within the existing road space and provide a safe outcome. Cycle facilities will also cater for other active modes such as micro-mobility and scooters.

Two way cycle lanes are shown in our approaches, although further design work will confirm the most appropriate side of the road for the facility and whether it is incorporated on the road surface or within a widened footpath area.

14. Will any on street parking and loading facilities be changed?

Reallocating road space for bus lanes and cycle facilities will require changes to on-street parking and loading.

The Approaches show how different levels of on street parking and loading facilities can be provided within the town centres and along the route. This includes areas of dedicated parking / loading and time-restricted facilities.

The Approaches have been developed with community representative input, recognising the important role that loading, servicing and mobility parking play in supporting the town centre areas along New North Road.

A kerbside management plan will be progressed as the preferred option is developed. The kerbside management plan will confirm the level of on street facilities and how they will be managed.

15. How do the approaches relate to Auckland Transport's Parking Strategy and current refresh?

Changes to the corridor will incorporate the outcome of the Auckland Transport Parking Strategy refresh which will be consulted on through 2022.



16. How will future land use zoning be accommodated by the corridor transformation?

The Auckland Council Unitary Plan identifies land zonings that provide for intensified urban development along the New North Road corridor and surrounding suburbs.

The provision for residential and business growth has been considered when identifying road reallocation. It is anticipated that an additional 40,000 people will reside along or adjacent to the corridor over the next 20 years.

The proposed upgrade helps cater for improved transport solutions across all modes to accommodate this growth.

The National Policy Statement for Urban Development identifies additional zoning intensification along the corridor and rapid transit stations. Auckland Transport is working with Auckland Council to fully assess the Policy Statement.

17. How will the approaches contribute to a CO² reduction and help reduce climate change?

All approaches focus on improving travel choices along the corridor and support mode shift. Through providing a range of travel choices, making town centres accessible for people using active modes, and increasing tree cover along the corridor, all approaches will result in a decrease in CO² emissions.

18. How will planting and increased tree cover be considered?

As the design of the preferred option is progressed, opportunities to increase tree cover along New North Road will be identified.

19. How does the corridor upgrade proposals relate to other projects in the area?

Over the coming years we are likely to see significant change along this corridor that will increase demand for safe and efficient transport. The upgrade will enable us to align with other projects in the corridor such as City Rail Link, Urban Cycleway Programme and with our 10-Year programme.

Further information on transport strategy and projects connected to the corridor proposals, go to the Virtual Engagement Room to review all relevant information.

20. How long will the proposals take to deliver?

These proposals are expected to be delivered over several years to make sure we align with other developments in the area. Construction is due to commence in 2023.

21. How will your feedback be used?

Your feedback on the Approaches will be used to help shape a preferred option to take forward to a detailed design for the corridor.

Connected Communities

New North Road & Symonds Street upgrade

Frequently Asked Questions



22. How is the work funded?

The programme is funded by Auckland Transport, the NZ Transport Agency Waka Kotahi and the Regional Fuel Tax.

23. Who can I contact with questions and comments?

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-northroad-and-symonds-street-upgrade/>