

# Potential for public transport and active mode trial on Symonds Street in Auckland

Presenter:

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Transport Planner

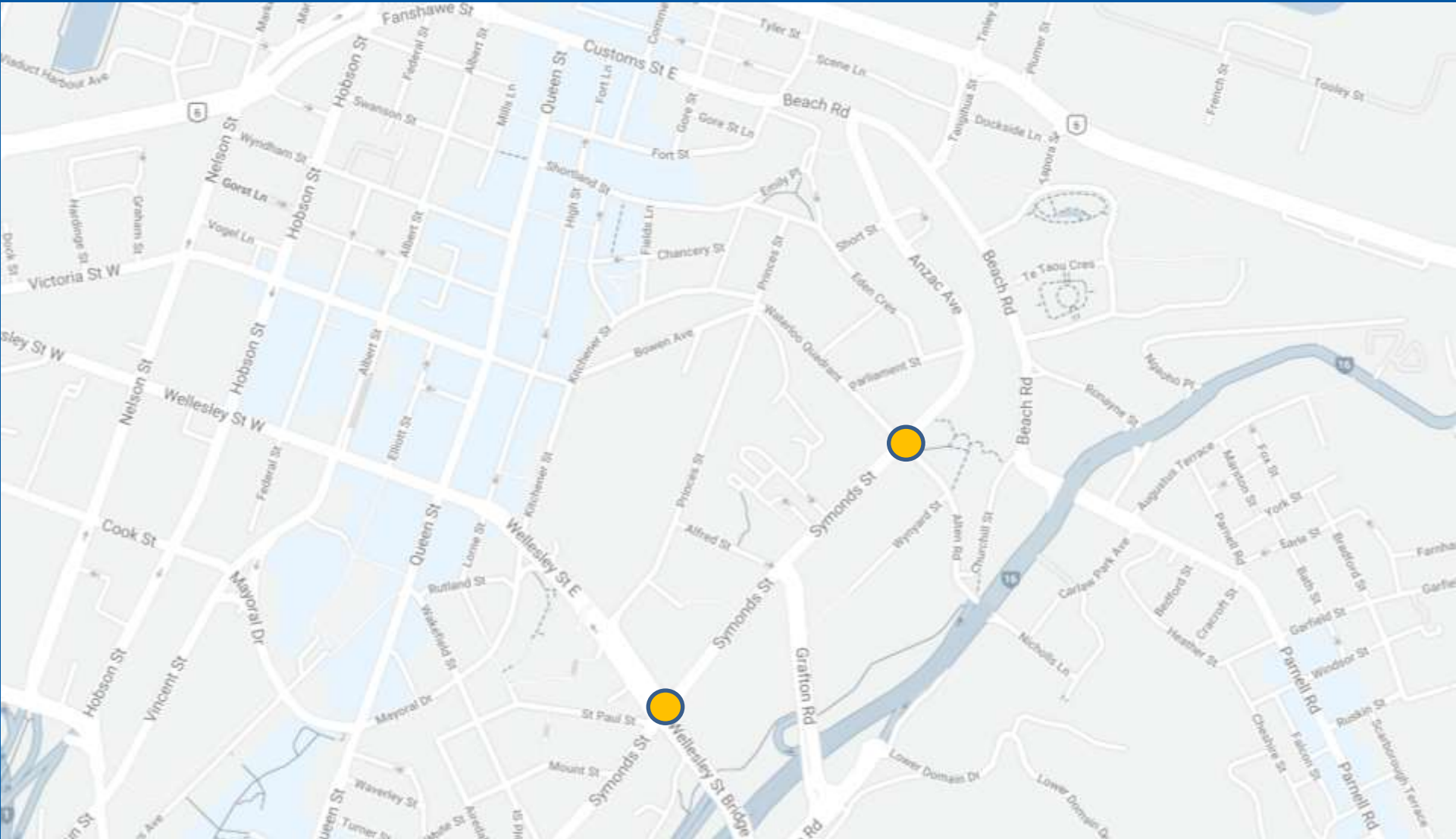
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# Background

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- AT's Connected Communities Programme
- New North Road corridor
- Optioneering process identified potential for trial project
- Tactical urbanism??

# Symonds Street: Study Area

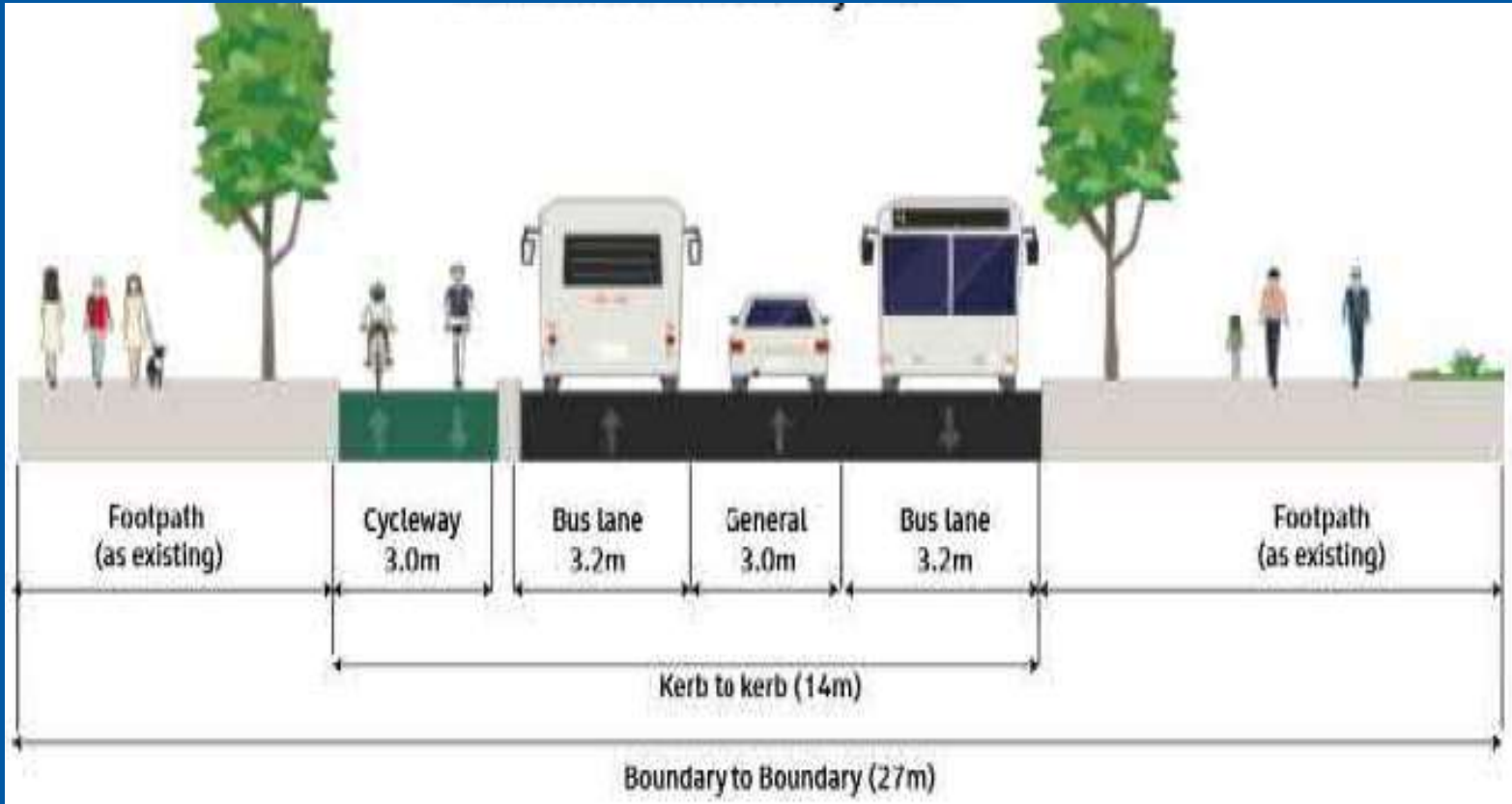


# Symonds Street: Current

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- Land Use: Universities, office blocks, hospitality and residential apartments
- 20,000 vpd (10% heavy)
- 130 buses during peak hours, 55 buses in the off peak per hour
- High speed environment – 50 km/h posted speed
- High accident zone
- High pedestrian numbers
- High latent demand for cycling

# Potential Intervention



Transit Mall??

Remove/restrict general traffic on a 550 m section between Alten Road and Wellesley Street with the following elements:

- bi-directional cycleway for the whole 550 m section
- New 200 m section of bus lane between Grafton Road and Wellesley Street to fill in the existing bus lane gap
- A single traffic lane between the bus lanes for service vehicle access

# Design considerations

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A few strategic design considerations are critical:

- Cross-section design – protected cycleway
- Design components to comply with Traffic Control Devices Rule
- Minimise the Introduction of new roadside hazards
- Gaps between planter boxes if used
- Maintenance
- Lighting
- Parking

# Design considerations

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## Bus lanes:

- Hours of operation
- Access for other vehicles – bicycles, emergency vehicles, taxis, motorbikes
- Operation of bus stops – indented bus stops currently
- Managing traffic speeds – the proposed speed is 30 km/h
- Enforcement

Thank you!