

# Mount Albert Town Centre Upgrade Newsletter

November 2017



## Message from the Albert-Eden Local Board Chairperson, Peter Haynes

The idea of having a tram service between Mount Albert and the city centre was first proposed by the Mount Albert Borough Council in 1902. The Council's vision was finally achieved on 1 September 1915 when the first tram rolled into the town centre. At that time, the idea of extending the tram line from Morningside was not popular with every resident, however within 2 years locals were asking for additional services. Like the arrival of trams, and their subsequent removal, the current town centre upgrade is another step in the evolution of Mount Albert and in the years to come, it will be another story in the history and growth of this wonderful town centre.

Along with my predecessors, I have pushed for the town centre upgrade for over 20 years so I am delighted

to see the progress. We are almost halfway through the construction and so far the results have exceeded my expectations. It will be one of the highlights of my time in local government. The upgrade will revitalise the town centre, bring a refreshed sense of vibrancy to Mount Albert, and also provide economic development opportunities and improved transportation linkages.

I am very proud of the partnership between the Albert-Eden Local Board, Auckland Transport and Auckland Council. We have all worked together to deliver for the community and make the town centre upgrade a reality. I'm sincerely hope that Mount Albert residents will enjoy their improved town centre for many years to come.



A tram in the Mount Albert town centre in 1951. By this time, the Mount Albert 'terminus' had a butchery, fishmonger, confectioner, draper, grocers shop and chemist. There was even a branch of Farmers between the 1940s and 1960s. Picture courtesy of Sir George Grey Special Collections, Auckland Libraries, 7-A11894



Mount Albert General Store and Post Office and Telephone Bureau circa 1880. Picture courtesy of Sir George Grey Special Collections, Auckland Libraries, 7-A11893



For more information:

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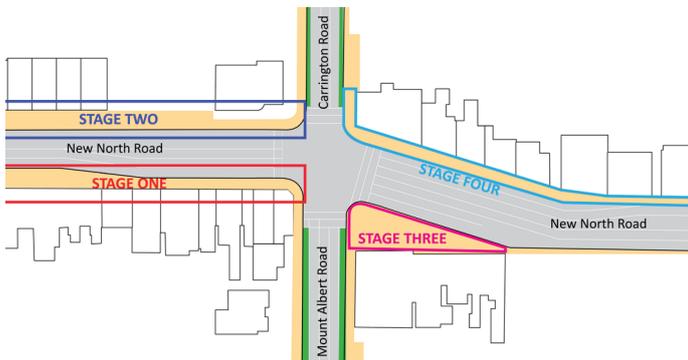
Visit: [at.govt.nz/projects-roadworks/mt-albert-town-centre-upgrade](http://at.govt.nz/projects-roadworks/mt-albert-town-centre-upgrade)

## Progress on the town centre upgrade

### What work is happening in the town centre?

- Stage 1 is almost complete and work is currently taking place in the Stage 2 zone
- Stages 3 and 4 will begin in November
- Along with the upgrade, there are important infrastructure improvements taking place, such as stormwater, street lighting and other utilities
- For more information on the works programme, check out the project's web page

The project is expected to be completed in March 2018. Should there be a delay to the completion, due to unforeseen circumstances, Auckland Transport will update all affected businesses and residents.



## Cycleways are good for business

Cycling infrastructure is a positive development for retailers. There are a number of studies that show when cycleways go past shops, they can boost retail spend. A New Zealand study looked at nine shopping areas in Auckland, Christchurch and Wellington to identify the economic value of different modes of transport. The findings showed that on average pedestrians and bike riders spent \$34 per person per visit, and it's easier for them to stop and visit shops without needing to find a car park. They can stop more often, and more easily. It is expected that the average spend will increase as cycleways become more common in Auckland and people change their travel behaviours. This study compares to international research that shows that people who walk and cycle have a positive economic impact.

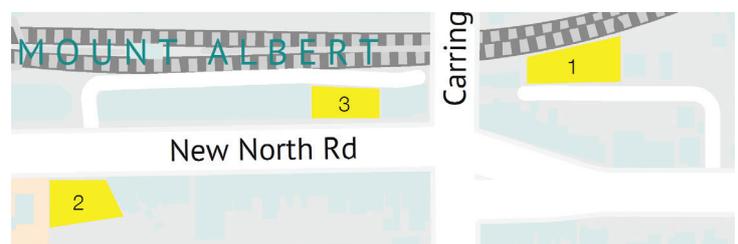
Auckland Transport is committed to work with communities to build a cycle network that will provide the 230,000 people who live within a 30-minute bike ride of the city centre an alternative to driving. And Aucklanders are taking to cycleways in growing numbers. The Northwestern cycleway in Kingsland averaged 13,435 cycle trips each month between November 2010 and December 2016. In September this year the number of cycle trips was 19,738 – an increase of 68%. Retailers across Auckland should consider how they can attract people who ride bikes to their business.

### Will there be fewer on-street car parks after the upgrade?

Yes, there will be 34 fewer on-street car parks along New North Road. One of the aims of the upgrade has been to redefine the town centre as a place where residents and visitors want to spend time. To achieve this, a balance between vehicle and pedestrian space is required.

There are easily accessible alternatives to parking on the street in the town centre. These are (see map below):

1. Behind ASB via service lane
2. In front of the Mount Albert Tennis Club
3. All of the parking spaces on the street-facing side of the car park are free for public use. The parks on the train station side are private and cars are at risk of being towed



## Local Board members check on upgrade progress

Albert-Eden Local Board members, along with members of the project team, recently visited the town centre to look over the completed section of footpath in the Stage 1 zone.

Even from the earliest stages of the upgrade, the local board remained focused on creating a place that would attract residents to shop and socialise. The recent Halloween Candy Crawl, organised by the Mount Albert Business Association, is exactly what the board envisaged for the town centre. In the coming months, Auckland Transport and Auckland Council will work with the business on how to make use of the space.



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