



# Have your say

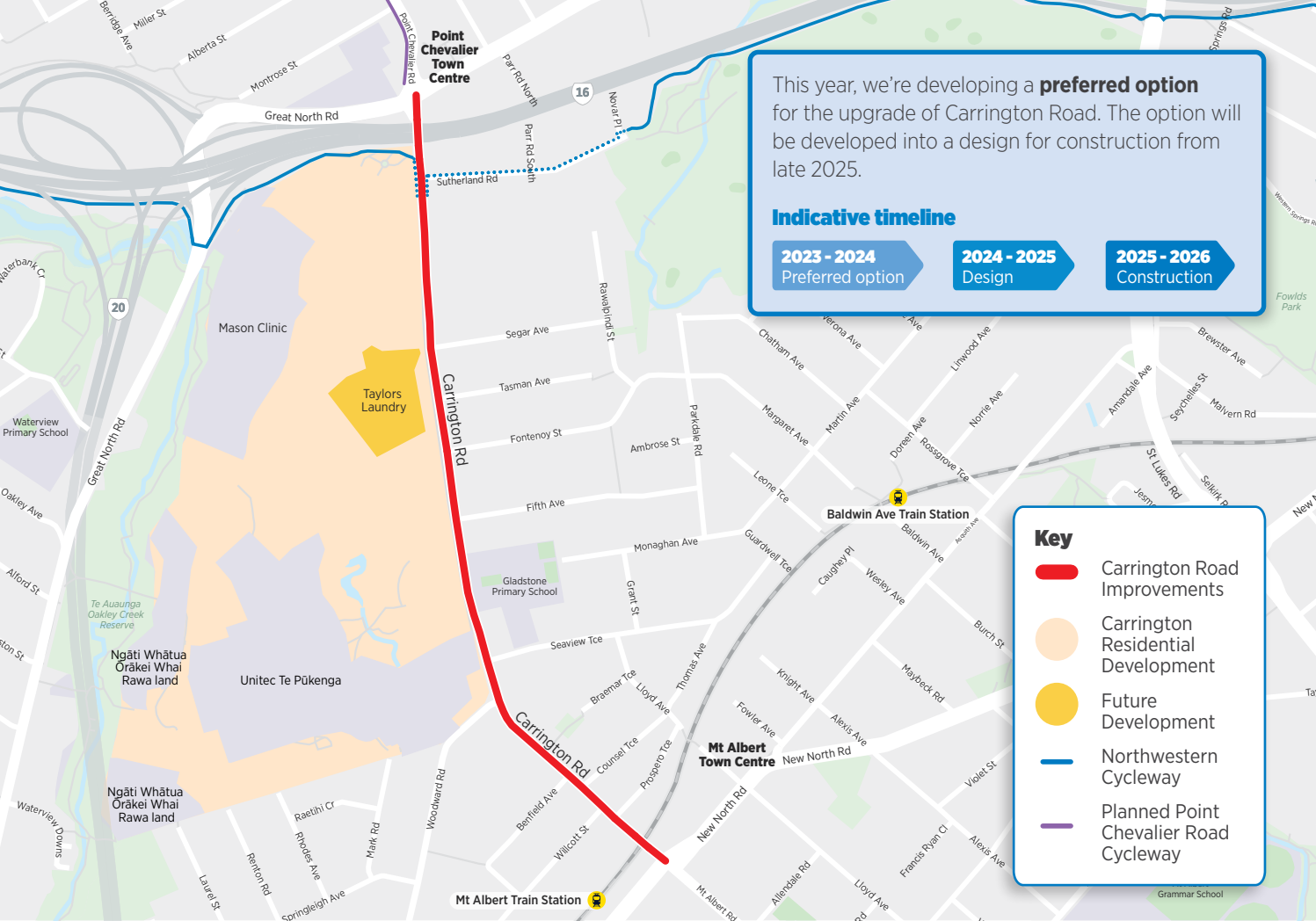
## Carrington Road Improvements



Give your feedback by  
29 September 2023

[AT.govt.nz/Carrington](https://AT.govt.nz/Carrington)





## Carrington Road Improvements

Carrington Road is being upgraded to support local housing development. Auckland Transport plans improvements to make everyday journeys along this busy arterial safer and easier.

Carrington Road connects the Point Chevalier and Mt Albert town centres. People use Carrington Road to connect with buses, trains, SH16, the Northwestern Cycleway, and to access local homes, businesses, and education providers.

The Carrington Road Improvements project is evaluating how space within the street can best be used, to accommodate population growth and provide people with improved travel options.

## Project objectives



- **Safety:** Carrington Road should be safe for everyone.



- **User experience:** Getting from A to B on Carrington Road should be a positive experience, however people travel.



- **Travel choice, connections, access:** People should have options for how they travel, wherever they want to go, and whatever their age or ability.



- **Liveability, wellbeing, environment:** Carrington Road should be designed to respond and adapt to climate change.

## Enabling development

The Carrington Road Improvements project will be funded through the Government's Infrastructure Acceleration Fund, enabling early delivery of key transport upgrades to support urban development around the Unitec campus.

Land adjacent to Unitec is being developed for housing by three Tāmaki Makaurau Rōpū, as part of their collective Treaty settlement. The development is being facilitated by the Ministry of Housing and Urban Development.

Over the next 10 to 15-plus years, at least 4,000 homes will be built, along with parks and open spaces, bringing new people and families into the neighbourhood. Over many years, this will increase the use of Carrington Road and change the street environment.

The Carrington Road Improvements project is working within the funding available to ensure infrastructure is in place to support the new development, as well as growth and intensification in the wider area.

Find out more at

[hud.govt.nz/our-work/carrington-residential-development](https://hud.govt.nz/our-work/carrington-residential-development)



An artist's impression of a street within the development.

## What's being improved?

**We're considering how more people can be moved along Carrington Road, safely and efficiently.**

**North of Woodward Road, widening is proposed on the west (Unitec) side of the road, providing space for improvements such as bus lanes and a cycleway.**

**South of Woodward Road, space is more constrained.**



North of Woodward Road, Option 2, looking north (refer page 9).



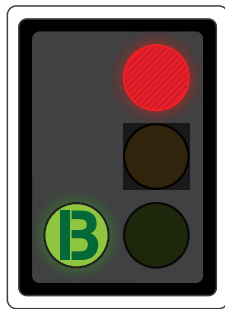
South of Woodward Road, Option 2, looking north (refer page 9).

## Bus priority lanes

Auckland's population is growing. Every day, more of us use our city's road network and need safe, convenient, reliable transport choices to help us move around.

Buses are more reliable and attractive to use when they aren't stuck in traffic. We're exploring how to get the best results for bus journey times and reliability by considering the use of dedicated bus lanes or T2 or T3 transit lanes, which buses share with high-occupancy vehicles. We're looking at the best type of lane to support buses, in order to move more people along Carrington Road and support growth.

Space constraints mean bus priority lanes may not be delivered along the entire length of Carrington Road or in both directions. Where space is more constrained, we're considering the use of 'bus priority' traffic lights at intersections and pedestrian crossings. These lights let buses get ahead of the traffic and keep to their timetable.



*Bus priority traffic lights give buses a head start at intersections.*

## A cycleway

We propose replacing the existing painted cycleway on Carrington Road with one that is physically separated from vehicles and safe for a wide range of ages and abilities. North and south of Woodward Road, we're considering a one-way cycleway on either side of the road, or a two-way cycleway on one side of the road.

## Traffic lights

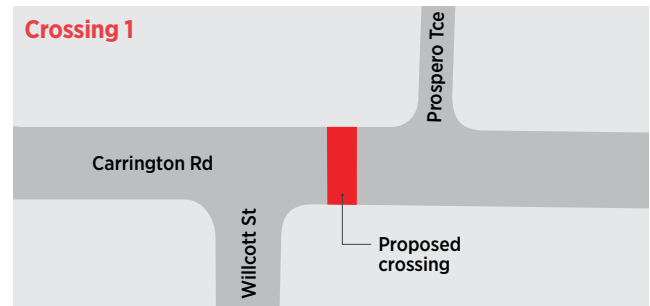
To enable safe access to and from the residential development around Unitec, traffic lights are needed at some intersections north of Woodward Road. This applies to two locations where roads lead into the development.

Traffic lights may also be installed at the Woodward Road intersection and at pedestrian crossings.

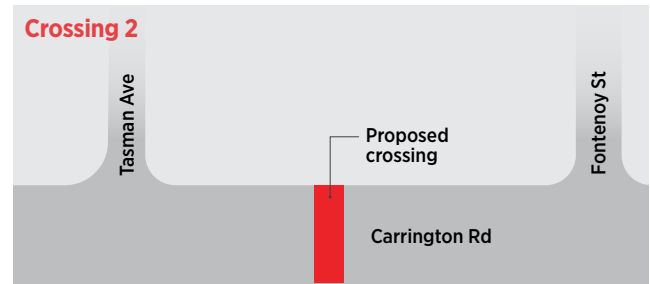
## Crossings

Auckland Transport is working towards a Vision Zero goal of zero deaths and serious injuries on our roads. Creating a safer street for everyone helps us reach that goal.

We propose new crossings, controlled by traffic lights, to make it safer and easier to get from one side of Carrington Road to the other.

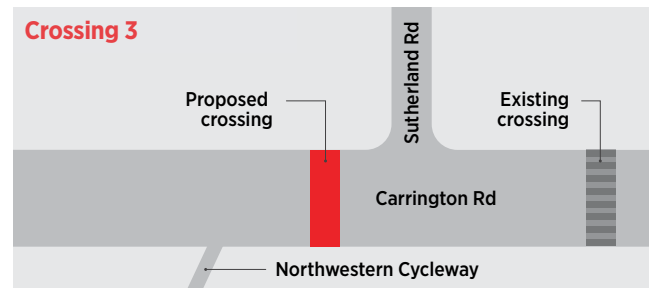


*A new crossing is proposed between Willcott Street and Prospero Terrace.*



*A new crossing is proposed between Tasman Avenue and Fontenoy Street.*

We're also investigating relocating the crossing which forms part of Northwestern Cycleway, to create a more direct connection through to Sutherland Road opposite.



*We propose relocating the Northwestern Cycleway crossing to the north side of Sutherland Road.*

## Right-turn pockets

North of Woodward Road, Carrington Road has a flush median, which can be used for making right-turns into side streets and properties. We're considering whether the redesign of Carrington Road includes similar right-turn pockets at intersections, or whether the road space is better used for other purposes such as bus lanes.

## Stormwater improvements

Recent weather events highlighted the need for greater infrastructure resilience throughout Auckland. Improved stormwater management is included in the proposed improvements, to better cope with current and future events.

Rain gardens and swales are also being considered as a way to manage and treat water run-off.

## Trees and vegetation

Communities tell us they want more street trees. We're considering options to plant more trees and vegetation, and to mitigate our impact on existing street trees.



*Trees provide Carrington Road with shade and amenity.*

## Public transport access

Carrington Road connects with Mt Albert Train Station and is used to access Baldwin Ave Train Station. Enabling people to more easily connect with train services is a project priority, along with easier transfer between different forms of transport.

We will make these everyday journeys easier by considering bus stop and pedestrian crossing locations, as well as cycleway and footpath design. We'll build a better connected street, where all modes of transport work together.

## Parking

South of Woodward Road and around Gladstone Primary School, some road space is currently allocated to parking.

As we redesign Carrington Road for the future, we propose turning parking spaces into lanes for moving people. Repurposing this kerbside space will improve the safe movement of people, goods, and services along this busy road.

The extent of this change, whether it is all day or part of the time, and how much parking is repurposed, will be worked through and consulted on in the next project phase.

## The two bridges

The SH16 overbridge is the local community's only way to access Point Chevalier. We're considering how access across the bridge can be made more pleasant for walking and cycling.

The rail overbridge at Mt Albert town centre is an important link to Mt Albert Train Station. It cannot be easily widened for vehicles because of space constraints and the structural limitations of the bridge. We're investigating widening the bridge for walking and cycling, to improve access to the town centre and train station.

## Did you know?

Until 1971, Carrington Road was named Gladstone Road. The Gladstone Road rail overbridge was opened by the Minister of Housing on 25 November 1961.



*Gladstone Road rail overbridge under construction (Auckland Libraries Heritage Collections 255A-35024).*

## Road layout options

### North of Woodward Road - Option 1



- A two-way cycleway on the west side of the road
- A northbound bus, T2, or T3 lane
- Two general traffic lanes

### North of Woodward Road - Option 2



- A one-way cycleway in either direction
- Bus, T2, or T3 lanes in either direction
- Two general traffic lanes

### North of Woodward Road - Option 3



- A two-way cycleway on the west side of the road
- Bus, T2, or T3 lanes in either direction
- Two general traffic lanes

### South of Woodward Road - Option 1



- A two-way cycleway on the east side of the road
- A southbound bus, T2, or T3 lane
- Two general traffic lanes

### South of Woodward Road - Option 2



- A one-way cycleway in either direction
- A southbound bus, T2, or T3 lane
- Two general traffic lanes

Kōrero mai  
**Have  
your  
say**

## Come and talk to us

The project team is holding two drop-in sessions at which you can find out more about the Carrington Road Improvements project and give feedback.

**Gladstone Primary School Hall**  
**8 Seaview Terrace, or access off Carrington Road**

Stop by any time:

**10am - 2pm on Saturday 16 September**

**6pm - 8:30pm on Wednesday 20 September**

## For more information

To ask a question or sign up for project communications, email: [projects@AT.govt.nz](mailto:projects@AT.govt.nz) or phone **09 355 3553**.

Visit [AT.govt.nz/Carrington](https://www.at.govt.nz/Carrington) to keep up to date with this exciting project.

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