



Great North Road Community-led Vision

Grey Lynn Residents Association Inc.

Prepared for Waitematā Local Board and Auckland Council
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Updated 19 December 2022

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Background

Brandon Wilcox & David Batten of **Grey Lynn Residents Association Inc**, with support from the **Waitematā Local Board**, undertook a community-led precinct vision for the area of Great North Road between Newton Road and Surrey Crescent.

The purpose of the project is to create a community-led vision for the area of Great North Road ridge between Karangahape / Ponsonby roads and the Grey Lynn town centre / Surrey Crescent shops.

This community led vision aims to:

- create a high level community vision for the area
- support whole of community aspirations for population growth in the area
- provide guidance for future amenities in the area with the increased intensification
- ensure consideration is made to the impact of intensification on the community
- create an opportunity for a community voice now and in the future (including all local residents, businesses, community groups, mātāwaka, mana whenua)

The vision will provide guidance on priorities for the area from a community perspective. The vision contributes to the development and initiatives identified in the Waitematā Local Board Plan.

The project comprises two parts...

- **Situation Analysis:** Where we are now, i.e. the current situation.
- **Vision:** Where we want to be, i.e. the community's vision for the area.

This document reports on part 2, the vision.

Introduction

This plan is designed to help support wherever possible the desired outcomes outlined in the Waitematā Local Board Plan 2017...

1. **Inclusive communities that are vibrant, healthy and connected.** *(Our diverse communities are connected, safe and engaged in local matters. People are empowered to do things for themselves through community-led initiatives. Our facilities and local events are accessible and welcoming to all, from children to older adults.)*
2. **Attractive and versatile public places that meet our communities' needs.** *(Our parks, plazas, leisure centres and community facilities have adapted to the needs of our growing and changing communities. Our public spaces support wellbeing and bring people together to socialise, learn, relax, exercise and have fun.)*
3. **The natural environment is valued, protected and enhanced.** *(The health of our environment is enhanced, our waterways are healthy and the urban forest cover has increased. People have adopted low carbon lifestyles and live sustainably. Caring for our environment is part of who we are.)*
4. **A high-quality built environment that embraces our heritage.** *(Our unique heritage buildings and places are protected and valued for the stories they tell. We have embraced "density done well" through well-designed and sustainable developments that respect the character of our distinctive neighbourhoods.)*
5. **An accessible, connected and safe transport network with well-designed streets.** *(Our transport network is integrated and gives people options for moving about, with accessible, sustainable and reliable public transport and safe, pleasant walking and cycling routes. Our pedestrian-friendly streets are great public spaces.)*
6. **An innovative, productive and resilient local economy.** *(Waitematā's local economy is thriving and benefits from growth and change. Empowered local businesses, social enterprises and start-ups drive growth and local economic development.)*

Key issues and strategic thrusts are organised around a Local Board outcomes framework.

Part 2: Vision & Change Projects

Vision

In the days before the Auckland Harbour Bridge, Northern Motorway and Northwestern Motorway were built, Great North Road was the main road route from central Auckland to the areas north of Auckland. In the 1960s, it carried 25,000 to 30,000 vehicles a day.

Since those times the Grey Lynn section of Great North Road came to be dominated by the automotive industry: new car dealers, second hand car yards, motor vehicle mechanics and workshops, WOF and compliance centres, tyre shops, panelbeaters, automotive parts suppliers, hire centres, motorcycle dealers, etc.

Over the past decade we have started to see developers taking advantage of the mixed-use zoning and housing 'crisis' to build new apartment developments. This has begun to swing the tide towards people rather than gritty industrial uses.

But the road still suffers from the lack of a well-thought-through masterplan. It remains a soulless traffic sewer, sucking motor vehicles in at one end and flushing them out the other on their way to and from the city. Such priority is given to the efficient passage of cars, and sale of cars, and storage of cars for sale, that people feel alienated. There is therefore no sense of 'place'.

This community-led vision is our community's contribution to Great North Road's future. The community's vision for the road is that its function as an arterial route is both maintained and tamed. Tamed by nature to give it a softer, human side that encourages people to enjoy rather than endure the journey. To turn Great North Road into the **Great North Boulevard**.

Change Projects

We have identified 14 change projects that address the key issues identified in the research phase. Each project is designed to support **Auckland Council's aspirational outcomes** and are directly related to and supportive of the **The Auckland Plan 2050**.

Additionally, each project is designed to support the **Waitematā Local Board's desired outcomes** and are directly related to and supportive of the **Waitematā Local Board Plan 2017**.

Projects related to '**movement**' are also designed to support **Auckland Transport's "Roads and Streets Framework"**.

The next step is for the Local Board to assign priorities to each change project on the basis of when they can be started and worked upon (not when they are to be completed) as follows...

Priority A: 3-12 months

Priority B: 1-3 years

Priority C: 3-10 years

Priority D: 10+ years

Priority X: No implementation

1-Page Overview

Local Board Outcomes:	2. Attractive and versatile public places that meet our communities' needs	3. The natural environment is valued, protected and enhanced	4. A high-quality built environment that embraces our heritage	5. An accessible, connected and safe transport network with well-designed streets	6. An innovative, productive and resilient local economy
AT Priorities:	Movement and Place		N/A	Movement	Movement and Place
Strategic Thrusts:	1. The Great North Boulevard		2. Density Done Well	3. Efficient Movement For All Modes Of Transport	4. Supporting Our Local Economy
Projects:	1.1 The Great Linear Park		2.1 Residential Intensification	3.1 All-Weather Walkability For Pedestrians	4.1 Short-Term Parking
	1.2 Roadside Parklets		2.2 Ground Floor Commercial	3.2 Safety For Cyclists	4.2 Loading Zones
	1.3 Auckland Army Centre Pocket Park		2.3 Granular Height Limits	3.3 Safety For Pedestrians Crossing GNR	
				3.4 Efficient Passage For Motorists	
				3.5 Efficient Passage For Public Transport	
				3.6 Bunnings Safety	

WLB Outcome 2: Attractive and versatile public places that meet our communities' needs.

Our parks, plazas, leisure centres and community facilities have adapted to the needs of our growing and changing communities. Our public spaces support wellbeing and bring people together to socialise, learn, relax, exercise and have fun.

WLB Outcome 3: The natural environment is valued, protected and enhanced.

The health of our environment is enhanced, our waterways are healthy and the urban forest cover has increased. People have adopted low carbon lifestyles and live sustainably. Caring for our environment is part of who we are.

1. Strategic Thrust: The Great North Boulevard

The Grey Lynn section of Great North Road is viewed as "**people-less, soul-less**", a "**car yard wasteland**" and "**traffic sewer**," sucking motor vehicles in at one end and flushing them out the other on their way to and from the city.

The road contains very little 'green'.

Stakeholders overwhelmingly wanted to see a return of the natural environment in the form of "**a boulevard of trees**".

Plans within this strategic thrust address these issues.

1.1 The Great Linear Park Plan

Great North Road contains very little 'green'. There are the odd deciduous trees dotted along the footpath, ironically doing nothing to reduce the monotone bleakness of winter in this concrete wasteland. The tree pits act as choke points, reducing the footpath's width at regular intervals. They are little more than tokenism.

Our vision is for Great North Road to become "***a boulevard of trees***" - as repeatedly requested by respondents.

We envision this boulevard of trees as a **linear park**.

The Purpose of this plan is:

- To take the hard edge off Great North Road's traffic movement duties and concrete ghetto feel by turning it into a green boulevard - a linear park through which vehicles and people travel to their destination.

Thoughts:

- There are many competing interests fighting for the roadside edge - tree planting, car parking, loading zones, bus lanes, and protected cycle lanes. And yet there is a wide flush median strip that is only used by car transporter trucks to illegally park and unload cars. Could this median strip not become a raised linear park?
- Putting trees in the middle of the road rather than either side uses less road width (one row of trees vs two). This frees up width for alternative uses.
- It also allows for non-signalised crossings with refuges in the middle of the road beneath in the shade of the trees. Otherwise, signalised crossings are required due to the width of the road (see 3.3 Safety For Pedestrians Crossing GNR).
- Roadside trees often generate complaints from residents and businesses affected by excessive shading and leaf litter, and are problematic for double-decker buses using the left lane. Moving trees to the centre of the road keeps these stakeholders happy and frees up roadside space for competing uses. Win-win.

- For those objecting to trees down the centre of the road, it is possible to place them on either side, as depicted below. However...
 - This comes at the cost of taking space away from bike lanes and footpaths.
 - Tree pits on either side of the road take up valuable footpath width and create choke points at regular intervals, making social distancing in this age of pandemics more difficult. This creates a public health & safety risk that could expose Council to liability or reputational damage, especially now that Council is aware of this risk.
 - Trees on the road edge puts double-decker buses at risk of damage from trees.
 - Right-turning cars must block following traffic until they have turned because there is no room for a median strip.

- **UPDATE:** Following consultations with Auckland Transport after the publication of this Community-led Vision, Auckland Transport's director of integrated corridors programme Mr Matthew Rednall responded as follows...
 - Mr Rednall rejected the linear park out of hand, citing a Watercare water main running beneath the centre of the road from Ponsonby Road all the way down to Bond Street.
 - When it was suggested that the linear park could be confined to the section of Great North Road between Bond Street and the Surrey Crescent shops that did not have a Watercare water main beneath the centre of the road, Mr Rednall rejected this suggestion out of hand, citing cost constraints.
 - When it was suggested that smaller trees and shrubs could be placed in removable planter boxes so they would not impede Watercare's access, Mr Rednall also rejected that suggestion out of hand, citing visibility concerns and the impossibility of drivers to see over the planter boxes.
 - When it was pointed out that the planter boxes did not have to be that high, and that the median planting on Green Lane East - in between Great South Road and the motorway junction - provided a good example of how this could be achieved, Mr Rednall rejected this suggestion out of hand, citing safety concerns for workers maintaining the planting.
 - When it was pointed out that this did not seem to prevent the median planting on Green Lane East, Mr Rednall rebuffed the question out of hand.
 - Mr Rednall's off-the-cuff and out of hand rejections of any and all proposals relating to the linear park keep changing, leaving us unsure as to the truth of the matter. The one constant is Mr Rednall's refusal to entertain this key component of the vision in any form whatsoever.



This visualisation of Great North Road depicts how a linear park could work.



For those objecting to trees down the centre of the road, it is possible to place them on either side, as depicted here, but...

- (i) this comes at the cost of taking space away from bike lanes and footpaths,*
- (ii) it puts double-decker buses in the bus lane at risk of damage from trees, and*
- (iii) right-turning cars must block following traffic until they have turned because there is no room for a median strip.*



International examples of median strip trees...



Las Olas Boulevard, Fort Lauderdale, Florida



Octavia Boulevard, San Francisco



Rosemead Boulevard, Temple City, California

1.2 Roadside Parklets Plan

To help beautify the area and provide public seating to encourage people to linger and 'humanise' Great North Road, there is an opportunity to build mini parklets at strategic points. Each parklet would take one roadside car park space and provide planting, rubbish bins and seating for people to enjoy a rest or eat their lunch.

The Purpose of this plan is:

- To beautify the area and provide park-like resting areas for people.

Thoughts:

- Some roadside parklets could be funded by way of public-private partnerships. The idea is for a business to fund a roadside parklet in return for promotional rights over the parklet for a defined period of time, e.g. 5 years.
- Imagine a two-level parklet outside Giltrap Audi with seating and planting on the ground level and the latest model Audi displayed in a glass display case on the second level.
- Or a Ronald McDonald themed parklet outside McDonalds.
- Or a mock photo shoot parklet outside Photo Warehouse.
- Or a mock real estate auction parklet outside Custom Residential.

Examples overleaf...





Haight Street, San Francisco

1.3 Auckland Army Centre Pocket Park Plan

The Auckland Army Centre and Defence Careers Centre at 204 Great North Road has a fenced-off grassed corner that was identified as potential community-accessible green space as far back as 2014.

For over 20 years the unsafe condition of the resident 150-year-old Macrocarpa tree precluded access to this area. Since it has been removed, however, those reasons are now redundant - but the fence remains and there is no public access.

People can look through the fence at the lawn and remaining two trees, but not sit there. The park is effectively little more than visual decoration.

Efforts to discuss access with our local MP, the relevant minister of Defence, and accessing Auckland Council funding have all come to nothing and indications are that the Army wish to use the space for car parking, which would generate considerable community backlash.

The Purpose of this plan is:

- To transform Auckland Army Centre's grassed corner into a memorial parklet that can be actively enjoyed by everyone.

Thoughts:

- This site is currently the only 'green space' along Great North Road and, given that the demise of Auckland Council's green-space funding precludes other options, it is our focus for development.
- We propose that the New Zealand Defence Force retains ownership of the site, which is repurposed for public access and enjoyment.
- The land has historic provenance that ties together previous use as pathway, primary school, tertiary arts facility, an unrealised War-Dead cairn, with the current Defence Force site purpose.
- The memorial park would be a high-profile recruitment tool for the Defence Careers Centre and provide public amenity.

Site provenance:

- Tangata whenua - Te Rae o Kawharu - 'The Brow of Kawharu': A Waikato ancestor who led Ngati Whatua on a number of military campaigns in the 16th century into the Auckland Isthmus from the South Kaipara. At Arch Hill he rested after a battle and named it after his brow as was the Maori custom to proclaim mana over the land. The current day Great North Road traces the same route as the well-known track which ended at modern day Cornwallis on the Manukau Harbour.
- The original European settlers in the area were comprised of the Mennie's and Surrey Hills farms.
- The NZDF site was first purposed as the Newton West School from 1878-1943, reaching an enrolment peak of 892 pupils in 1923. A Diamond jubilee celebration was held in August 1937.
- It is estimated that 300 to 400 ex-pupils served during the 1914-18 war, and some 67 old boys of the school either died in action or as a result of wounds.
- In the late 1920's a fundraising drive for a memorial cairn raised £50 which in later reports was £38 and on confirmation of continued fundraising when the project was revived in 1933, became £68. Construction was to be undertaken by unemployed ex-pupils with government funding. Unfortunately the cairn was never built but on 14 November of the same year a wooden plaque was unveiled proclaiming the school library would be from then on known as the Newton West Memorial Library.
- After a fire in their Symonds Street premises in 1949, some functions of the Elam Art School were transferred to the ex-school premises until 1962.
- At the time of the Newton Central School Jubilee in 1974 the site was a car yard.

Proposed plan for the land:

- That NZ Defence Force retains ownership but redesignates the land as publicly accessible green space.
- That the site's primary feature be a memorial cairn for WWI Newton West School fallen and Newton Central School WWII fallen. Other features to include history panels celebrating tangata whenua, early European history, Newton West School, Elam Art School, NZ Army history, plus seating, drinking fountain, eBike charging stations, environmental/sculptural art.

Support entities:

- NZ Defence Force, Grey Lynn Returned Services Club, Auckland Returned Services Association.
- Elected representatives: Constituent MP, Minister of Defence, Ward Councillor, Waitematā Local Board, Auckland Transport, Auckland Council Parks & Reserves.
- Community groups: Grey Lynn Residents Association, Grey Lynn Business Association, Grey Lynn 2030, Bike Auckland, Generation Zero.
- Tertiary institutions: University of Auckland architecture faculty (Bill McKay), AUT architecture faculty, Elam School of Fine Arts and past pupils.

Possible funding entities:

- NZ Defence Force / Department of Defence.
- Auckland Council via Waitematā Local Board.
- Lotteries Commission.
- Private philanthropy: - Alan Gibbs / Terry Stringer environmental & sculptural art.

Design & budget:

- University of Auckland and AUT design and architecture students to have an opportunity to design the cairn, history panels, place seating, environmental art, charging points, etc as per the brief.
- A design prize is envisaged.
- Design process to be overseen by Professor Bill McKay.
- Competition to be judged by ex-pupils of Elam Art School.
- Budget to be confirmed by a 3rd party quantity surveyor.
- Construction under the auspices of Auckland City Parks and Reserves.

Opening ceremony

- PM or MP or Minister of Defence or Mayor to officially open.
- Joyce Stewart, Arch Hill resident and Newton West School student, to cut ribbon.
- Karakia Newton Central School pupils.



Defence officials would like to keep this grassed area fenced off and private, even though the unsafe Macrocarpa has now been removed. The community would like to see it become a memorial parklet to be enjoyed by all.

WLB Outcome 4: A high-quality built environment that embraces our heritage

Our unique heritage buildings and places are protected and valued for the stories they tell. We have embraced "density done well" through well-designed and sustainable developments that respect the character of our distinctive neighbourhoods.

2. Strategic Thrust: Density Done Well

The current prevalence of old car yards and industrial-style businesses such as Bunnings do nothing to help solve the housing crisis.

People want "**more quality accommodation that makes use of its height**" with commercial space on the ground floor to activate the interface between the building and the street.

Plans within this strategic thrust address these issues.



2.1 Residential Intensification Plan

The current mix of old car yards and industrial-style businesses such as Bunnings do nothing to help solve the housing crisis.

There is a window of opportunity to encourage residential intensification along the ridge.

Higher population density provides a bigger customer base for local businesses, and more users for public transport on this major transport corridor.

The Purpose of this plan is:

- To get more people living on Great North Road.

Thoughts:

- How could Council **incentivise** high-quality apartment buildings rather than industrial-type buildings and retail barns?

2.2 Ground Floor Commercial Plan

Apartment buildings such as the Turing have a poor relationship with the street because they require privacy for residents occupying the ground floor.

A far better urban outcome is achieved with commercial space at ground level. This creates a very human interface at street level, people coming & going, and a vibrant street space.

The Purpose of this plan is:

- To encourage ground floor commercial space in new apartment building developments.

Thoughts:

- Respondents would love retail and cafes, but *any* commercial use provides a more active and attractive interface than a blank concrete wall.
- How could Council incentivise or reward developers for including ground floor commercial space in new apartment building developments?



Ground floor commercial space 'activates' the building at street level, creating a very human interface at street level, people coming & going, and a vibrant street space.

2.3 Granular Height Limits Plan

Arch Hill residents must be protected from shading.

Height and height-to-boundary controls are required to ensure developments on the southern side of Great North Road do not deprive Arch Hill residents of sunlight.

Daniel Marshall Architect undertook a detailed sunlight analysis of the Great North Road ridge, modelling the sunlight available to houses if buildings that complied with the Special Housing Area (SHA) rules of the time were built along the ridge.

The analysis showed that some Arch Hill houses would be in permanent shade during winter. Others would receive as little as a couple of hours of sunlight mid-morning before being plunged back into shade for the rest of the day.

Of concern is that apartment buildings today are being built HIGHER than was possible under the Special Housing Area (SHA) rules, making the situation quite dire for Arch Hill residents when developers inevitably turn their attention to the southern side of Great North Road.



SHA CONDITION : WINTER 8:00 AM



SHA CONDITION : WINTER 11:00 AM



SHA CONDITION : WINTER 2:00 PM



SHA CONDITION : WINTER 5:00 PM

On the other hand there are portions of Great North Road that could easily accommodate much higher buildings and greater density with little negative impact on amenity.

Some blocks at the city end of Great North Road that overlook commercial zones could easily accommodate 8-10 storey buildings.

Where the northern side of Great North Road abuts historic villas, it is better suited to 6 storeys.

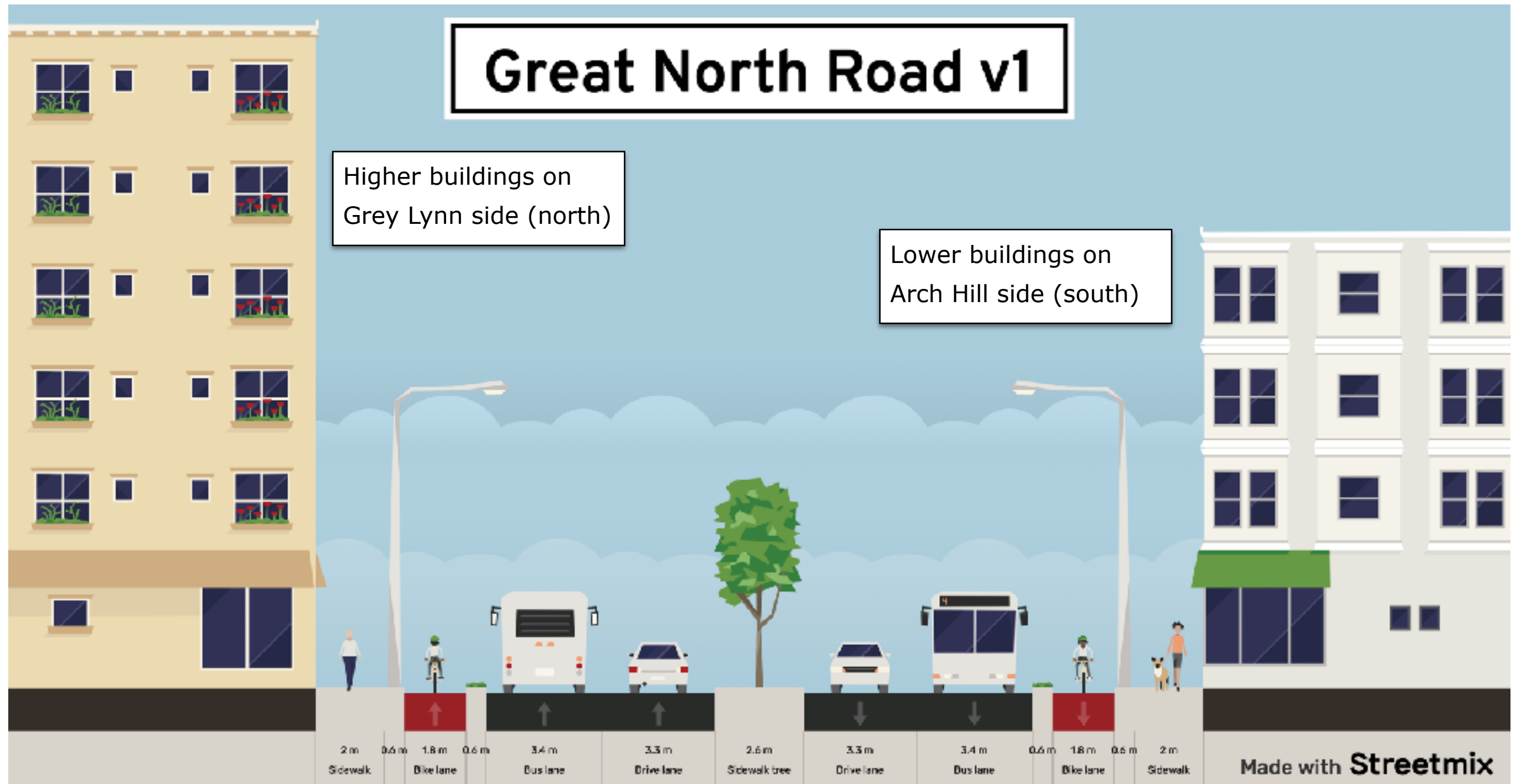
And the southern side of Great North Road that overlooks Arch Hill residential areas in some places should be no higher than 4 storeys.

The Purpose of this plan is:

- To encourage greater overall residential density by taking a more nuanced approach to height limits along the ridge.

Thoughts:

- The first four blocks of Great North Road closest to the city, i.e. between Ponsonby Rd and Scanlan St on the northern side, and Newton Rd and Waima St on the southern side, overlook commercial areas. They could therefore easily accommodate 8-10 storey apartment buildings with no negative impact on residential amenity.
- The balance of Great North Road on the northern side can accommodate 6-storey apartment buildings with no shading impact on adjacent villas. Setbacks from the northern boundary will help mitigate privacy and visual amenity impacts.
- On the southern side of Great North Road, the three blocks between Waima St and Potatau St overlook a flat area of Arch Hill, and could accommodate 6-storey apartment buildings with minimal shading impact on adjacent dwellings.
- The balance of Great North Road on the southern side overlooks an area of Arch Hill that slopes away from the ridge quite steeply, and should be limited to 4-storey buildings to protect downhill dwellings from excessive shading.
- Perhaps Council could accommodate this nuanced approach through zone overlays?



WLB Outcome 5: An accessible, connected and safe transport network with well-designed streets.

Our transport network is integrated and gives people options for moving about, with accessible, sustainable and reliable public transport and safe, pleasant walking and cycling routes. Our pedestrian-friendly streets are great public spaces.

3. Strategic Thrust: Efficient Movement For All Modes Of Transport

The number of lanes, speed and volume of traffic and lack of traffic calming features prioritises motor vehicles at the expense of other users such as pedestrians and cyclists.

There is wide recognition that Great North Road is "**very wide, lacking bike and pedestrian amenities... a bit of a traffic sewer.**"

This strategic thrust is all about improving Great North Road for the benefit of **all** users.

3.1 All-Weather Walkability For Pedestrians Plan

Exposure to wind, rain and harmful summer sun make walking difficult and hinder the development of shared spaces and a community feel.

As one stakeholder put it: *"There's no shelter, bugger all trees, and mostly a bleak landscape."*

The Purpose of this plan is:

- To facilitate all-weather walking as a mode of transport along Great North Road, and make the road a more desirable destination for lingering.

Thoughts:

- Awnings could be a mandatory design requirement for new developments. We would like to see generous awnings unlike the Bunnings tokenism, which provides little to no weather protection.
- At specific intersections where sufficient numbers of pedestrians wait to cross the road, covered 'wait stations' could be provided.



3.2 Safety For Cyclists Plan

Great North Road is highly desirable to cyclists because of its gentle gradient and easy access to the top of Ponsonby Road, Queen Street, and K' Road. On the other hand it is avoided by many cyclists because of traffic density and safety concerns. Community feedback is that, ***"the lack of dedicated cycle lanes combined with the heavy traffic hinder the safe use of this otherwise convenient cycle route... Needs a totally separate bike lane completely separated from cars... Not 100% comfortable on a bike, as you have to share with buses."***

The Purpose of this plan is:

- To encourage more cyclists to use Great North Road.

Thoughts:

- Stakeholder feedback says it best: ***"As a cyclist I would love to see protected bike lanes along here. It's such a natural and obvious route to town."***



Rosemead cycleway, California

3.3 Safety For Pedestrians Crossing GNR Plan

Great North Road is not conducive to safe pedestrian crossing. The road is seen as being "*extremely hard to cross*" due to its extreme width and "*crazy*" traffic.

The Purpose of this plan is:

- To encourage more pedestrian use of the road by providing multiple safe crossing points.

Thoughts:

- Pedestrian crossings on raised traffic-calming tables enhances crossing visibility for drivers and safety for pedestrians.
 - Raised tables increase crossing visibility and reduce traffic speeds. This increases pedestrian safety without the need for signalised crossings, even during bus lane operating hours when one side of the road becomes two lanes (one bus plus one traffic lane). For the rest of the day there is only one traffic lane to cross before reaching the half-way refuge.
 - Tables raised to sidewalk height are okay as long as the approach and departure ramps are gentle enough that they reduce traffic speeds but don't excessively impede the flow of traffic.
 - Carlton Gore Road is an example of overly-aggressive pedestrian crossing tables that significantly impede the flow of traffic when pedestrians are not using them (which is probably ~99.8% of the day).
- Pedestrian crossings are much preferred to signalised crossings...
 - Pedestrians don't have to wait to cross an 'on-demand' pedestrian crossing, and vehicles don't have to wait at empty crossings for the light to turn green.
 - Dividing each pedestrian crossing into two, each covering one half of the road and meeting at a halfway-point refuge in amongst the trees, reduces the width of each pedestrian crossing to an acceptable width for a non-signalised crossing.
 - It would be wrong to prioritise pedestrians at the expense of motor vehicles on this major arterial route, just as it would be wrong to prioritise motor vehicles at the expense of pedestrians.
 - The 'safe crossing' objective is met with the least disruption to all modes of traffic.
 - Balance is the key: to facilitate walking rather than prioritise it at the expense of all other road users.

3.4 Efficient Passage For Motorists Plan

We must recognise that Great North Road is a major arterial route and be mindful of the need to facilitate efficient passage of vehicular traffic.

The Purpose of this plan is:

- To encourage the efficient passage of vehicles in a modally-neutral manner.

Thoughts:

- Other plans to improve access for other modes of transport (pedestrians & cyclists) should be mindful of the need to maintain efficient passage of vehicular traffic.
- The community wants to encourage more pedestrian and cycle use of the road, but this must be done in a way that minimises disruption to the passage of vehicular traffic as much as possible.

3.5 Efficient Passage For Public Transport Plan

Great North Road is a major bus corridor. It is important to facilitate public transport as a way to get people out of cars, reduce our carbon footprint, and increase the road's people-moving capacity.

The Purpose of this plan is:

- To provide efficient passage for buses through the provision of dedicated drive-time bus lanes.

Thoughts:

- In non-drive-time hours, bus lanes could be used for loading zones, parking, car transporters, etc. Vehicle speeds are generally higher in non-drive-time hours, so this would also provide an additional physical barrier between traffic and cyclists.



3.6 Bunnings Traffic Safety Plan

Significant traffic problems relating to Bunnings' Great North Road entry/exit have arisen. These safety issues affect both pedestrians and vehicular traffic.

Pedestrians: The entry/exit is designed in such a way that the footpath crossing prioritises vehicles over pedestrians. As a result, drivers tend not to look out for pedestrians, who are forced to give way to vehicles to avoid being run over *on the footpath*.

Vehicular traffic:

1. A significant number of vehicles ignore the small 'No Right Turn' sign and make an illegal right-hand turn into Bunnings from Great North Road, in many cases impeding city-bound traffic flow while they wait to make the illegal turn.
2. The west-bound entry to Bunnings is designed in a way that sweeps vehicles off Great North Road and into Bunnings, often at the expense of pedestrians who end up giving way to vehicles on the footpath to avoid being run over.
3. Vehicles exiting Bunnings are ignoring the not-very-visible 'Stop' sign and proceeding straight across the footpath without checking for or giving way to pedestrians.
4. This dangerous behaviour is encouraged by the very poor placement of a judder bar at the exit, several metres inside Bunnings premises. Cars must slow to a crawl to traverse the judder bar, then speed up again before they reach the actual footpath.
5. A "LOOK FOR VEHICLES" sign placed for the benefit of pedestrians on the footpath is highly visible. A "STOP" sign placed for the benefit of cars exiting the car park is so poorly placed it is nearly invisible.
6. Many vehicles exiting Bunnings ignore the small 'No Right Turn' sign and make an illegal right-hand turn into Great North Road, not only competing with traffic travelling on Great North Road, but also traffic turning out of both Beaconsfield Street and Repco's car park (directly across the road from Bunnings' entry/exit).

The Purpose of this plan is:

- To resolve the traffic safety issues at Bunnings' Great North Road entry/exit.

Thoughts:

- The current layout is not working as intended.
- Auckland Transport is the authority responsible for the road and footpath, and it is therefore incumbent on them to ensure pedestrian and road user safety.
- Given the safety issues, we recommend closing Bunnings' Great North Road entry/exit while Bunnings and AT agree and implement appropriate remediations.



Highly visible sign for pedestrians



*Almost invisible STOP signs and poorly placed judder bar does nothing to control traffic and puts pedestrians in danger.
Judder bars should be placed at the point cars enter the footpath zone, not 1.5 car lengths before or after.*



Beaconsfield St traffic competing with Bunnings.



Pedestrian having to give way to illegally right-turning ute.



Car making an illegal right-turn into Bunnings.



Car making an illegal right-turn into Bunnings.



Car making an illegal right-turn out of Bunnings.



Blue car waiting to make an illegal right-turn into Bunnings.



Blue car making the illegal right-turn into Bunnings.



Total chaos with cars exiting both Bunnings & Repco into traffic.

WLB Outcome 6: An innovative, productive and resilient local economy.

Waitematā's local economy is thriving and benefits from growth and change. Empowered local businesses, social enterprises and start-ups drive growth and local economic development.

4. Strategic Thrust: Supporting Our Local Economy

There is a symbiotic relationship between Great North Road businesses, customers who use the road to access those businesses, and the road itself.

In other words, between 'movement' and 'place'.

Where the road becomes hostile to customers of those businesses (by prioritising 'movement' above other considerations), the businesses suffer and so in turn the 'place' suffers.

Encouraging businesses into the ground floor of new developments to 'humanise' the building/road interface requires a balance between movement and place for the the two to work in harmony - for a people-centred sense of place to coexist with a road that efficiently moves traffic through the suburb.

Plans within this strategic thrust address these issues.

4.1 Short-Term Parking Plan

There is a lack of short-term parking on Great North Road for customers making quick visits to local businesses, e.g. to pick up convenience goods.

The few car parks available are under increasing pressure from competing interests.

The resulting lack of accessibility conflicts with the aim of encouraging businesses on the ground floor of new developments.

It also reduces the economic viability of existing convenience businesses and drives them out of the area.

The Purpose of this plan is:

- To support the economic viability of current and future businesses on Great North Road, as opposed to the current erosion of economic viability.

Thoughts:

- Any plans must ensure the provision of short-term parking for customers of local businesses, especially outside of rush hours.
- For example, 10-minute parking that becomes part of a transit lane during rush hours.

4.2 Loading Zones Plan

Residents in apartment buildings require delivery of online shopping, and local businesses require delivery of goods. This applies throughout the spectrum, from corner dairies right through to corporate car yards.

Without the ability to receive goods, these businesses will simply not survive.

Already we see delivery vehicles being forced to dangerously double park, park on the footpath, or occupy median strips to service local businesses.

The gradual erosion of short-term parking on Great North Road conflicts with the aim of encouraging businesses at street level.

The Purpose of this plan is:

- To support the economic viability of businesses on Great North Road by ensuring delivery vehicles have easy access to a sufficient number of loading zones.

Thoughts:

- Loading zones could become part of a transit lane during rush hours.
- Loading zones adequate for car transporters are important to improve safety on Great North Road.
- Many side streets off Great North Road have intersection set-outs for the convenience of pedestrians. The area behind these set-outs are currently marked as No Parking Zones. These could easily be converted to 10-minute short-term or loading zone parking where safety is not compromised.
- Loading zones should be clearly marked and differentiated from normal parking to discourage opportunistic parkers, e.g. through the use of coloured road surfaces.

Great North Road Community-led Vision PART 2: VISION & CHANGE PROJECTS

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