

# Your feedback on Great North Road – Bus, cycling and safety improvements



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# Summary

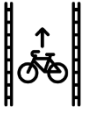




Auckland Transport (AT) are proposing to make a section of Great North Road (between Crummer Road and Ponsonby Road) safer for all road users, especially people walking and on bikes, make bus journeys more reliable, and help reduce congestion along the route.

We consulted on this proposal from Monday 22 March to 7 May 2021 and received **274 submissions** via the on-line survey and feedback forms. We also received a further **192 data-drops** on the social pin-point platform.

## Key themes in feedback

### 1. What aspects of the proposal do you like, and why?





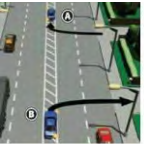

The top 5 aspects of the proposal **liked**, were;

	1. Separated 1.8m wide on-road cycle paths on each side of Great North Road, with a 0.6m wide physical separator between the cycleway and the bus lane ( <b>175 submissions</b> )
	2. Three additional signalised pedestrian and cycling crossings, and upgrades to the existing three & raised tables on side streets ( <b>103 submissions</b> )
	3. A change to bus lanes operating hours from 7-9am to 7-10am and from 4-6pm to 3-7pm ( <b>85 submissions</b> )
	4. Eight safer and more effective bus stops, removing six stops to improve bus efficiency ( <b>63 submissions</b> )
	5. Approx. 115 parking spaces removed to address safety issues around visibility and to make space for the cycleways ( <b>21 submissions</b> ).

#### 1.1 Why the proposal was liked

The reasons why the proposal was liked highlighted, improved pedestrian safety, cycling safety and bus travel efficiency as the benefits of the proposal.

## 2. What aspects of the proposal would you change, and why?

<p>Buses</p> 	<ul style="list-style-type: none"> <li>➤ Suggest more safe bus bypasses rather than bus boarder stops (<b>55 submissions</b>)</li> <li>➤ Create as much safe space between bike lanes and bus users including all cycleways should be diverted behind the bus stops rather than through it (<b>42 submissions</b>)</li> </ul>
<p>Crossings</p> 	<ul style="list-style-type: none"> <li>➤ Requested more safe pedestrian crossings and improved spacing on side streets including Bond Street and Scanlan Street (<b>12 submissions</b>)</li> <li>➤ Suggest raised tables at intersections with concerns that works cause disruption and congestion (<b>9 submissions</b>)</li> </ul>
<p>Cycleways</p> 	<ul style="list-style-type: none"> <li>➤ Need better cycleway connectivity, need to be extended further, and ensure they are well maintained (<b>26 submissions</b>)</li> <li>➤ Widen the cycle lane -paths as 1.6m wide does not provide much room for cyclists passing safely even though cyclists would be travelling in the same direction (<b>17 submissions</b>)</li> <li>➤ Bike lanes should be on street parallel to main road and not both sides of road - Will cause congestion (<b>14 submissions</b>)</li> <li>➤ Need to improve cycle safety including at hazardous intersections (<b>10 submissions</b>)</li> </ul>
<p>Car parking</p> 	<ul style="list-style-type: none"> <li>➤ Car parking should be increased not removed as businesses &amp; residents need parking (<b>36 submissions</b>)</li> </ul>
<p>Flush medians</p> 	<ul style="list-style-type: none"> <li>➤ Without the flush median, congestion will build up as cars won't be able to turn (<b>26 submissions</b>)</li> </ul>
<p>Other</p> 	<ul style="list-style-type: none"> <li>➤ Like to see more trees and greenery (<b>39 submissions</b>)</li> <li>➤ Concerned about traffic safety, running red lights and especially support lower speeds (<b>19 submissions</b>)</li> <li>➤ Project needs to be progressed quickly (<b>13 submissions</b>)</li> <li>➤ Do not like the proposal including it will cause congestion (<b>11 submissions</b>)</li> </ul>

### 3. What other thoughts, suggestions or concerns do you have about the proposal?

The main themes highlighted when asked thoughts, suggestions or concerns were;

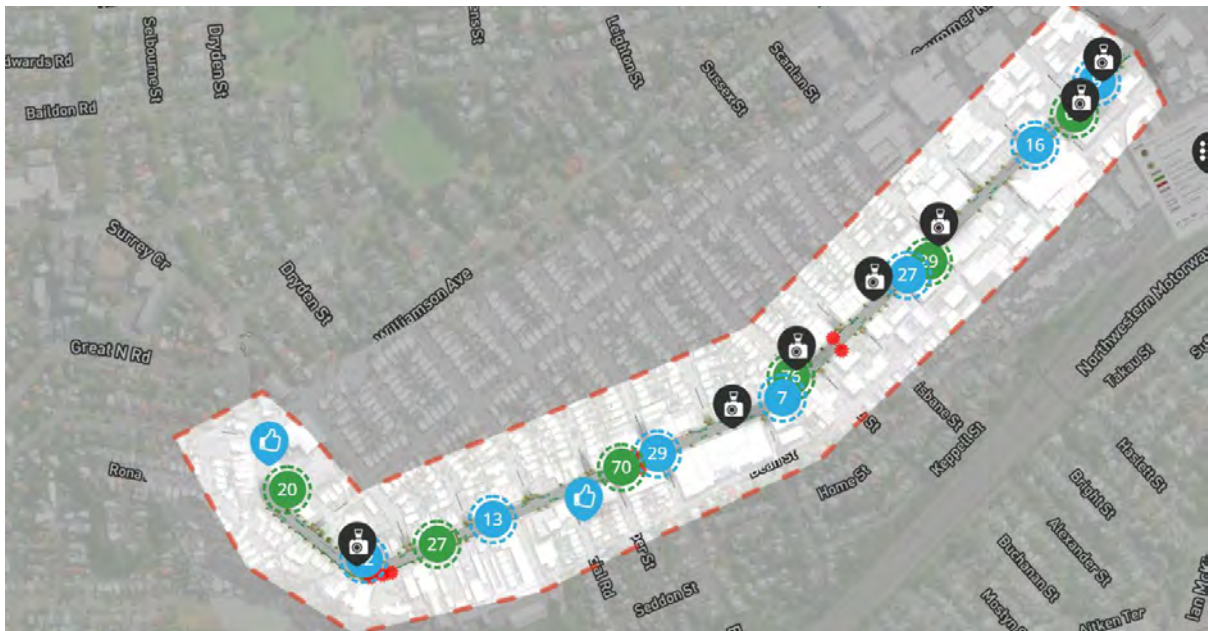
- Like the proposal including needs to be progressed quickly (**82 submissions**)
- Would like to see more trees and greenery (**23 submissions**)
- Concerned about traffic safety, running red lights and especially support slower speeds (**21 submissions**)
- Do not support the proposal (**19 submissions**)
- Concerned about the loss of parking - more parking is needed on Great North Road to support businesses especially (**16 submissions**)

### Summary of Social Pinpoint

We also provided people with the opportunity to provide their feedback on an interactive map. People were invited to pin their feedback to specific locations on the map to tell us what they think of the proposed improvements or what they think should happen.

We received **192 data drops** on the social pin-point platform.

- 30 pin drops highlighted that they liked the proposal
- 162 pin drops suggested changes, highlighted below:



- Painted "kerbs" rather than built up/out curb lines are all that is needed (**93 reflections of down votes registered against multiple up vote counts**)
- You do not need to raise the base table at this /these intersections as a "speed reduction" device - as all traffic has to stop in order to turn 90 degrees either right or left anyway (**91 reflections of down votes registered against multiple up vote counts**)
- These "Side Road Treatments" are a serious waste of money and inhibit the ease of use by all local residents and businesses (**54 reflections of down votes registered against multiple up vote counts**)
- Absolutely no need to build a speed reduction platform at any of the intersections, as cars have to stop anyway for the 90-degree left or right turn (**13 reflections of down votes registered against multiple up vote counts**)
- Pedestrian crossing should be a lights-controlled at intersections and shifted to one of the side roads. It would be better for all users (**9 reflections of down votes registered against multiple up vote counts**)

## Update on Timing

Auckland Transport's response to this consultation has been delayed. We told the community the project would start in late 2021. Unforeseen events have meant that progress has been slowed. During this period Auckland Transport has further developed the detail of the design and continued to progress the design and any issues from feedback we received.

AT has also used this time to respond to the requests of many submitters, partners and stakeholder submissions and gained a better understanding of issues and feedback provided on the proposal. Auckland Transport is now planning to commence works, this will be managed in stages and Auckland Transport will advise on these steps in communications over the next few months (early to mid-2022).

## Project Decisions

In addition to all elements of the proposed design, after listening to all the feedback, we will:

- Investigate the number of on street parking and loading spaces along the route
- Investigate on street parking and loading opportunities on side streets (this means the exact number of parking along the route may change based on surveys and safety standards)
- Develop the full Landscape plans for design elements for the route
- Further develop the detail design plans for the preferred option
- Undertake Safety Audits on the design
- Finalise the design for buildouts at intersections and resolve safety issues identified
- Undertake speed management measures such as speed calming, raised table design at intersections and side roads and encourage safe driver behaviour through design
- Rationalise and improve bus stop locations and crossing points

## Next steps

We have used this feedback to help refine the design as we move towards construction. Dates of construction will be announced in the coming months.



# Background

## What are we seeking feedback on?

Auckland Transport (AT) are proposing to make a section of Great North Road (between Crummer Road and Ponsonby Road) safer for all road users, especially people walking and on bikes, make bus journeys more reliable, and help reduce congestion along the route.

## Project overview

Auckland Transport (AT) are proposing to make a section of Great North Road safer for people walking and on bikes, make bus journeys more reliable, and help reduce congestion along the route. The improvements are proposed for a section of Great North Road between Crummer Road and Ponsonby Road. The project is funded by Auckland Transport and Waka Kotahi NZTA.

The proposed improvements include:

- Eight safer and more effective bus stops, removing six stops to improve bus efficiency.
- A change to bus lanes operating hours from 7-9am to 7-10am and from 4-6pm to 3-7pm.
- Two additional signalised pedestrian and cycling crossings, and upgrades to the existing two.
- Separated 1.8m wide on-road cycle paths on each side of Great North Road, with a 0.6m wide physical separator between the cycleway and the bus lane
- Four loading bays, suitable for large car transporters, for use outside of bus lane hours.
- Approx. 115 parking spaces removed to address safety issues around visibility and to make space for the cycleways.
- Reconfiguring car parks to create 10 new P60 near the top of side streets where they intersect with Great North Road (includes Coleridge Street, Northland Street, Elgin Street, Beaconsfield Street, Grosvenor Street and Scanlan Street) off Great North Road.
- The removal of the flush median strip down the centre of the road.

## Project details

Great North Road is a major corridor in Auckland central, carrying large amounts of traffic in and out of the City Centre. Over the next five to ten years, the area will change considerably. With more residential apartments being constructed and less industrial activity occurring, the population close to this project's section of Great North Road expected to grow by approximately 24% by 2031.

## Benefits

- Improve safety for pedestrian, cyclists and vulnerable road users.
- Expand the central city cycling network.
- Improve bus trip reliability and efficiency.
- Reduce congestion in the central city.

**View the artist impressions of Great North Road safety improvements below**



Example of transporter loading bay.



Example of side street raised table intersection.



Example of bus stop



Example of signalised pedestrian/cycle crossing

## Improving safety for all road users

As a [Vision Zero](#) organisation, Auckland Transport is committed to having zero deaths and serious injuries on the road network by 2050.

We want a transport system that prioritises safety, not a system that puts other measures ahead of human life. We will get you there safely, as efficiently as we can. This is a shift away from the conventional “costs versus benefit” used to decide how much money to spend on our road network, towards valuing the benefit of decreasing risk to our community using our transport network every day.

This project has been designed to address the significant safety issues all road users face today, on this stretch of road. Between 2014 and 2019, there have been 11 serious injuries along the route. In total, there have been 139 crashes in this timeframe, with over 80 percent of them occurring at intersections.

This proposal intends to fix the issues at intersections along the route and make travel safer for vulnerable road users. The raised tables at intersections with side streets along the route will provide safety benefits for everyone, especially vulnerable road users. Crashes involving

vulnerable road users were clustered around intersections too, with 13 crashes involving motorcyclists, seven crashes involving pedestrians, and seven crashes with people on bikes. There are no safe cycle lanes along the route, meaning people on bikes are at direct risk from fast moving vehicles when on the road.

This proposal fits in with the Safe System approach that Vision Zero encompasses. It aims to create a transport system which is built for human beings and acknowledges that people make mistakes and that mistakes shouldn't cost them their life.

## Cycling in the inner city

As Auckland's population grows, we need to provide more travel choices and find ways to make it easier and safer for people to walk or ride a bike in our city.

Along this route there are three main cycling issues this proposal is designed to fix:

- Poorly designed intersections are unsafe for pedestrians and people on bikes.
- Poor cycling connections, high vehicle speeds, and lack of protected cycleways creates significant barriers to improving uptake of cycling along Great North Road.
- Population growth and changing land use will increase pressure on the route, and increase the need for more reliable public transport, and safer walking and cycling facilities.

Crash-data across all of Auckland suggest that cycle-related crashes are often clustered on or around main arterial roads that attract significant transport demands. Great North Road is a good example of this type of road as it moves large amounts of public transport services, private vehicles, people on bikes, pedestrians, and is also a key route for the freight industry.

Currently, cycle connectivity along Great North Road is poor. There is nothing along this route to connect with Karangahape Road at the city end, or the outer suburbs at the western end. This void makes cycling unappealing to local-residents and workers who currently must share the road with general traffic.

This proposal aims to continue the expansion of the cycle network and create further cycling links from the Central City, out to surrounding suburbs. It will directly link up with the soon to be completed Karangahape Road enhancements project and create a safe option for people on bikes to reach places like Western Springs, Point Chevalier and Mount Albert.

Great North Road is a long, straight, and wide main arterial in the heart of central Auckland which carries large amounts of traffic. In its current state, vehicles can maintain high speeds while sharing the road with people on bikes. Small increases in speed, quickly raise the risk of death or serious injury in the event of a crash. [Read more information about the reason for safe speeds.](#)

AT is growing our cycle network to connect communities and provide more access to safe walking and cycling infrastructure.

We want to create a future where everyone feels comfortable riding a bike. We can only do this if there are safe, connected places making it easier for people of all ages, abilities and backgrounds to ride or walk – whether it be to school, work, the local shops, the football grounds or to visit friends and whānau.

## Traveling by bus in the inner city

Bus services on this section of Great North Road head to the city centre, Ponsonby and Wynyard Quarter in one direction and to Kingsland, Point Chevalier and popular destinations in west Auckland in the other direction. This project will see bus stops moved to make it easier to transfer between the different bus services using this section of road. With frequent services, and simple transfers to other public transport services that allow you to get to many more destinations, Great North Road buses are an easy travel option for everyone.

With an increasing number of cars joining our road network and the region's forecasted population growth, there is a pressing need to improve public transport as our dependence on single occupancy vehicles is not sustainable.

That's why, around Auckland, we're working hard to improve public transport and make it easier and safer for people to walk and use other active modes of travel like riding bikes and e-scooters.

Improving public transport services has the potential to benefit motorists as well - a full bus can remove 50 cars from the road. By giving priority on the road to buses and increasing their frequency, bus services can become a more attractive option resulting in more available space on roads for those whose journey cannot be made on public transport.

## Strategic overview

The recently released 2021 Government Policy Statement (GPS) on land transport focuses on the improvement of people's wellbeing and the liveability of places by providing an integrated and well-structured transport system. It does this by contributing to five key outcomes, identified in the Ministry of Transport's Transport Outcomes Framework:

- Inclusive access.
- Economic prosperity.
- Healthy and safe people.
- Environmental sustainability.
- Resilience and security.

The Great North Road proposal aligns with these outcomes through the development of additional transport choices to the Grey Lynn and surrounding areas. This improves access to social and economic opportunities by creating cheaper modes of transport and therefore providing inclusive access. The project also seeks to improve safety, particularly for vulnerable users, and promotes the health and safety of people. The project also focuses on improving attractiveness of other modes of transport, away from private vehicle use and towards more environmentally friendly modes while supporting greater economic activity by prioritising efficient movement of people to places of economic activity.

This project therefore has a strong alignment with the GPS 2021 strategic priorities, helping to deliver on four of the five key transport system outcomes.

Auckland Transport's Strategic Network Plan, Future Connect, identifies this section of Great North Road as having strategic importance for people walking, cycling, driving and using public transport. This design seeks to ensure that all of these ways of travel are unlocked in this corridor.

This project also helps deliver on The Auckland Plan. The current proposal will help reduce congestion by providing more attractive sustainable transport options. The Auckland Plan calls for improving the "safety, personal security and attractiveness of walking and cycling alternatives" and "investing in and integrating public transport and walking and cycling networks to provide convenient and efficient alternatives."

## **Original proposal - August 2017**

Introduction to the link previous proposal

<https://at.govt.nz/projects-roadworks/grey-lynn-arch-hill-westmere-improvements/route-4-great-north-road/>

# Consultation

We consulted on the proposed Great North Road bus, cycling and safety improvements from Monday 22 March to the 7 May 2021.

## What we asked you

We asked;

- What aspects of the proposal do you like, and why?
- What aspects of the proposal would you change, and why?
- What other thoughts, suggestions or concerns do you have about the proposal?
- What mode of transport do you most often use to travel on Great North Road?
- How often do you travel along Great North Road?

## Activities to raise awareness

To let you know about our consultation, we:

- Mailed brochures to 5600 addresses in and around the project area. We also sent 2550 to absentee landlords of buildings in the area.
- Hand delivered brochures to every single business in the project area when we visited them in person.
- Set up a project webpage and online interactive map with online survey for feedback
- Erected 30 project boards along Great North Road on power poles and around bus stops etc.
- Attended business association events where we presented and took questions from members of the community about the proposal.
- Emailed project information and consultation material to all stakeholders involved in the project.
- Geo-targeted social media posts.

Drop-in events at Grey Lynn Library Hall, 474 Great North Road, Grey Lynn, on the following dates and times:

- Tuesday 6 April: 3:30pm – 5:30pm
- Thursday 8 April: 3:30pm – 5:30pm
- Saturday 10 April: 10:30am – 12:30pm

## How people provided feedback

You could provide feedback using an online submission form (on our [Have Your Say website](#)) or a freepost form included in the brochure. See <https://at.govt.nz/projects-roadworks/great-north-road-safety-bus-and-cycling-improvements/> at the end of this report for a copy of the feedback form.



# Your feedback

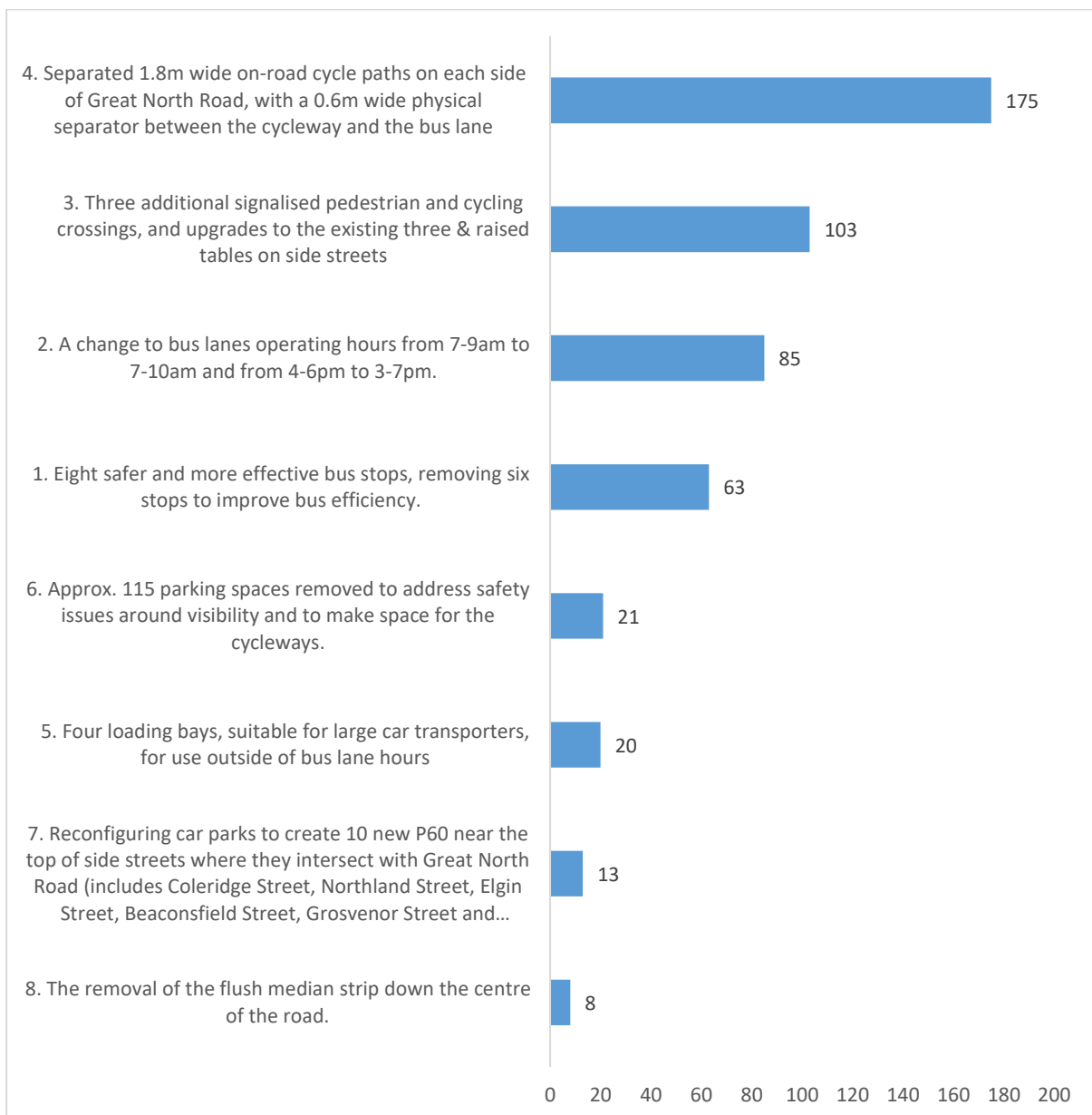
## Overview

We received public feedback on the proposal from **274 submissions**. 224 on-line submissions and 50 feedback form submissions and a further **192 data drops** on the social pin-point platform.

## What aspects of the proposal do you like, and why?

The reasons why the proposal was liked highlighted, improved pedestrian safety, cycling safety and bus travel efficiency as the benefits of the proposal.

Note: – numbering ordering corresponds with the ordering of bullet points in brochure and feedback form.

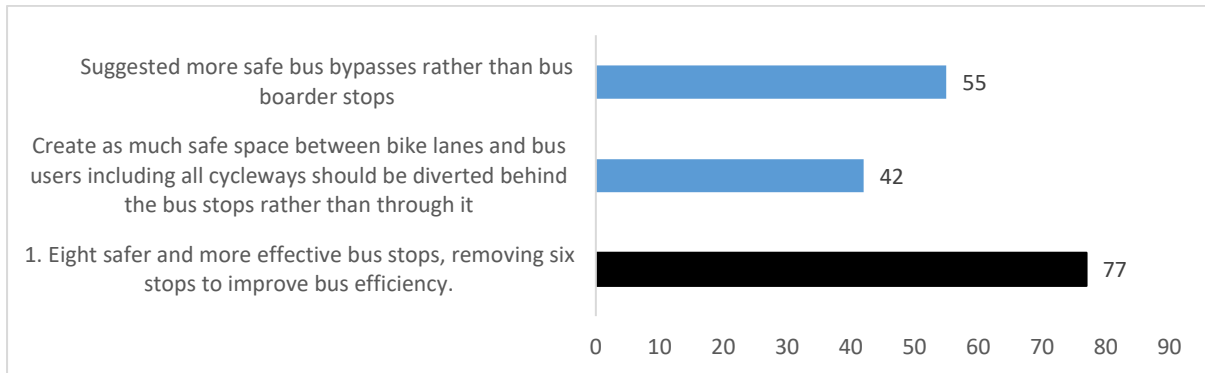


1. Separated 1.8m wide on-road cycle paths on each side of Great North Road, with a 0.6m wide physical separator between the cycleway and the bus lane **(175 submissions)**
2. Three additional signalised pedestrian and cycling crossings, and upgrades to the existing three and raised tables on side streets **(103 submissions)**
3. A change to bus lanes operating hours from 7-9am to 7-10am and from 4-6pm to 3-7pm **(85 submissions)**
4. Eight safer and more effective bus stops, removing six stops to improve bus efficiency **(63 submissions)**
5. Approx. 115 parking spaces removed to address safety issues around visibility and to make space for the cycleways **(21 submissions)**
6. Four loading bays, suitable for large car transporters, for use outside of bus lane hours **(20 submissions)**
7. Reconfiguring car parks to create 10 new P60 near the top of side streets where they intersect with Great North Road (includes Coleridge Street, Northland Street, Elgin Street, Beaconsfield Street, Grosvenor Street and Scanlan Street) off Great North Road **(13 submissions)**
8. The removal of the flush median strip down the centre of the road **(8 submissions)**

# What aspects of the proposal would you change, and why?

## Buses

1. Eight safer and more effective bus stops, removing six stops to improve bus efficiency (**77 submissions**)

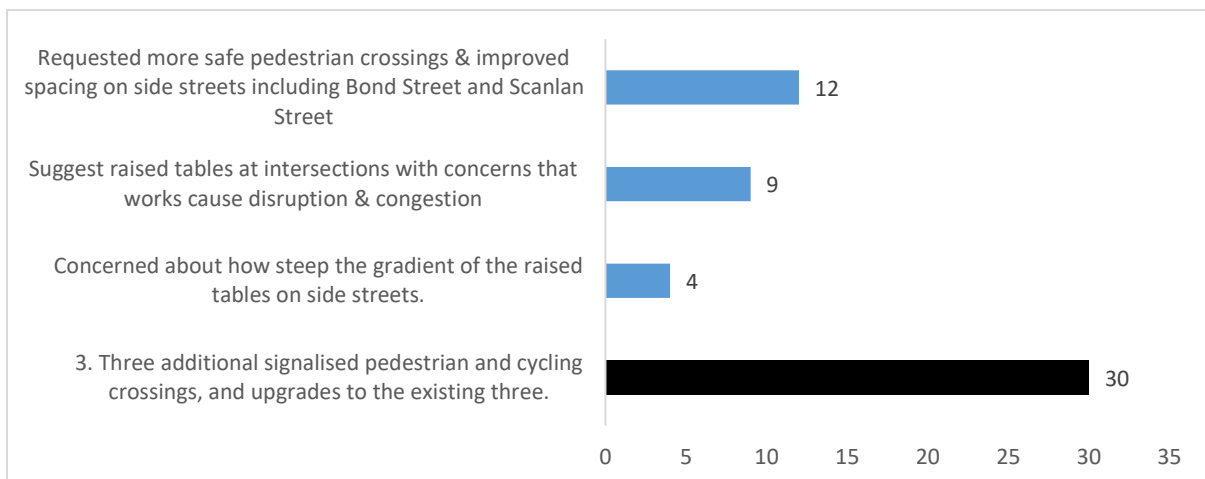


Black shading indicates submissions on theme

- Suggest more safe bus bypasses rather than bus boarder stops (**55 submissions**)
- Create as much safe space between bike lanes and bus users including all cycleways should be diverted behind the bus stops rather than through it (**42 submissions**)

## Crossings

3. Three additional signalised pedestrian and cycling crossings, and upgrades to the existing three and raised tables on side streets (**30 submissions**)

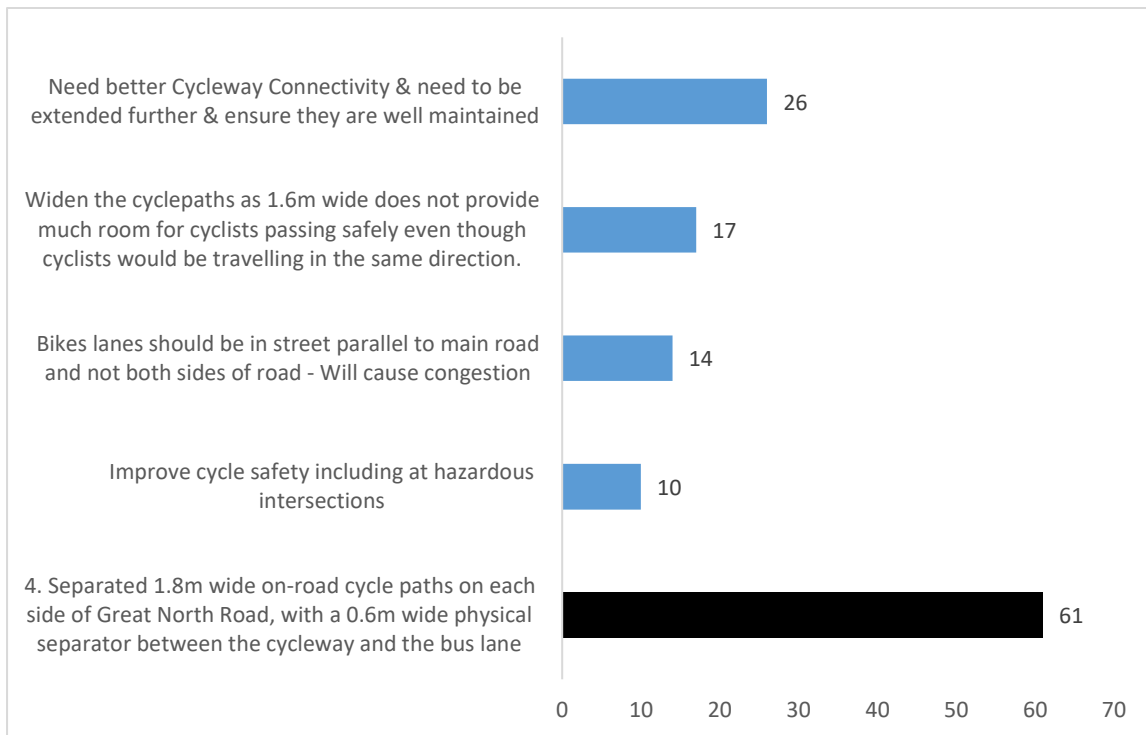


Black shading indicates submissions on theme

- Requested more safe pedestrian crossings and improved spacing on side streets including Bond Street and Scanlan Street (**12 submissions**)
- Suggest raised tables at intersections with concerns that works cause disruption and congestion (**9 submissions**)

## Cycleways

4. Separated 1.8m wide on-road cycle paths on each side of Great North Road, with a 0.6m wide physical separator between the cycleway and the bus lane (**61 submissions**)

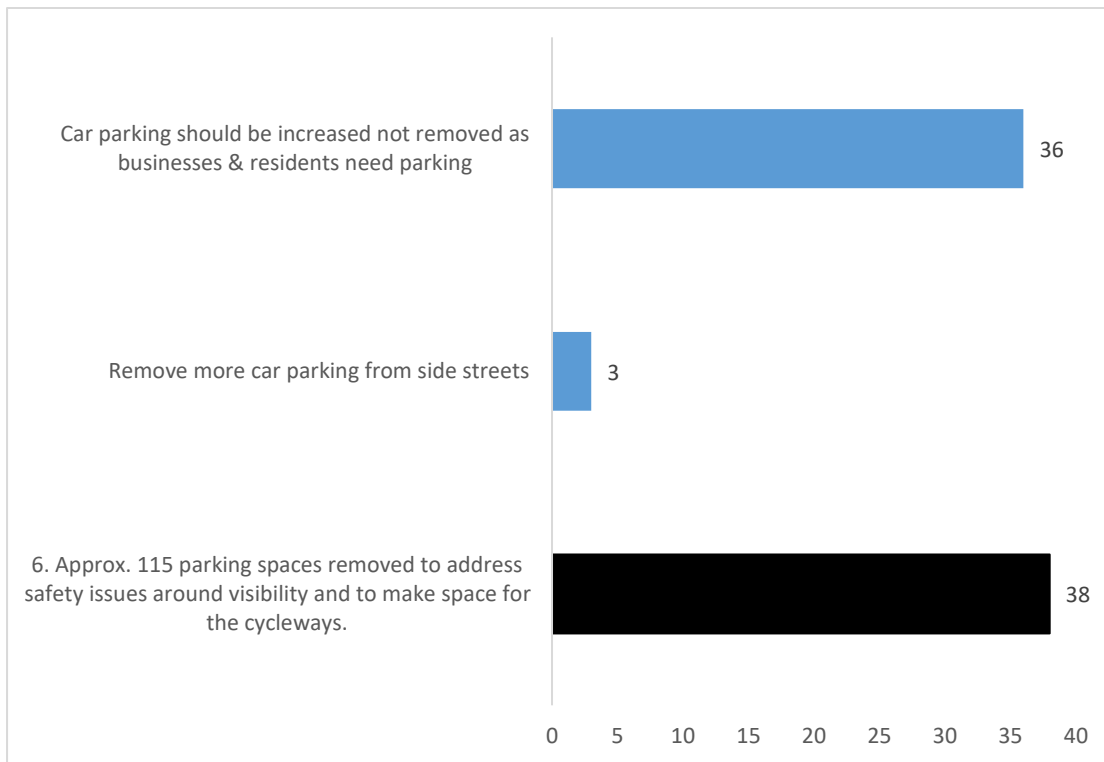


Black shading indicates submissions on theme

- Need better Cycleway Connectivity and need to be extended further & ensure they are well maintained (**26 submissions**)
- Widen the cycle -paths as 1.6m wide does not provide much room for cyclists passing safely even though cyclists would be travelling in the same direction (**17 submissions**)
- Bikes lanes should be in street parallel to main road and not both sides of road - Will cause congestion (**14 submissions**)
- Improve cycle safety including at hazardous intersections (**10 submissions**)

## Car Parking

6. Approx. 115 parking spaces removed to address safety issues around visibility and to make space for the cycleways (**38 submissions**)

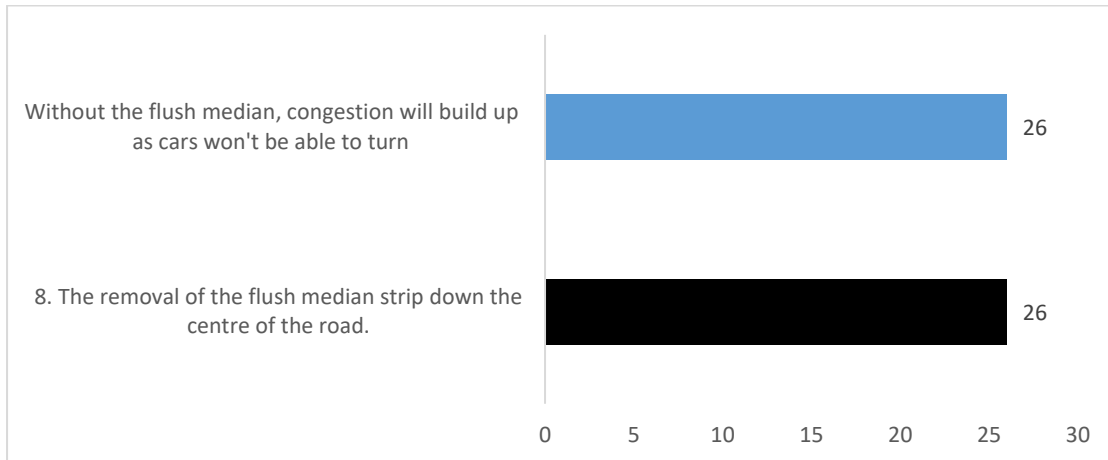


Black shading indicates submissions on theme

- Car parking should be increased not removed as businesses and residents need parking (**36 submissions**)

## Flush Medians

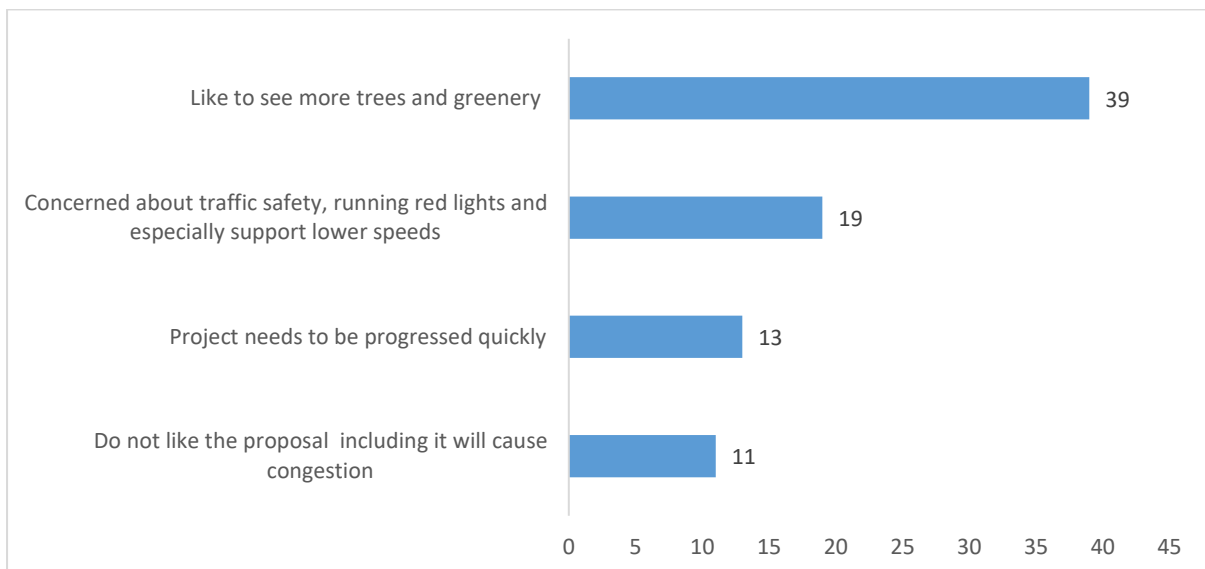
8. The removal of the flush median strip down the centre of the road (**26 submissions**)



Black shading indicates submissions on theme

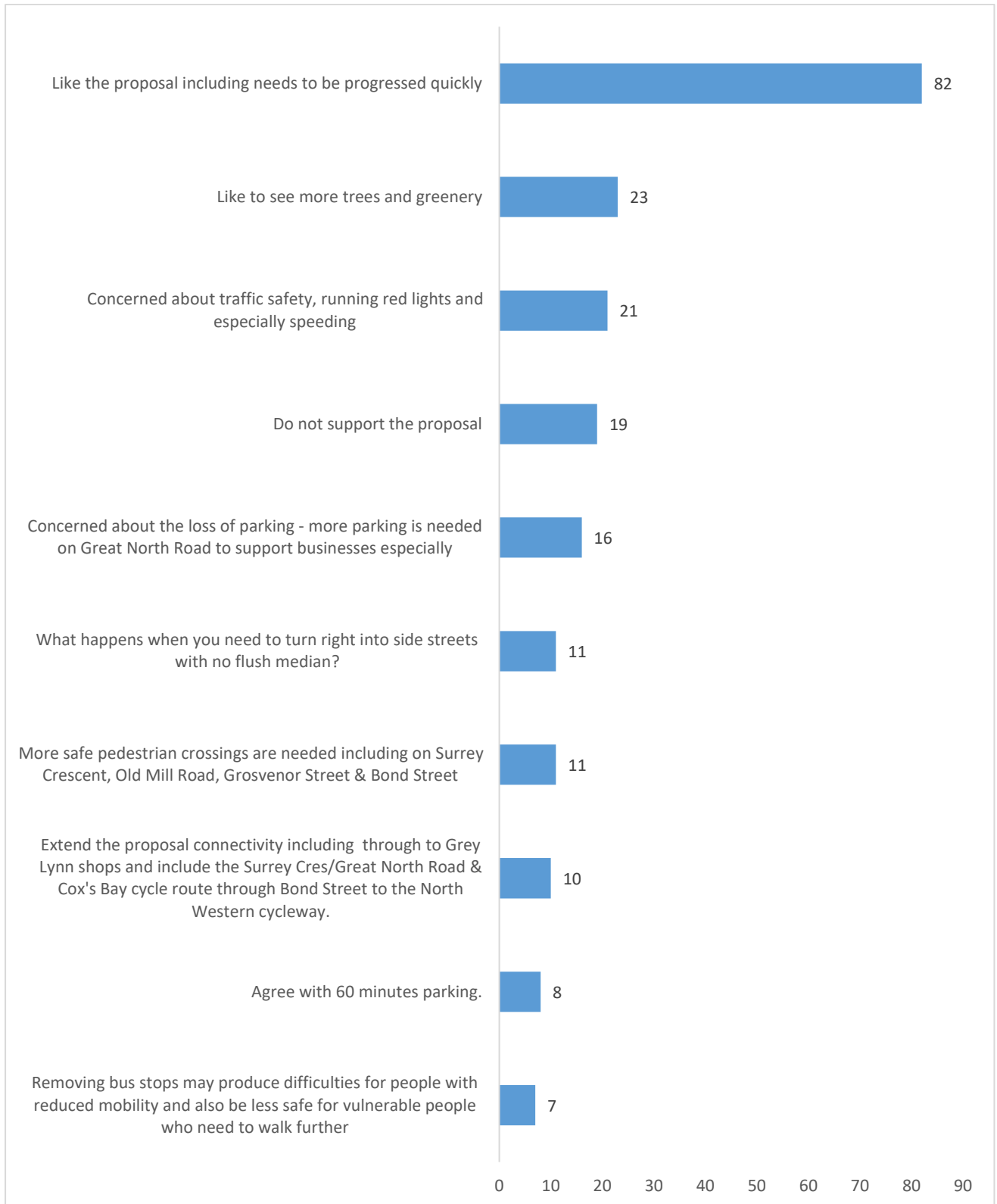
- Without the flush median congestion will build up as cars won't be able to turn (**26 submissions**)

## Other Themes



- Would like to see more trees and greenery (**39 submissions**)
- Concerned about traffic safety, running red lights and especially support lower speeds (**19 submissions**)
- Project needs to be progressed quickly (**13 submissions**)
- Do not like the proposal as it will cause congestion (**11 submissions**)

## What other thoughts, suggestions or concerns do you have about the proposal?



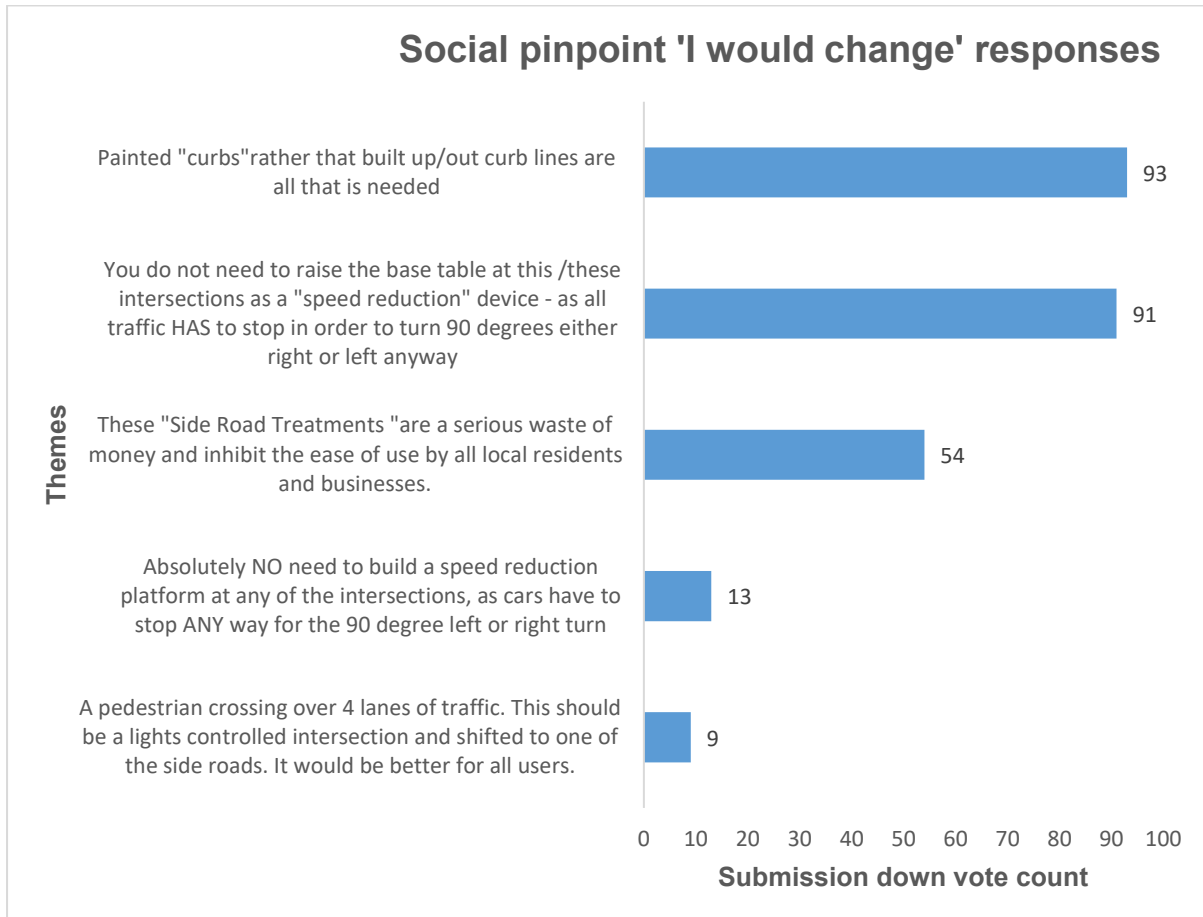
- Like the proposal including needs to be progressed quickly (**82 submissions**)
- Would like to see more trees and greenery (**23 submissions**)
- Concerned about traffic safety, running red lights and especially speeding (**21 submissions**)
- Do not support the proposal (**19 submissions**)
- Concerned about the loss of parking - more parking is needed on Great North Road to support businesses especially (**16 submissions**)
- What happens when you need to turn right into side streets with no flush median? (**11 submissions**)
- More safe pedestrian crossings are needed including on Surrey Crescent, Old Mill Road, Grosvenor Street and Bond Street (**11 submissions**)
- Extend the proposal connectivity including through to Grey Lynn shops and include the Surrey Cres/Great North Road and Cox's Bay cycle route through Bond Street to the North Western cycleway (**10 submissions**)



## Social Pinpoint analysis

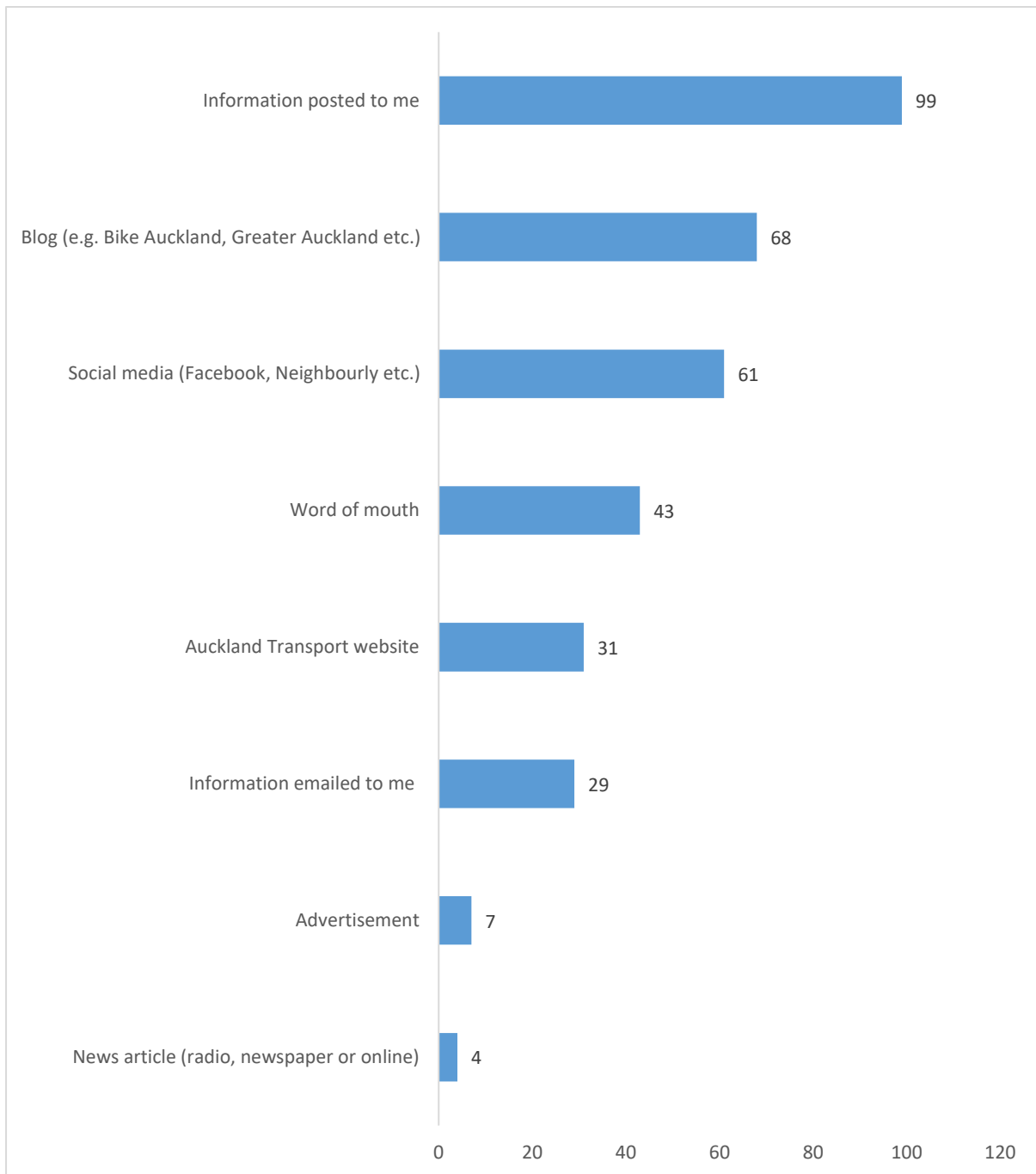
We received **192 data drops** on the social pin-point platform.

- 30 pin drops highlighted that they liked the proposal
- 162 pin drops suggested changes, highlighted below.

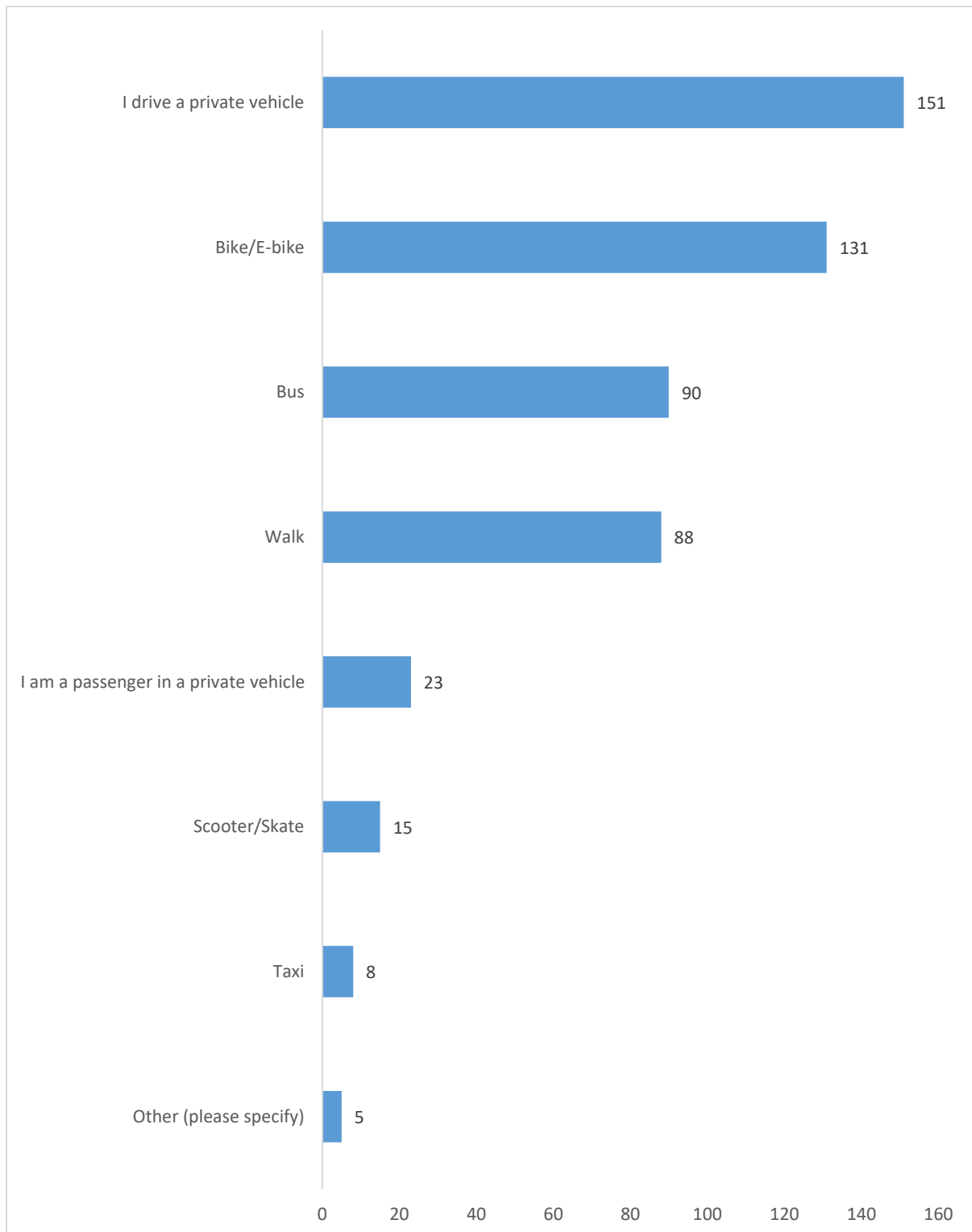


- Painted "kerbs" rather than built up/out curb lines are all that is needed (**93 reflections of down votes registered against multiple up vote counts**)
- You do not need to raise the base table at this /these intersections as a "speed reduction" device - as all traffic has to stop in order to turn 90 degrees either right or left anyway (**91 reflections of down votes registered against multiple up vote counts**)
- These "Side Road Treatments "are a serious waste of money and inhibit the ease of use by all local residents and businesses (**54 reflections of down votes registered against multiple up vote counts**)
- Absolutely no need to build a speed reduction platform at any of the intersections, as cars have to stop any way for the 90-degree left or right turn (**13 reflections of down votes registered against multiple up vote counts**)
- Pedestrian crossing should be a lights-controlled at intersections and shifted to one of the side roads. It would be better for all users (**9 reflections of down votes registered against multiple up vote counts**)

## How did you hear about the project?

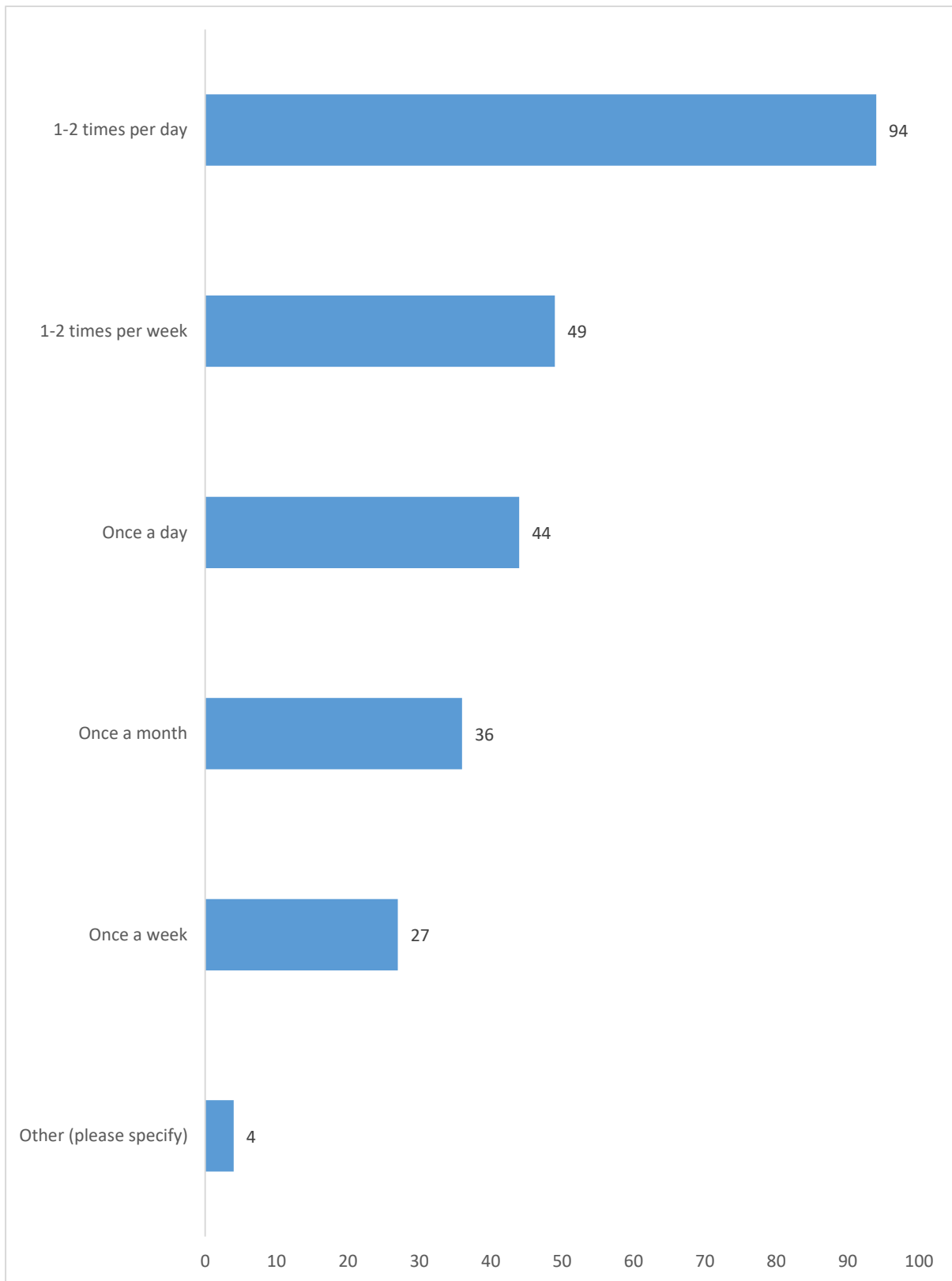


## What mode of transport do you most often use to travel on Great North Road?



Submissions included more than one theme

## How often do you travel along Great North Road?



## Other submissions

In addition to public feedback, we also received submissions from the following groups:

### National Road Carriers

#### Introduction

National Road Carriers (NRC) welcomes the opportunity to make a submission on the Great North Road – Safety, bus, and cycling improvements.

National Road Carriers Assn. is New Zealand's leading road transport organisation, providing services, advice and advocacy for and on behalf to those who choose to earn a living in transport and logistics, many who are in/or service customers in the Greater Auckland Region and request their views to be highlighted in this Submission.

NRC is dedicated to working for and with members to achieve continual improvement in all aspects of the industry including safety, compliance, efficiencies, profitability and professionalism.

#### Submission

The focus of the NRC's submission is on concerns raised by members with reference to matters highlighted in the proposed Great North Road Improvements, specifically the section of corridor between Ponsonby Rd and Kirk St. An area of high freight volume servicing car dealerships. We wish these concerns and the concerns of others to be heard by Auckland Transport and given full consideration prior to a final plan being approved.

#### Submission Points from National Road Carriers

##### Loading Zones

An additional loading zone is needed outside of Audi, 170 Great North Road. There is a proposed bus stop there but Audi also own site where the bus stop would be moved to and they are happy should this be adopted. This location was identified at our recent meeting.

##### Raised Tables

We advise that Auckland Transport should avoid raised tables on routes with heavy trucks. These can be damaging to heavy trucks and in some cases cause vehicle instability. This damage is also done to buses, which adds to Auckland Transport's bus costs long term. Great North Road is also an over dimensional route and raised tables will have a significant effect on these types of vehicle combination.

##### Foot Path Extensions

We advise Auckland Transport not extend Nixon street footpath on Giltrap side as this creates an unsafe turning situation. This location is immediately adjacent to a loading zone and requires unsafe manoeuvres from heavy vehicles to clear the obstruction. (It was tried before, and removed for safety reasons)

##### Flush Median Strip – Commercial Residents' Concerns

We note the concern raised by the commercial residents of the safety aspects of removing the flush median. The removal of this safety zone (flush median) for vehicles turning right into and off Great North Road will cause issues in the decision-making process of motorists navigating a busy road corridor with multiple modes operating. The nature of Great North Road (running along a ridge line) makes turning from side streets into Great North Road more difficult than normal. We agree with the commercial residents that the removal of the safety zone (Flush median) may well increase accidents and puts cyclists especially at risk. This proposal increases risk and should not be adopted by AT if increased safety is the desired outcome.

### **Auckland Transport**

We noted AT's intention to progress this work in the commercial area as quickly as possible, with minimum disruption to commercial operations, starting about August 2021. We advise this date to remain fluid as all aspects of this and other submissions are considered.

### **Emissions Targets**

Recent new trucks being added to the New Zealand Commercial fleet are using Euro 6 diesel technology and are showing carbon emission reductions of up to 20%. Private Light Vehicles being sold in this precinct have an improved emission reduction outcomes, in place, as the motive power changes from 100% ICE to a hybrid mix, or a 100% electric power unit. This will not reduce traffic but will go a long way towards low emission targets. Therefore, this area will remain commercially significant to the 2050 zero emissions target.

### **Concluding comments**

Our suggestions to the Auckland Transport Great North Road – Safety, bus, and cycling improvements are put forward in the positive spirit of continuous improvement to Auckland's freight transport infrastructure and services. We look forward to elaborating our suggestions directly with Auckland Transport if required and their considered inclusion in the finalised plan.

## **Auckland City Toyota**

Armstrongs Auckland Ltd. (Trading as Auckland City Toyota) welcomes the opportunity to make a submission on the Great North Road – Safety, bus and cycling improvements.

Auckland City Toyota have operated on Great North Road for nearly two-decades, retailing and servicing Toyota vehicles; as a result, we see ourselves as not only a significant commercial operation, but as a neighbour.

We have embraced zero emissions goals and have invested not only in the sales and promotion of Electric Hybrid Vehicles. Along with this, we have also made a significant capital investment on this section of Great North Road.

Our goal has always been to improve our neighbourhood both visually and practically.

Auckland City Toyota is supportive of any improvements to Auckland transportation system that improves its efficiency, safety and lower the environmental impact.

### **Submission**

The focus Auckland City Toyota's submission is on concerns relating to specific areas of the proposed Great North Road Improvements between Ponsonby Road and Kirk Street.

This largely commercial area consists mostly of Motor vehicle related business. It is also a major transport corridor, with more than 10,000 vehicles using this section of Great North Road daily. In spite of this being high traffic volume, we understand that there have been no fatalities as a result of any traffic related accidents in over a decade.

Our wish is for all the users of this section of Great North Road to be considered in this plan. This section of Great North Road provides a vital service, not just for the transport link for 10,000 vehicles every day, but also the concentration of automotive related industry provides convenient and reliable retails and service to tens-of-thousands of inner-city residents.

We have serious concerns about the safety implication of the proposed changes and believe that some of these changes will result in serious accidents, or even deaths.

We would also like to suggest Auckland Transport consider diverting the cycle path away from Great North Road. There are multiple quiet residential streets which may present a safer option; without negatively impacting health and economic viability of the commercial residents and road users.

We wish for these concerns and the concerns of others to be heard by Auckland Transport and given full consideration prior to a final plan being approved.

### **Submissions points from Auckland City Toyota**

#### **Flush Median Strip**

As a long-term commercial resident on Great North Road, Auckland City Toyota are highly concerned about the safety impact of removing the flush median.

We strongly object to the removal of this safety zone (flush median) for vehicles turning right into and off Great North Road, as we believe it will directly lead to serious accidents.

This due to the fact that the proposed layout will cause issues in the decision-making process of motorists navigating a busy road corridor with multiple modes operating. This is exacerbated by the nature of Great North Road (running along a ridge line) which already makes turning from side streets into Great North Road more difficult than normal. The removal of the safety zone (flush median) may well increase accidents and puts cyclists especially at risk.

We believe this proposal is practically and morally unacceptable.

#### **Auckland Transport**

We noted AT's intention to progress this work in the commercial area as quickly as possible, with minimum disruption to commercial operations, starting about August 2021. We advise this date to remain fluid as all aspects of this and other submissions are considered.

#### **Emissions Targets**

Private Light Vehicles being sold in the precinct have an increasing emissions reduction outcome in place, as the motive power changes from 100% ICE to a hybrid mix, or a 100% electric power unit. We are at the forefront of this change which will contribute to the health of our neighbourhood and Auckland as a whole. EV's will reduced emissions, but not traffic

volumes on key routes such as this section of Great North Road, and this area will remain commercially significant to the 2050 zero emissions target.

### **Concluding comments**

Our suggestions to the Auckland Transport Great North Road – Safety, bus and cycling improvements are put forward in the positive spirit of continuous improvement to Auckland's transport infrastructure and services. We welcome further collaboration with Auckland Transport, and ask for our concerns to be thoroughly considered before this plan is finalised.

## **Giltrap Group Holdings**

Giltrap Group welcomes the opportunity to make a submission on the Great North Road Safety, bus, and cycling improvements.

Giltrap Group have operated in on Great North Road for more than 50-years, as a result we see ourselves as not only a significant commercial operation, but as a neighbour.

As an example of our community focus, we recently hosted over 5000 Aucklanders in our award-winning building for the Starship Supercar Show which raised over \$200,00 for Starship Foundation.

We have embraced zero emissions goals and have invested not only in the sales and promotion of Electric Vehicles (EV's) but also in charging infrastructure. Along with this, we have also made significant capital investments along the section of Great North Road.

Our goal has always been to improve our neighbourhood both visually and practically. A case in point is our head office at 119 Great North road (119GNR); this mixed-use building houses three vehicle dealerships, a world-renowned Creative Agency and a Film Production Company.

Along with this, 119GNR has recently been certified as a Five-Star Green Rated building; this encompasses energy efficiency, waste minimalization and facilities to encourage zero-emission transport like cycling.

Giltrap Group is supportive of any improvements to Auckland transportation system that improve its efficiency, safety and lower the environmental impact.

The focus of Giltrap Group's submission is on concerns relating to specific areas of the proposed Great North Road Improvements between Ponsonby Rd and Kirk St.

This largely commercial area consists mostly of Motor vehicle related business. It is also a major transport corridor, with more than 10,000 vehicles using this section of great North Road daily. Despite this being high traffic volume, we understand that here have been no fatalities as a result of any vehicle related accidents in over a decade.

Our wish is for all the users of this section of Great North Road to be considered in this plan. This section of Great North Road provides a vital service, not just as a transport link for 10,000 vehicles every day, but also the concentration of automotive related industry provides convenient and reliable retails and service to tens-of-thousands of inner-city residents.

We have concerns about the safety implication of the proposed changes and believe that some of these changes will result in serious accidents, or even deaths.



We would also like to suggest Auckland Transport consider diverting the cycle path away from Great North Road. There are multiple quiet residential streets which may present a safer option; without negatively impacting the health and economic viability of the commercial residents and road users.

We wish for these concerns and the concerns of others to be heard by Auckland Transport and given full consideration prior to a final plan being approved.

### **Submission Points from Giltrap Group.**

#### **Flush Median Strip**

As a long-term commercial resident on Great North Road, Giltrap Group are highly concerned about the safety impact of removing the flush median.

We strongly object to the removal of this safety zone (flush median) for vehicles turning right into and off Great North Road, as we believe it will directly lead to serious accidents.

This is due to the fact that the proposed layout will cause issues in the decision-making process of motorists navigating a busy road corridor with multiple modes operating. This is exacerbated by the nature of Great North Road (running along a ridge line) which already makes turning from side streets into Great North Road more difficult than normal.

The removal of the safety zone (Flush median) may well increase accidents and puts cyclists especially at risk.

We believe this proposal is practically and morally unacceptable.

#### **Footpath Extensions**

We advise Auckland Transport not extend Nixon street footpath on Giltrap side as this creates an unsafe turning situation. (It was tried before, and removed for safety reasons.)

#### **Loading Zones**

An additional loading zone is needed outside of Audi, 170 Great North Road. There is a proposed bus stop there but Audi also own the site where the bus stop would be moved to and they are happy should this be adopted.

#### **Auckland Transport**

We noted AT's intention to progress this work in the commercial area as quickly as possible, with minimum disruption to commercial operations, starting about August 2021. We advise this date remain fluid as all aspects of this and other submissions are considered.

#### **Emissions Targets**

Private Light Vehicles being sold in this precinct have an increasing emissions reduction outcome in place, as the motive power changes from 100% ICE to a hybrid mix, or a 100% electric power unit. We are at the forefront of this change, which will contribute to the health of our neighbourhood and Auckland as a whole. EV's will reduce emissions, but not traffic volumes on key routes such as this section of Great North Road, and this area will remain commercially significant to the 2050 emissions target

#### **Concluding comments**

Our suggestions to the Auckland Transport Great North Road - Safety, bus and cycling improvements are put forward in the positive spirit of continuous improvement to Auckland's transport infrastructure and services. We welcome further collaboration with Auckland Transport, and ask for our concerns to be thoroughly considered before this plan is finalised.

## **Premium Mobility Ltd (SIXT)**

Premium Mobility Ltd. (Trading as SIXT) welcomes the opportunity to make a submission on the Great North Road - Safety, bus, and cycling improvements.

SIXT are industry leaders in mobility offerings all which reduced motor vehicle ownership and promote the use of Electric Vehicles (EV's). We have made significant capital investments along this section of Great North Road to promote Mobility to Auckland City. SIXT is supportive of any improvements to Auckland transportation system that improve its efficiency, safety and lower the environmental impact.

The focus of SIXT's submission is on concerns relating to specific areas of the proposed Great North Road Improvements between Ponsonby Rd and Kirk St.

This largely commercial area consists mostly of Motor vehicle related business. It is also a major transport corridor, with more than 10,000 vehicles using this section of great North Road daily. Despite this being high traffic volume, we understand that here have been no fatalities as a result of any vehicle related accidents in over a decade.

Our wish is for all the users of this section of Great North Road to be considered in this plan. This section of Great North Road provides a vital service, not just as a transport link for 10,000 vehicles every day, but also the concentration of automotive related industry provides convenient and reliable retails and service to tens-of-thousands of inner-city residents.

We have concerns about the safety implication of the proposed changes and believe that some of these changes will result in serious accidents, or even deaths.

We would also like to suggest Auckland Transport consider diverting the cycle path away from Great North Road. There are multiple quiet residential streets which may present a safer option; without negatively impacting the health and economic viability of the commercial residents and road users.

We wish for these concerns and the concerns of others to be heard by Auckland Transport and given full consideration prior to a final plan being approved.

### **Submission Points from Giltrap Group.**

#### **Flush Median Strip**

We are highly concerned about the safety impact of removing the flush median.

We strongly object to the removal of this safety zone (flush median) for vehicles turning right into and off Great North Road, as we believe it will directly lead to serious accidents.

This is due to the fact that the proposed layout will cause issues in the decision-making process of motorists navigating a busy road corridor with multiple modes operating. This is exacerbated by the nature of Great North Road (running along a ridge line) which already makes turning from side streets into Great North Road more difficult than normal.

The removal of the safety zone (Flush median) may well increase accidents and puts cyclists especially at risk.

We believe this proposal is practically and morally unacceptable.

### **Auckland Transport**

We noted AT's intention to progress this work in the commercial area as quickly as possible, with minimum disruption to commercial operations, starting about August 2021. We advise this date remain fluid as all aspects of this and other submissions are considered.

### **Emissions Targets**

Private Light Vehicles being sold in this precinct have an increasing emissions reduction outcome in place, as the motive power changes from 100% ICE to a hybrid mix, or a 100% electric power unit. We are at the forefront of this change, which will contribute to the health of our neighbourhood and Auckland as a whole. EV's will reduce emissions, but not traffic volumes on key routes such as this section of Great North Road, and this area will remain commercially significant to the 2050 emissions target.

### **Concluding comments**

Our suggestions to the Auckland Transport Great North Road - Safety, bus and cycling improvements are put forward in the positive spirit of continuous improvement to Auckland's transport infrastructure and services. We welcome further collaboration with Auckland Transport, and ask for our concerns to be thoroughly considered before this plan is finalised.

## **Grey Lynn Business Association**

### **Summary**

1. **Vision:** We believe the Great North Road (GNR) upgrade offers a once in a generation opportunity to improve transport solutions, whilst also acting as a catalyst to revitalise urban intensification and support a thriving business community.
2. **Safety:** We are concerned about the AT plan to remove the central median zone in a road where there is significant turning into and out of side streets. We believe it would be safer to retain a median. Removing the median would impinge traffic flow.
3. **Environment and urban form:** We believe that AT should take strong notice of the submission by the Grey Lynn Resident's Association, including the idea of creating a central boulevard, which also contains a median strip for safe turning. We understand that this would mean narrowing the footpath and replacing the kerb. We would prefer that this work is don't once and done properly to develop a roadscape that meets the needs of improved urban form and multi-modal transport needs. We do note, however, the concerns of local businesses around prolonged disruption.
4. **Multi-modal transport:** We support the introduction of roading design that incorporates car travel, dedicated busways (at defined peak times) and personal mobility, including bicycles, scooters and future electrical transport solutions.
5. **Parking:** We do not support the reduction of parking identified in the AT plan. Parking is vital for businesses to survive in the area. Many side-streets cannot be used for customer

parking and a lack of parking will starve businesses of customers. We support the proposal by GLRA of having evidence-informed busway times, in which busways are only in use when their non-use would lead to a significant negative impact on traffic flow. Otherwise, the bus lanes should be retained for parking to service local shops and businesses.

6. **Connection:** We are deeply concerned about the impact the redevelopment will have on the Grey Lynn village shopping precinct – and the AT plan is silent on Grey Lynn village. The village is a key local ‘people place’ and it is imperative that any transport solutions respect and reflect the primacy of the village atmosphere and need for local people to be able to access and park in their local village to shop and visit doctors, pharmacists and other local services. We need to understand the masterplan for Grey Lynn village.

7. **Agency connection:** A quality urban form solution, requires connection, communication and alignment between Auckland Council and AT. We believe this is critical to develop the roading/pavement and wider planning and amenity approach that can lead to effective intensification that is good for the community and for business. We do not see evidence of an aligned vision or coordinated activity between council and AT (for example, the Waitemata Local Board funded a community visioning project led by the GLRA and we have seen little evidence of authentic engagement in this plan by AT and uptake of community-led ideas.)

8. **Engagement and evidence:** We would like to see the AT and council engage with the business association and residents’ association in an ongoing process to achieve solutions that all can support. This engagement should be open, evidence and data based and authentic. When decisions are made based on data claims, this information should be shared transparently for all to review.

## **Introduction**

9. Thank you for giving Grey Lynn Around (The Grey Lynn Business Association) the opportunity to engage early in the process of redeveloping Great North Road (GNR) and to participate in the consultative process. We appreciate engagement with AT in this project and look to collaboratively moving forward with you as we identify opportunities for enhancement and improvements to the existing proposal. The views we presented in this submission are those of the businesses immediately impacted by the redevelopment of GNR.

10. Within the Grey Lynn, there is considerable scepticism among the business community that AT listens to or objectively considers the contribution we make to the consultation process.

11. Unfortunately, the undertones of events in respect of cycle-lanes projects for West Lynn Surrey Crescent remain fresh in everyone’s mind. To that end we would like to see this project as an exemplar of how various groups can and should work together to achieve the stated objectives of all of the parties. We do not wish to see a repeat of the West Lynn project and feel confident there has been many learnings of recent times. Those learnings must be incorporated into the way this project is implemented.

12. We would like to see the Turangawaewae of the area recognised as a place of historical passage of the mana whenua from the centre to the west while concurrently building upon

the Auckland cities intensification plans per the Auckland City Council design manuals <http://www.aucklanddesignmanual.co.nz/sites-and-buildings/subdivision/guidance/uses-and-activities/intensification> .

13. The GNR area is in transition and roading changes must reflect the future progression from a road servicing disparate business along the route to one where there will be significant residential high-rise housing interspersed with businesses on the ground level. This will intensify the need to have goods and services delivered for customers to be able to visit their favourite businesses with ease.

### **Feedback from local businesses**

14. At the concept/design stage, we are concerned about:

An absence of integration between place, streetscape and the AT GNR safety, bus and cycling improvement plan.

No integration with the Grey Lynn village. GNR is a continuous road and the integration of this development with the village and the balance of the cycleway changes proposed for the Surrey Crescent GNR intersection is critical to maintaining our confidence in the project.

No accident injury data supporting the key changes and some of the proposed AT plan changes has been shared and we are concerned that some of the changes may exacerbate risk not-enhance safety.

No data has been produced on infringement notice for parking or tickets for excessive speed etc. If this data was produced it may assist understanding of the key “pinch “points.

No data has been produced to justify extending hours for the bus lanes. Data must be produced to support the change because businesses know this single change causes substantial and immediate loss of flexible parking areas – and a therefore has a direct impact on business sustainability.

A concern has been raised regarding the additional potential traffic which will flow along Williamson Ave a prime residential area.

15. The loss of any car parks is of significant concern to businesses. In fact, many of the businesses are of the view that the project should be paused until the problem of loss or parking is resolved. It is incumbent upon us all to ensure businesses can trade in optimum conditions and it simply unacceptable to say over time this issue will be resolved. As explained in the GLRA visioning proposal, loss of car parking of the magnitude proposed does not need to occur – we are happy to work with AT to find and develop solutions.

16. Without data and justification, we do not support any changes to the bus lane hours. We were advised that the changes are “policy” and based around ensuring smooth operation of school buses. There are very few pupils who use buses to commute to and from school. St Joseph’s school advise their students are generally too young to use public transport. Rationalisation of bus stops is supported. We would seek, were change is to occur, there be consultation with the businesses impacted.

17. We support enhancements to walking and cycleways but have a number of specific reservations we would wish to see addressed. GNR at the present time is not hospitable to

either modes of transport – the proposal while making it safer for cyclist does nothing to encourage walking. By contrast the GLRA visioning document does.

## **Safety**

**18. The existing Bunnings and McDonalds sites**– we have been advised that these two sites create the greatest number of accidents and incidents on GNR however we lack data to substantiate this view expressed to us. From a purely observational viewpoint entry off and exits onto GNR which enable vehicles to cross GNR does not appear to be the best solution. Has both vehicle and foot traffic safety at these two particular sites been investigated in this proposal? It is not our objective to in anyway curtail these two businesses but equally we wish to ensure existing safety risks, if they exit are being appropriately managed.

## **19. Walking across the road**

Existing pedestrian crossing – AT acknowledge already there are issues with the existing crossings. There is, in our view, insufficient pedestrian traffic to warrant signalled controls across GNR except at intersections with significant traffic movement. Some businesses would like to see the traffic signals in place on pedestrian only crossings on GNR moved to a non-signalised strip light crossing that can be activated when a pedestrian wants to cross.

Future crossings on Great North Road – there is only limited support for raised table crossings. Preference would be for crossings flush with the road.

Is there any proposal to reduce speed limits to 40 km per hour given that both Ponsonby Road and K’Road are both speed restricted areas and there are similar proposals for the West Lynn village?

**20. St Joseph’s corner** - we would like to see significant thought go into optimising the safe use of this area. For example, we understand that the close proximity of the present bus stop to the school present some real safety hazards. Close consultation with school is critical as neither the present solution or the solution proposed in the plan are satisfactory.

## **Parking**

**21. Removal of 115 car parks** – completely unsatisfactory. We consider AT must work to protect and enhance the number of car parks. We do not have the option at the present time of off-street, car parks, the solution to the city centre and K’road dilemmas. Much of the parking around GNR is RPZ and a maximum of 120 minutes limit. The amount of parking available to employees is already restricted and with the proposal to further reduce time available to park in bus lanes this will cause even more problems. The AT parking solution throughout the GNR and GL areas seems to be very piecemeal and GLA would support a comprehensive review.

The “regulatory rationale” for the loss of parking around side streets must be fully explained i.e., is the collision risk real (supporting statistics should highlight the problem).

There are no parking buildings in Grey Lynn. Street side parking off GNR is congested. Businesses state they are required to share the road with residential and customer parking. Public transport while convenient from some parts of Auckland is non-existent even from West Lynn/Westmere/ Herne Bay i.e., inner city suburbs. Park and Ride commuters remain

a considerable problem and the lack of an overall parking solution for Grey Lynn merely sifts this problem around but never resolves it.

**22. Intensification of services** – as the surrounding land use intensifies, there is a need consider loading zones in any redevelopment plans where commercial activity concurrently expands.

### **Bus lanes and stops**

23. Extension of restricted bus lane only hours – we remain unconvinced that the change is necessary. If AT has a good case to make the changes based upon use, then we would reconsider our views however we do not support solutions developed and deemed appropriate for other part of the city being automatically extended on this basis. The lack of granular consideration of key issues such as the lack of off-street parking. a. The bus lanes provide invaluable parking in off peak hours for staff and customers alike. The present hours enable staff to start later or finish earlier with minimal disruption to businesses hours.

The proposed rationalisation of bus stops is supported. Bus stops must be optimally placed. GNR is presently over bus stopped. This is in addition to the old bus stops no longer in use but still marked with yellow lines. Can we have the historical bus stops no longer in use removed immediately. We support appropriate placement particularly outside those businesses who see bus stops as encouraging trade. Bus stops also need to be placed in areas of intensification.

Use of “yellow sticks” as awning protectors from buses. We understand that there are problems with the road protection that stops buses (particularly the double decker buses) from hitting shop awnings. We would like this problem immediately addressed as in some areas this is more to do with rounding corners than placement of bus stops.

### **Cycling**

24. A dedicated cycleway is supported but should be designed to accommodate the realities of person-powered and electric bikes – i.e. cyclists moving fast and overtaking other bikes at speed. (we have noted in other cycleway areas, cyclists with electric bikes eschew cycleways as they are too slow). Multi-modal electric powered personal vehicle use will only continue and a future focused roading solution should be designed to accommodate multi-modal transport.

25. There is a query from some businesses as to whether a cycleway is required if the traffic speed were to be 40 kph. They seek evidence and policy frameworks for when separated cycleways are necessary and are worried that they would not be able to access their parks off road in front of their shops should a cycleway be introduced.

### **Walking**

26. GNR is not presently hospitable to pedestrians. If we are to intensify the land use in this area the pedestrian count will increase. The roading solution should encourage an improved pedestrian experience. Some of these issues relate to general urban form rather than road solutions, however, we note here that we seek to have increased requirement for shops to provide awnings to provide rain shelter.

27. We support effective road crossings for pedestrians, but the proposal appears to place far too many crossing across the road – this will cause massive disruption to traffic flow

including bus schedules plus congestion which is largely absent from GNR at the present time

Crossings should only be signalised at major intersections other methods to get pedestrians across the road.

Our view is that there should be a central median with safe zones on the median for crossing, such as existing and are effective on Ponsonby Road – delivering a safe crossing solution and maintained traffic flow.

### **Motor Vehicles**

28. **Congestion** – there is very little congestion at the present time and motor vehicles move relatively smoothly. There is concern that the AT solution will lead to increased traffic congestion with reduced lanes for general traffic.

Median strip – the loss of a median strip will cause significant problems and delays turning right across traffic into a side street. (Has AT modelled the increased stoppage and delay through this issue – as we believe it will be significant.)

Motor vehicles will remain critical to local businesses as the population base in the Ponsonby, Grey Lynn, Herne Bay areas have relatively poor public transport links to GNR.

There are and will continue to be a number of destination businesses on GNR. Their customers come from throughout Auckland and further afield. We want to retain these customers and have the ability to grow our businesses. Good access and parking for motor vehicles remain critical.

### **Service vehicles including car transporters**

29. Support off road parking for new car yards and where possible existing yards. This seems like a great solution.

Car transporter bays - we understand the proposal is to create these when bus lanes are not in peak use. Can other courier and good services use these bays?

When all car yard redevelopment has occurred can transporter bays revert to car parks? Don't know if this is a viable solution or not.

30. Our strong preference is for trees to be retained, where possible, and for more to be planted. We want a green city. AT will be aware that GLA broadly supports the GLRA proposal of a boulevard of trees and would like this concept fully considered. (Note – if practical at all, it would be good to transplant/re-use trees in the Grey Lynn area.)

31. Whilst we understand that wider elements of streetscape are out to the remit of AT, we do believe that AT should develop the roading and footpath solution with the following streetscape considerations in mind:

Contiguous weather protection – we see this as critical to encouraging people walking GNR. The street is presently very exposed to heat, cold, rain and high winds being exposed to the Southwest. The plan should make the road more use friendly for those who don't have the protections of a motor vehicle or use of public bus transport. We would like to see policy



settings require the development of awnings and weather protection so that people can walk down pavements with protection from wind and rain.

Outdoor eating – Making the ambiance of the road as conducive as possible to enable multiple uses that encourage street life.

Adjoining roads - GNR has a large number of side streets. We understand regulatory considerations around side streets are driving some of the loss of parking. As we have said a solution must be found. The GLRA visioning plan does propose solutions and we would like these to be seriously investigated.

### **Other matters**

**32. When will the work be done?** We are receiving conflicting advice. On the one hand we are told that as soon as work is finished on K'Road the contractors will start work on GNR. But on the other we note in the 10-year Regional Transport plan a date of 22/23 financial year is mentioned. We would appreciate an indication of likely timeframe.

**33. How long will it take?** This is a real dilemma we appreciate AT's view that what is being considered for GNR is a quick solution and some businesses prefer this solution for GNR. Others would like to see the job done once and done properly. We would appreciate understanding how long the AT solution would disrupt GNR versus how long it would take to develop and deliver the core concepts in the GLRA visioning plan.

**34. Is AT's plan the best plan** or should there be a pause and re-think given the changing use patterns for the area and the need to deliver a high-quality solution.

### **Moving forward**

**35.** One of our concerns is the apparent lack of coordination between Auckland Council and AT in this project, which means that the present proposals exclude the possibility of a shared vision emerging. As a consequence, we propose:

A steering committee established to develop a comprehensive plan for GNR which includes streetscape, design and is integrated with movement of people and goods along the road.

The committee include representatives of AT and the Council plus GLA and GLRA and to work with urgency so as to add maximum value to the project already underway and being consulted on at the present time.

The committee to also address how best to integrate the Grey Lynn shops which are presently excluded from the plan in a seamless and sensible manner.

In developing seamless integration to also address how this would be achieved for cycleway 2 of the Surrey Crescent project and Great North Road to MOTAT and the link to the North-western Motorway and Pt Chevalier.

After this point it may be appropriate, if substantive issues remain unresolved to appoint a community liaison group.

**36.** We would welcome a joint discussion with Councillor Pippa Coom and officials from the Auckland Council to achieve this objective.

37. Is there any support from AT to assist with minimising the impact on businesses? We understand that because we are not a BID, although our intention is to become one by June 2023, that AT is unable to provide any support to businesses either by way of market research data, or promotion marketing etc. However, we understand that if we were a BID then it is possible there may be some support forthcoming. We would like to discuss this issue further with AT as to what is possible without creating challenges or difficulties elsewhere throughout other business areas subject to redevelopment but not a BID.

38. We have confidence AT will continue to engage in a collaborative design process and look forward to reviewing the next version of the plan, following feedback from stakeholders.

## Waitemata Local Board

### General Feedback



1.1. The Waitematā Local Board (WLB) is supportive of this project, as it will improve safety for vulnerable road users, increase pedestrian and resident amenity, and lower journey times for those on public transport.

1.2. WLB requests that some improvements are made to the project, as listed below.

### 2. Urban Ngahere

2.1. It is proposed that up to 20 trees are removed, and 60 new trees installed.

2.2. WLB requires that the project greatly increases the net number of trees on Great North Road by more than the proposed net 40 trees.

2.3. Where healthy existing trees are in a location required for new infrastructure, move the trees instead of destroying them.

2.4. Where existing infrastructure (e.g. underground services) is currently prohibitive to adding trees, we request that the design allows for more trees to be added in the future.

2.5. The project should add trees in areas where pedestrians congregate, such as in front of retail and apartment developments (noting that future development should lead to the whole project area transitioning to this form).

2.6. Consider adding trees into the middle of the road as part of a hard median where suitable (as per the Grey Lynn Residents Association plan).

### 3. Pedestrian Amenity

3.1. WLB requires that the project provide a great increase in pedestrian amenity including (but not limited to):

3.1.1. Seating

3.1.2. Drinking fountains

3.1.3. Shade (preferably through urban ngahere, or artificial if required)

3.1.4. Bike/scooter parking

3.2 Where budget is limited, WLB requests the project team approach potential funding partners who can provide these facilities.

3.3. Where existing infrastructure (e.g. underground services) is currently prohibitive to adding amenity, we request that the design allows for more amenity to be added in the future.

3.4. Crossing points should be provided every 200 metres or less. All crossings must be suitable for mobility impaired, wheelchairs and prams.

#### 4. Cycle Lanes

4.1. WLB is supportive of the inclusion of safe separated cycle lanes on Great North Road.

4.2. The cycle lanes must be separated from general traffic by solid dividers. In areas where road width and intersection visibility allows vegetation/trees in the divider is desired.

4.3. Cycle lanes require priority through side street intersections. Design must ensure waiting vehicles do not block cycle lanes (see section “Side Street & Raised Tables”).

#### 5. Bus Lanes

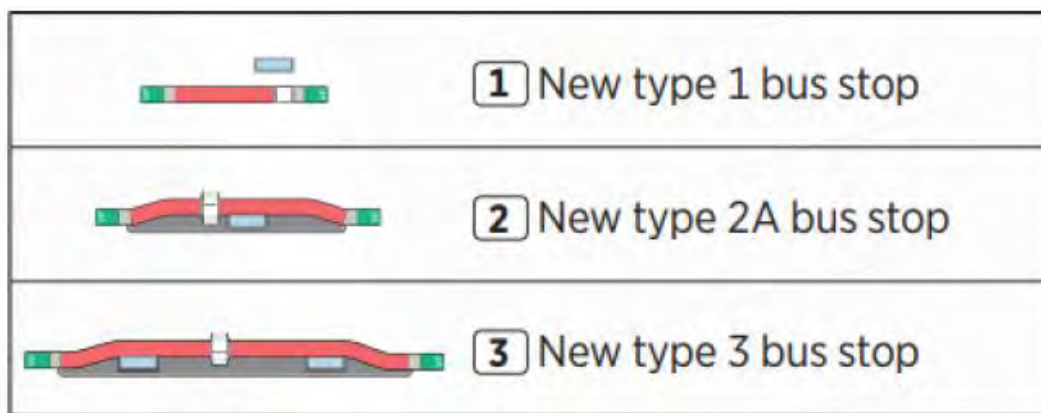
5.1. WLB is supportive of high-quality uninterrupted bus lanes along Great North Road.

5.2. Bus lanes should be enforced by CCTV, with penalties including towing.

5.3. WLB supports the proposed operation, from 7am-10am and 3pm-7pm. We request there is scope to increase these hours in future should it be required.

#### 6. Bus Stops

6.1. WLB is supportive of the bus stops being converted to floating designs. 6.1.1. However, the proposed designs have only a single pedestrian crossing over the cycleway.



6.1.2. From observation of this design elsewhere in Auckland, it ignores the desire lines of pedestrians, who tend to exit the bus stop in the direction they are travelling. This puts pedestrians in conflict with cyclists.

6.1.3. WLB requests that the bus stops are designed with multiple pedestrian crossings, reflecting the desire lines of bus stop users.

6.2. Bus stop placement generally appears to be appropriate for the setting.

### 6.2.1. Stop distances (measured informally by WLB)

Eastbound →								
523GNR	320m	419GNR	400m	299GNR	420m	165GNR	400m	41GNR
← Westbound								
566GNR	410m	410GNR	250m	332GNR	530m	170GNR	400m	26GNR

6.2.2. There is only 1 stop distance that is over 500m (between 170 and 322 Great North Road), however reducing this by moving stop 322GNR eastwards would put it in conflict with westbound traffic turning left onto Bond Street. However, WLB requests that this change is formally considered by the project team.

## 7. Central Medium

7.1 WLB supports the removal of the flush central median.

7.2. However, narrow turning bays should be retained for many side streets. This will lessen the risk of turning cars waiting in the central lanes rushing to turn right, or cars behind dangerously undertaking. While the plans circulated for consultation do not show exact road widths, there are some areas of Great North Road where these can be accommodated within the existing curb lines.

7.3. WLB also supports the inclusion of a narrow hard median in all other areas on Great North Road, which will have the following impacts:

7.3.1. Separate oncoming traffic, which will reduce risk of head-on crashes, however it is acknowledged this may not decrease vehicle speeds in the same way as having no median. It may also reduce accessibility for emergency vehicles.

7.3.2. Remove the opportunity for traffic to turn into driveways on the opposite side of the road; this may lead to more U-turns but will reduce vehicles waiting in the middle of the road.

7.3.3. Provide pedestrian refuge, allowing informal crossings.

7.3.4. Provide the opportunity to plant the central median at areas where width allows.

7.3.5. Create a boulevard feel to the road corridor.

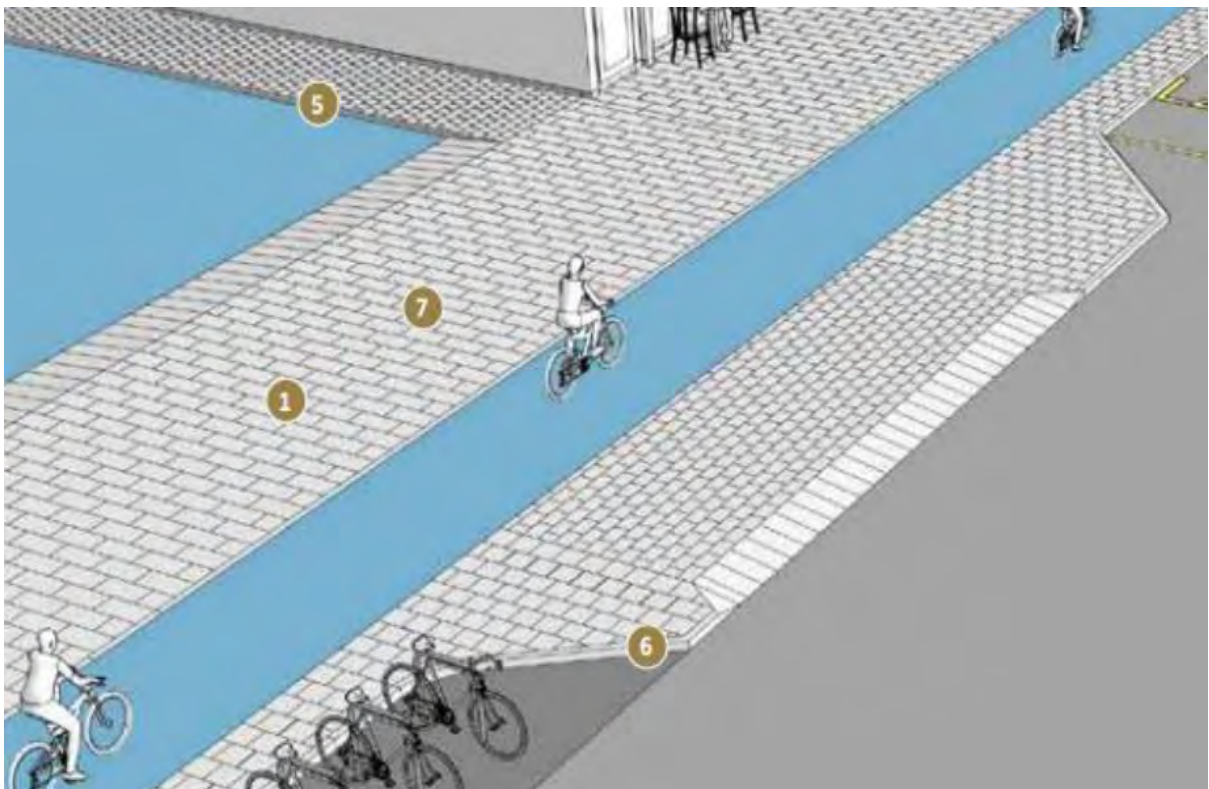
## 8. Side Streets & Raised Tables

8.1. WLB supports the narrowing of side streets and the construction of raised tables. This will improve safety and pedestrian amenity while slowing cars. It will also improve access for mobility impaired.

8.2. Current designs show side street advance lines being on top of the pedestrian raised table. This is not supported by WLB, as it will encourage cars to stop over the entire raised table, preventing pedestrians from crossing safely and reducing visibility for other vehicles. The advance line should either be dropped back off the raised table or brought sufficiently in front of the raised table so that pedestrians can pass behind the first waiting car. Consideration should also be given for re-routing the cycleway behind this advance waiting zone.



8.2.1. See AT Urban Street and Road Design Guide (p193) for a more suitable design



8.3. Consider making some side streets left-in, left-out, particularly where traffic has poor visibility and a turning bay is not being retained.

## 9. General Traffic

9.1. WLB supports measures that will ensure safe driving speeds, and improve safety for all road users, especially those on vulnerable active modes.

9.2. The proposed design will have cars travelling with no median separation. WLB would prefer a narrow hard median to divide oncoming vehicles (see section “Central Median”).

## 10. Car Parking

10.1. WLB supports the removal of 115 car parks along Great North Road in order to facilitate safe cycle lanes and efficient bus lanes.

10.2. WLB supports the inclusion of car parking on side streets in the scope of this project. It is proposed that 10 car parks will be reconfigured to P60, however this may not be enough to support the businesses and residents in the area. More P60 and loading zones should be added to the project.

## 11. Section A – Ponsonby Road to Sussex Street



11.1. WLB is supportive of the new signalised pedestrian crossing near Pollen Street. This will greatly improve the safe crossing of the road by all pedestrians, especially children going to Newton Central School.

11.2. WLB is supportive of loading zones being provided for businesses in the area, however the issue of car transporters parking illegally and dangerously is extremely serious and must be resolved by this project. The provision of off-peak loading bays that are suitable for car transporters must be accompanied by:

11.2.1. Education of the car sales companies, including written acceptance of terms and acknowledgement of the penalties.

11.2.2. Rigorous enforcement by AT, WorkSafe and Police, including CCTV monitoring of the bus lanes and loading bays.

11.2.3. Vastly increased fines for non-compliance.

11.2.4. If feasible, action taken against their resource consent for non-compliance.

11.3. WLB is supportive of moving the existing signalised pedestrian crossing near Waima St in order to create a new bus stop to the west.

11.4. The intersection of Karangahape Road / Great North Road / Ponsonby Road / Newton Road appears to be out of scope for this project. WLB believes that it must be in scope, and should include:

11.4.1 Ensuring traffic from Newton Road is reduced to appropriate speeds (i.e. from motorway-mode to local-mode)

11.4.2. Safe cycleways right through the intersection

11.4.3. Consideration of a barnes dance crossing

## 12. Section B – Sussex Street to Cooper Street



12.1. Pedestrians have no safe crossing location between Scanlan and Bond Street, approx. 500 metres. It is absolutely vital that at least one safe crossing point is added in this stretch. Options for this include:

12.1.1. A signalised crossing between Arika and Potatau Streets

12.1.2. Multiple pedestrian refuges built into a hard-central median

12.1.3. Multiple floating pedestrian refuges (this is our least favoured option)

12.2. Traffic turning right out of Arika Street has poor visibility of oncoming eastbound traffic. Consider making Arika Street left-in only.

12.3. WLB supports the change to Grosvenor Street becoming left-in only.

12.4. Bunnings Warehouse has a left-in, left-out carpark entrance/exit opposite Beaconsfield Street. This intersection is prolific for illegal right-in and right-out turns by drivers. A hard median or other solution should be used to prevent these actions.

12.4.1. Additional signage may be required to ensure users are accessing Bunnings correctly.

### 13. Section C – Cooper Street to Crummer Road



13.1. Traffic turning right out of Coleridge Street has poor visibility of oncoming eastbound traffic. Consider making Coleridge Street left out only.

13.2. AT has advised that parent pickup outside St Joseph Catholic School may require shorter bus lane times in this area. WLB requests that instead of negatively affecting bus efficiency, an alternative solution is sought, such as provision of short-term parking on Coleridge Street. This would need to be coupled with education of school stakeholders.

13.3. Pedestrians have no safe crossing location between Northland Street and Bond Street, approx. 320 metres. It is absolutely vital that at least one safe crossing point is added in this stretch. Options for this include:

13.3.1. A signalised crossing between Harcourt and Commercial Streets

13.3.2. Multiple pedestrian refuges built into a hard-central median

13.3.3. Multiple floating pedestrian refuges (this is our least favoured option)



## Grey Lynn Residents Association - Great North Road community-led Vision

We also received the Grey Lynn Residents Association- Great North Road community-led Vision <https://www.greyllynresidents.org.nz/resources/>



### NZAA

Thank you for the opportunity to provide feedback on the plans to upgrade Great North Road in Grey Lynn.

We understand the upgrade broadly involves:

- Removing parking spaces (and reconfiguring existing parking along the top of side streets to have designated P60 parking spaces)
- Removing the flush median
- Installing separated on-road cycle paths along each side of the road
- Extending the hours of operation of existing bus lanes
- Installing three additional signalised pedestrian/cycle crossings.

### Overarching feedback

The allocation of road space on major arterial roads is a thorny issue, as it is one where there are a broad range of views amongst the public as to what is the 'right' allocation of road space at any given time of the day.

This can be demonstrated by Auckland AA Member research that we carried out in 2018 on the provision and configuration of bus and cycle lanes on arterial roads, which included findings that:

- When asked about plans to extend the length or duration of bus/transit lanes along key arterial roads, roughly a third of respondents liked the sound of it, a third didn't like the sound of it, and a third indicated they weren't sure or that 'it depends'.
- When asked whether they think cycle lanes should be built once there is clear demand for them or ahead of demand, just over 40% of respondents signalled they shouldn't be built until justified by demand, and just over 40% indicated they should be built in anticipation of demand (while 15% indicated they were unsure).

That's all to say that no matter what decisions Auckland Transport makes on these matters, they stand to have a sizeable chunk of the public disagreeing with them.

With that in mind, below we make some observations – and ask some questions – about the proposal that has been put forward for Great North Road, Grey Lynn.

### **Removal of parking and the flush median to enable the installation of the cycle lanes**

While the consultation material makes it clear that approximately 115 parking spaces will be removed as part of the upgrade, it's not immediately clear exactly where the spaces will be removed from. We can see, however, that parking will still be allowed in many locations along Great North Road outside of the bus lane operating hours, and that some existing 'all day' parking spaces at the top of some side streets will be converted to P60 spaces.

We understand the rationale for removing parking spaces from Great North Road. We note however, that as Auckland Transport no doubt knows, removal of parking can be an incredibly controversial issue. We therefore urge Auckland Transport, if it hasn't already, to undertake a thorough parking analysis to understand demand for parking along and near Great North Road, and to understand the needs of people who currently park there (i.e. specific time of day, duration and location of parking), to determine if all parking needs will continue to be met under the proposal.

It appears that removal of the flush median is required so that there is sufficient space for the installation of the separated cycle paths. While we absolutely support the provision of safe infrastructure for cycling, we note the important role flush medians play in allowing the safe turning of vehicles into and out of side streets and driveways along busy arterial roads. In New Zealand, there has been a 19% overall reduction in crashes on streets where flush medians have been installed; rear end crashes have reduced by 66% and incidents involving pedestrians by 30%. Given the safety implications of removing these, we would like to take this opportunity to question whether consideration has been given to providing cycle lanes along a neighbouring street, instead of along Great North Road, or alternatively, any other plans that will be put in place to assist with the safety implications of removing the flush median.

### **Extending the hours of operation of bus lanes**

On busy arterial roads, we support lane configuration that provides the best use of road space in terms of person-throughput. In saying that, we agree that it can make sense to deliver (or, as they case may be, extend the operational period of) bus lanes slightly before doing so is justified by existing demand, as doing so can determine whether there is latent demand for travel by bus which may ultimately enhance the overall productivity of the corridor.

We'd appreciate it if Auckland Transport could share with us data showing person-throughput by bus and general traffic along Great North Road within the study area, so that we can understand the justification for the proposed changes.

We'd also like to take this opportunity to call on Auckland Transport to ensure the bus lanes along the corridor are adequately marked and signposted. In the 2018 Auckland AA Member survey on bus and cycle lanes, responses indicated that in the previous six months 45% of survey respondents had driven in a bus lane and wondered whether it not it was operational, and 52% of respondents had driven in a bus lane and wondered where it stopped and started. This suggests that many bus lanes on the network may not be adequately marked or signposted. We also note that this survey also demonstrated that in the previous six month period, 43% of respondents indicated they had driven in a bus lane and not been clear on the distance they were able to drive in it (it's not clear whether they were not aware of the 50m rule, or that they knew the rule but weren't clear on how far 50m is on the ground). In any event, we'd encourage Auckland Transport to assist motorists with this issue.

### **Installing additional signalised pedestrian/cycle crossings**

We support the installation of signalised pedestrian/cycle crossings to provide safe crossing points for pedestrians and cyclists.

Given Great North Road is a busy arterial road with high vehicle demand, we're interested to understand if any thought has been given to installing sensors which can detect if pedestrians have walked away after pushing the button to cross – which would cancel the request for the pedestrian phase, meaning traffic is not held up if no-one needs to cross.

### **Final comments**

We would be happy to talk about these views with Auckland Transport directly, and provide further detail on the Member research that we carried out on the provision and configuration of bus and cycle lanes on arterial roads.

# Design suggestions in feedback and AT responses

Submitters suggested a wide range of changes to the proposal. We have collated and responded to all design suggestions identified in the feedback, organised by themes.

Design suggestion in feedback	AT response
<b>1. Eight safer and more effective bus stops, removing six stops to improve bus efficiency.</b>	
Bus border stops must be replaced with Bus-bypass ones for practicality and safety	There is not sufficient existing room in all the bus stop locations. We have used this arrangement in the West bound direction only.
Keep all the bus stops with the loop round the back - to avoid accidents and confusion for pedestrians getting on and off buses.	There is not sufficient existing room in all the bus stop locations. We have used this arrangement in the West bound direction only
The boarder width must be more than just 0.8m.	Where possible we have increased the landing space for bus patrons and will be achieving a minimum width of 1.0m.
Do not reduce the number of bus stops. Major consideration of older or less fit residents.	<p>Whilst AT follow a best practice approach to allow for a 400m spacing between bus stops, this isn't a strict rule and situations may need to be flexible due to the frequency, depth of side streets, and the ability for people to safely cross the road. Ensuring the safety of people getting to and from a bus stop is also an important factor in its location. Bus stop spacing of 300m or less typically provides scope to reduce the number of bus stops without significantly reducing access.</p> <p>When there is an opportunity to review bus stop locations, we will endeavour to increase spacing when possible.</p> <p>AT follows policies in the Regional Public Transport Plan and AT Guidelines when designing and locating bus stops. Engineering-design-code-public transport provides guidance on international best practice. This guidance which generally expects that most people should be</p>

Design suggestion in feedback	AT response
	about 5 minutes' walk to a bus stop or within 400 metre spacing to be most attractive
<b>3. Three additional signalised pedestrian and cycling crossings, and upgrades to the existing three.</b>	
More pedestrian crossings on side streets entrances and on GNR itself. Because it's a hard and unsafe road to cross.	The project design introduced two new raised midblock crossing places near 64 Great North Road and 428 Great North Road. The proposal also includes an upgrade of the existing two midblock crossings near 150 Great North Road and 470 Great North Road. The design also includes raised crossings on all 22 side roads along the corridor. The intersection at Bond Street and Great North Road are planned for upgrades adding a new pedestrian crossing on the Eastern leg.
There are long stretches of road without ped crossings. It would be very difficult to cross without signals. Consider the spacing for crossings opportunities.	<p>The proposed design introduces two new raised midblock crossing near 64 Great North Road and 428 Great North Road. The proposal also introduces an upgrade of the existing two midblock crossings near 150 Great North Road and 470 Great North Road. The design also includes raised crossings on all 22 side roads. The intersection at Bond Street and Great North Road are planned for upgrades adding a new pedestrian crossing on the Eastern leg. The crossings are spaced apart between 170m – 490m.</p> <p>Whilst AT follow a best practice approach to allow for a 400m spacing between bus stops, this isn't a strict rule and situations may need to be flexible due to the frequency, depth of side streets, and considers the ability for people to safely cross the road. Ensuring the safety of people getting to and from a bus stop is also an important factor in its location. Bus stop spacing of 300m or less typically provides scope to reduce the number of bus stops without significantly reducing access. When we get the opportunity to review bus stop locations, we will endeavour to increase the spacing if this is possible.</p> <p>AT follows policies in the Regional Public Transport Plan and AT guidelines when designing and locating bus stops. The engineering-design-code for public-transport</p>

Design suggestion in feedback	AT response
	provides guidance on international best practice on the design and placement of bus stops. This guidance generally anticipates that most people within a 5-minute walking distance to a bus stop or within a 400m walking distance makes traveling by bus an attractive option.
Change the lights to being at an intersection rather than just in the middle of the road. It creates chaos when not at an intersection as is already seen on Great North Road.	The reason for incorporating signals instead of midblock crossings is to improve the safety of pedestrians needing to cross multiple lanes. The design has introduced two new raised midblock crossing near 64 Great North Road and 428 Great North Road. In addition, the proposal includes the upgrade of two existing two midblock crossings near 150 Great North Road and 470 Great North Road. The mid-block crossings are designed to improve overall safety and reduce all movements at the intersections.
<b>4. Separated 1.8m wide on-road cycle paths on each side of Great North Road, with a 0.6m wide physical separator between the cycleway and the bus lane.</b>	
Connect to other cycleways like NW down Bond Street	This is currently not a part of the scope for this project, however there is a future connection along Great North Road to connect to the NW cycleway.
I would like to see this extended further west, with cycleways at least through the town Centre.	This is currently not a part of the scope for this project. However, AT will work closely with the shop and business owners in the Grey Lynn village area in considering a connection along Great North Road, in the future.
Bike lanes should go on Williamson Ave to make it safer for kids on the road	This is currently not a part of the scope for this project.
We would like to see expansion of the cycleway through the Grey Lynn shops, all the way to Grey Lynn school.	This is currently not a part of the scope for this project. However, AT will work closely with the shop and business owners in the Grey Lynn village area in considering a connection along Great North Road, in the future.
Widen the cycle-paths as 1.6m wide does not provide much room for cyclists passing safely even though cyclists would be travelling in the same direction. Some handlebars are up to 0.8m in width.	The new proposal is for the cycleway to be 1.8m wide along the straights, narrowing it down to 1.2m - 1.5m in some more narrow locations i.e., around bus shelters, raised tables and to avoid some due to spatial

Design suggestion in feedback	AT response
	constraints around the area. This is in line with the Auckland Transport's Transport Design Manual (TDM)
<b>6. Approx. 115 parking spaces removed to address safety issues around visibility and to make space for the cycleways.</b>	
Do not remove any parking spaces as this will impact heavily on surrounding streets and businesses. This section of Great North Road is going to see intensive residential development resulting in more need for car parking spaces.	Parking removal is a response to the Auckland Transport vision zero policy to reduce deaths and serious injuries on the road by 2030. With the addition of a cycle lane along the corridor, there is a need to improve visibility for cars coming out of side streets. The removal of carparks along the corridor to provide for better visibility for vehicles for vehicles exiting the side streets.
Short-term parking space in front of building. It is essential for our customers to drop off and pick up.	The intention of the project is to retain parking and timed parking as it is in its current state, as much as possible. The rest of the carparks will revert to a P120 along the corridor.
<b>8. The removal of the flush median strip down the centre of the road.</b>	
We strongly object to the removal of this safety zone (flush median) for vehicles turning right into and off Great North Road, as we believe it will directly lead to serious accidents.	The AT safety assessment of removing a flush median acknowledges the potential increase of conflict, however the primary safety improvements proposed along the corridor would still improve the safety overall.
The proposed layout will cause issues in the decision-making process of motorists navigating a busy road corridor with multiple modes operating. This is exacerbated by the nature of Great North Road (running along a ridge line) which already makes turning from side streets into Great North Road more difficult than normal.	<p>The proposal includes raised crossings on the side roads. The purpose of the tables is to reduce vehicle speeds when approaching the intersection with the busy New North Road corridor. We believe the side friction will help drivers recognise the need to slow and wait, before turning onto New North Road.</p> <p>Our evidence tells us that the most frequent type of accident was due to the failure to give way when turning (either in the same direction or cutting across vehicles in the same direction), and these incidents involved the greatest number of vulnerable road users (cyclists, mopeds and motorcyclists).</p> <p>This trend is followed closely by rear-end crashes, and accidents during manoeuvring in and out of parking spaces.</p>

Design suggestion in feedback	AT response
	The proposed safety improvements along the corridor are designed to improve the overall safety of road users.
The removal of the safety zone (Flush median) may well increase accidents and puts cyclists especially at risk.	<p>Our evidence tells us that the most frequent type of accident was due to the failure to give way when turning (either in the same direction or cutting across vehicles in the same direction), and these incidents involved the greatest number of vulnerable road users (cyclists, mopeds, and motorcyclists).</p> <p>This trend is followed closely by rear-end crashes, and accidents during manoeuvring in and out of parking spaces.</p> <p>The proposed safety improvements along the corridor are designed to improve the overall safety of road users.</p> <p>The increased severity risk associated with the removal of the flush median is offset by the lowered speed environment due to narrower lanes and the proximity of opposing traffic streams. Managing speed limits along the corridor is an important factor to warrant.</p>
<b>Raised Tables</b>	
We advise that Auckland Transport should avoid raised tables on routes with heavy trucks. These can be damaging to heavy trucks and in some cases cause vehicle instability. This damage is also done to buses, which adds to Auckland Transport's bus costs long term. Great North Road is also an over dimensional route and raised tables will have a significant effect on these types of vehicle combination.	The profile of the raised tables has been designed to accommodate large trucks and buses. The height of the raised table along Great North Road (excluding side road) is 75mm with a 1:15 ramps on either side. These dimensions are considered appropriate in this environment to manage speeds and safety outcomes.
<b>Footpaths</b>	
We advise Auckland Transport not extend Nixon street footpath this creates an unsafe turning situation. (It was tried before and removed for safety reasons.)	was tried and removed due to tracking issues for the loading zone in the vicinity. There will be no buildout required at the Western side of the intersection.
<b>Trees &amp; Greenery</b>	



Design suggestion in feedback	AT response
Don't remove trees - there are not enough plant more.	The design currently proposes a removal 16-21 trees, and the proposal is to replace them with up to 60 trees along the corridor and side streets.
<b>Lower Speed limits</b>	
Slower speed now - 30 or 40 k/m. Commit to vision Zero.	The safety team is currently reviewing speed limits for all speeds around Auckland. This is not in the scope of this project.
<b>Enforcement</b>	
Install more red-light cameras	Red light cameras are something that the Police monitors and installs. However, AT will be looking at Special Vehicle Lane cameras (CCTV) for enforcement during bus lane operating hours and to improve safety for the cycle lanes
Need enforcement of parking	AT will be looking at Special Vehicle Lane cameras for enforcement during bus lane operating hours
Install red light camera's on Bond Street and prosecute all red-light runners. So dangerous at present.	Red light cameras are something that the New Zealand Police monitors and installs

