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Feedback on Proposed Crossings on Great North Road, Avondale

To whom it may concern in Auckland Transport,

This document has been compiled from the feedback Avondale Community Action has received from the community on a exhibition at our Avondale Library. On request, Auckland Transport supplied us with feedback forms and posters of the two proposed crossings. We asked residents to write down their comments or use the feedback form. We also put up a map of Avondale town centre and a blank feedback form asking for feedback on wider traffic issues. Residents could also use stick-it notes to write down issues and stick them on the map in the right place.

The proposed crossings will improve the current situation. These crossings will take pedestrians to corner of Crayford West and Racecourse parade, which remain difficult to cross, Especially Racecourse Parade. With intensification happening in the near future (current Racecourse Parade development of 50 plus apartments and more to come) this will be an even bigger concern. Avondale is targeted for a lot of intensification under new unitary plan and therefore pedestrian traffic will increase.

The side islands as part of the crossings don't allow for enough space for cyclists to share the road with cars. At present the town centre part of Great North Road is overall unsafe for cyclists.

Then there are the wider car, pedestrian and cyclist traffic issues that have been highlighted by our residents.

Slippery sidewalks are a complaint mainly, but not exclusively, by elderly and parents with children walking to and from school. We have had feedback from Retirement homes, walking school busses and individuals on this issue.

Work to be done for train station and town centre to become more accessible for pedestrians and cyclists.

Residents have highlighted the need for a crossing on Jude street near Layard road to allow for easy access to train station and primary school.

Several residents indicated that crossing on St Jude street is too close to the roundabout. It is often overseen by motorists, as their attention is on negotiating the roundabout.

Cars 'burning' red lights very frequently on busy intersections is a big concern. This is putting pedestrians crossing when green at great risk. People suggested better phasing of lights, having the camera's working. The following intersections are especially dangerous:

- Avondale road and Rosebank road
- Rosebank rd and Ash Street
- Rosebank rd and Great north road
- Henry/Victor st and Great north road

Henry/Victor st and Great North Road intersection congested during rush hour, especially in the morning.

Suggested changes:

-The allocated car parking on both sides of the road, near corner Dairy, create mayhem.

There is parking in the street a short distance away. Parking on Dairy side blocks the turning lane. The parking on the other side of the road is too close to the corner. Cars and trucks end up in the opposing lane trying to get around parked cars.

-Victor street side Islands (between Holly st and Plane st) don't leave a lot of space for cyclists and cars to share the road.

-Henry street to be a clearway uphill in morning and downhill in evening rush hour.

Rosebank road stretch between Ash street and Great North road, in Great north road direction, gets really congested mornings and from 2 pm onwards.

Parking in front of Library causes delays. There is plenty of parking in Library and Community Centre grounds.

Slip lane Ash st to Rosebank rd to have a sidewalk to island, too hard to cross.

Crossing Chalmers street and Blockhouse Bay road is dangerous for cars and people.

Highbury street turning bay gets parked up during market days. Yellow lines would solve this problem.

There are 2 bus shelters on Rosebank road blocking the sidewalk. The bus shelters are located in front of nrs 373 and 419 Rosebank rd.

Ash street sidewalks need redoing. They are in a very poor state.

Ash street to have clearways, city bound direction.

Industrial part of Rosebank road, gutters between sidewalks and berms are filled with debris and do not allow for drainage.

Cycling on Rosebank road and Great North Road/Ash street is not safe. Vehicles pass too close. Especially when a vehicle is occupying the median (Rosebank road). The bend in Ash street near the Whau river bridge, West bound, makes cyclists invisible to motorists.

We have a couple of unofficial crossings used by a big number of pedestrians.

1. The Avondale college students cross just north of the designated intersection on Great North Road. Near Highbury street. How can this situation be improved?

2. The same happens on the Elm street/Rosebank road intersection. People cross Rosebank road to get to and from library and community centre.

The sidewalks on busy Rosebank road are too narrow to deal with the number of Avondale Highschool students using them, resulting in youth walking on the busy road.

The roundabout in our town centre from a peds point needs to be made safer. Crossing Great North Road on the New Lynn side is nearly impossible and very dangerous. Pedestrian traffic has increased since this has become a destination with a number of café's and restaurants there.



Avondale is going to face big changes under the new unitary plan. Our town centre will be apartment living. It would be preferable to start looking at how our roads and connections are going to cater for that alongside with all the other developments.

We want to highlight the new cycle ways that are going to be build in the near future. There is the Heron Park to Holly street connection and also a cycle way that is going to be alongside the railway line. We would like to see good connections to be put in place to link up with this new infrastructure.

Avondale Community Action on behalf of our residents