



## Grey Lynn neighbourhood accessibility plan research summary

### Introduction

Auckland City Council is undertaking a neighbourhood accessibility plan in Grey Lynn. The project aims to improve the environment for a range of transport users including pedestrians and cyclists as well as those using mobility scooters, wheelchairs, car pool and public transport. Actions could include new pedestrian and cycling facilities, or speed and parking enforcement campaigns.

To date, the Grey Lynn neighbourhood accessibility plan has involved collecting information from the local community, information about the facilities and about how they are used.

As part of the community survey, people were asked a series of questions about what they perceive as issues for pedestrians and cyclists around the Grey Lynn neighbourhood and how these might be addressed. In addition, assessments of the condition of the infrastructure and facilities were undertaken.

The research has provided useful feedback and along with an understanding of land-use and transport plans for the area, is the basis for informing the neighbourhood accessibility plan.

This research summary reports on data collected, including examining the condition of footpaths, cycle facilities and bus stops, as well as investigating how parking provision impacts on access and safety, the speed and volume of traffic and identifying where pedestrians cross the main roads. It also includes information about community perceptions of issues around Grey Lynn.

### Research summary

The community survey asked people to identify any barriers to walking and cycling around the neighbourhood, as well as accessing bus stops. The most common issues raised were:

- the condition of footpaths
- the adverse impacts of traffic in the neighbourhood
- difficulty in crossing roads in the area
- low hanging vegetation along footpaths.

Assessments of footpaths and crossings were undertaken along sections of Richmond Road, Great North Road and Williamson Avenue to identify any safety or access issues for pedestrians and other footpath users. There were a number of recurring issues, including lack of drop-kerbs to assist pram and wheelchair users in crossing the road and vehicles obstructing the footpath, particularly along sections of Great North Road.

Observations were made of people crossing the road along Richmond Road between Woolworths and Surrey Crescent, Great North Road between Kirk Street and St Josephs School, and around the intersections of Williamson Avenue with Coleridge Street and Beaconsfield Street. Counts were undertaken at different times throughout the week in order to record schoolchildren, people commuting on their journey to and from work, as well as those crossing at the weekend. The survey showed that the location where the highest number of crossings made without using formal pedestrian crossing was around the intersection of Williamson Avenue and Coleridge Street, next to Foodtown. Other common areas where pedestrians cross were at the intersection of Richmond Road and Surrey

Crescent and Richmond Road and Warnock Street. This information may be used to understand how pedestrians may be better catered for.

An assessment of the approximately 50 bus stops within the Grey Lynn study area showed that a large proportion of bus stops in the study area do not provide seating, shelter or rubbish bin. A number of bus stops do not have route/timetable information. The survey also examined the condition of the environment surrounding the bus stops to identify any potential problems for users accessing public transport services. The key issues identified were the condition of footpaths and the lack of road crossings near the stops.

Over the past five years, there have been crashes at several intersections in the study area, including:

- Great North Road / Williamson Avenue
- Richmond Road / Parawai Crescent
- Great North Road / Bullock Track
- Bullock Track / Old Mill Road

The community consultation verified that these intersections are perceived as places where traffic is too fast or there are high volumes, or that it is difficult to cross the road at these points.

The community survey also asked to identify any barriers to cycling in the neighbourhood. Three key issues identified were the (1) volume and speed of traffic, (2) the lack of physical space and facilities for cyclists and (3) others, ie. attitudes towards cyclists.

An assessment of cycling facilities, infrastructure and the general cycling environment was undertaken within the two areas surrounding the West Lynn and Grey Lynn shopping centres. Aside from the Great North Road bus lanes, there are no cycle facilities within the study area and there is limited public cycle parking provision. The assessment recognised that potential improvements to access and safety of cyclists could be made through the provision of cycle facilities, as well as addressing more specific issues, such as removal of debris from the sides of roads.

A survey of on-street and business parking was undertaken within the two areas surrounding the West Lynn and Grey Lynn shopping centres to identify any issues that could have a negative impact on access. A number of recurring issues were identified with parking, including:

- parked vehicles reducing visibility at informal crossing point build-outs
- vehicles crossing the footpath to access business parking provision
- reduced visibility of pedestrians and cyclists for drivers using angled parking.

Traffic counts and speeds were recorded at three points along Williamson Avenue and Crummer Road. On Williamson Ave, over a third of vehicles were recorded exceeding the speed limit. The maximum speed recorded on Williamson Ave was 110km/hr. Crummer Road traffic has a lower average speed than Williamson Ave, but still had a maximum speed recorded at 90km/hr.

### **Next stage**

The neighbourhood accessibility plan has now completed the data collection phase. The next stage of the neighbourhood accessibility plan is to bring the data together into a report identifying the key issues, areas for further action and a prioritising programme.

The recent review of the council's cycling and walking related budgets resulted to reprioritisation of programmes and deferral of some works. Capital work components of this project are deferred until the council approved proposals and funding is made available.