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14 April 2026

Joel P

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**Your request for information under the Local Government Official Information and Meetings Act
1987 (LGOIMA) – CAS-1303413-D5T3Z7**

Kia ora Joel

I refer to your request for information dated 9 March 2026 regarding the improvements on Great North Road (from Harcourt Street to Elgin Street). Please see response below.

1. Crash and safety data

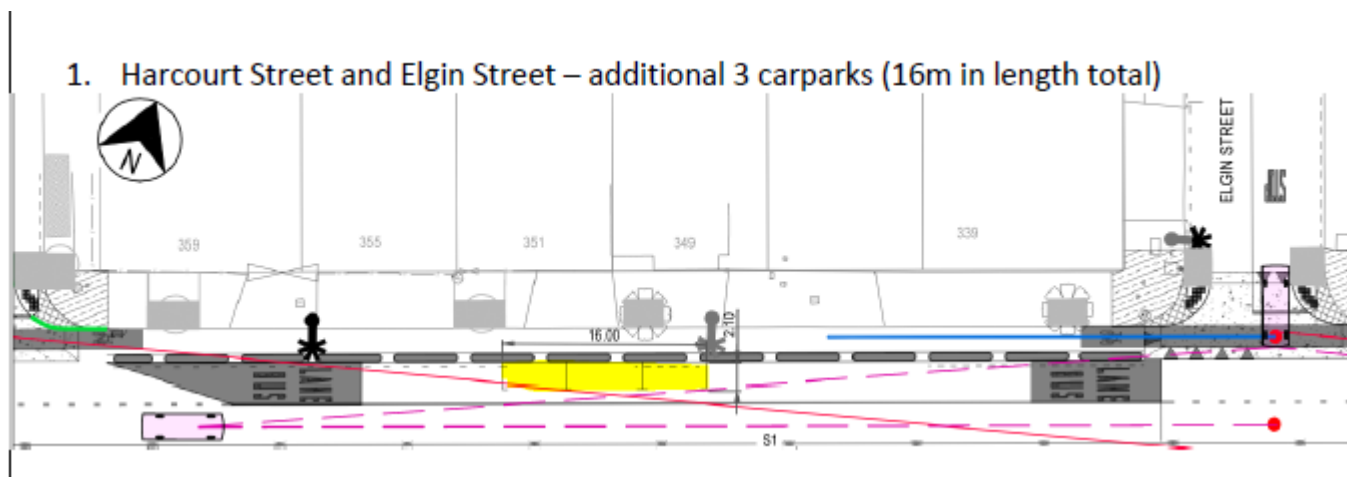
- a) All crash and collision data relied upon by Auckland Transport when assessing safety issues for the section of Great North Road between Harcourt Street and Elgin Street in Grey Lynn, including data sourced from the Waka Kotahi Crash Analysis System (CAS) or any other crash reporting database.*
- b) Any safety assessments, reports, modelling, or internal analysis relied upon to justify changes to parking layout or roadside design for this specific stretch of road.*
- c) The time period of crash data used to inform the design decisions.*

Response for 1a, 1b and 1c as follows. There have been two non-injury crashes recorded in the NZTA Crash Analysis System (CAS) over the past five years (2021 to 2025), on Great North Road between Harcourt St and Elgin St. Please note, CAS only records crashes that NZ Police attend, and therefore an underreporting element is known, especially for vulnerable road users i.e. cyclists, pedestrians, motorcyclists, e-scooter riders.

2. Design and decision-making documents

- a) Engineering drawings, traffic management plans, or design documents relating to the parking layout implemented between Harcourt Street and Elgin Street.*

Please refer to document 2A. DRP-0685-DFS-02 Great North Road Improvements Project – sightlines.pdf



b) Any internal reports, briefing papers, recommendations, options analysis, or decision documents explaining why the current configuration of three marked parking spaces was adopted rather than a larger continuous parking area.

Please see attached document 2B. 20210817 AT Great North Road Baseline.pdf

3. Parking restrictions and road markings

a) The traffic resolution(s), engineering justification, or other documents authorising the parking restrictions and road markings in this section.

Please refer to the approved TCC resolutions report attached.

b) Any documents explaining the rationale for the white road marking adjacent to the marked parking spaces that appears to prevent parking despite there being additional physical road space available.

Please refer to the response in question 2

4. Consultation with local businesses

a) Records of consultation with businesses located on or immediately adjacent to Great North Road between Harcourt Street and Elgin Street in relation to the Great North Road Improvements project.

Please refer to the attached consultation feedback and parking engagement.

b) This includes submissions, meeting notes, consultation summaries, engagement reports, or correspondence with local businesses.

Please refer to the attached engagement report and correspondence with local businesses.

5. Business and economic impact analysis

a) Any business impact assessments, economic impact assessments, or analysis undertaken by Auckland Transport relating to the effects of parking or access changes on businesses in this section.

b) Any analysis undertaken of the potential impact of reducing on-street parking on local businesses or customers.

Response for 5a, and 5b. Business and economic impact analysis – see Datamine report attached.



6. Parking supply and utilisation analysis

a) Any analysis undertaken by Auckland Transport of parking supply, parking demand, or parking utilisation for Great North Road between Harcourt Street and Elgin Street prior to the implementation of the new parking layout.

Please refer to the attached survey report. In summary, a parking survey showed on unrestricted car parking is occupied 98% of the time (weekdays) and vehicles are parked for close to 6 hours (on average) at a time.

7. Parking and loading arrangements near Commercial Road

a) Documents relating to the design, implementation, or planned installation of loading zones, free parking with time limits, or paid parking at or near the intersection of Great North Road and Commercial Road.

Please refer to the approved TCC report provided in question 3(a).

b) Any implementation plans, timelines, or decisions regarding parking or loading arrangements for this location.

Please refer to the engagement report provided in question 4(b). It can also be found in the following website <https://haveyoursay.at.govt.nz/gnr-parking>

c) Any documents explaining why the loading zones, free parking with time limits, or paid parking referred to on the project webpage have not been implemented, or have not yet been implemented, at or near the intersection of Great North Road and Commercial Road.

AT have carried out consultation, reviewed and consider feedback, and finalised decisions internally and communicated this back to submitters and interested parties. At this stage, a report is being prepared along with updated plans to be submitted for approval via the TCC process. Once approved by the TCC, we will organise for the changes to be implemented on site. We expect this to take 2-3 months.

Should you believe that we have not dealt with your request appropriately, you are able to make a complaint to the Office of the Ombudsman in accordance with section 27(3) of the LGOIMA Act and seek an investigation and review regarding this matter.

Ngā mihi,

Phil Wratt

Engagement Manager
Customer Care