

Te Tī Tūtahi - Newmarket Laneways Streetscapes Upgrade Findings & Feasibility Design Report

July 2016





Te Tī Tūtahi

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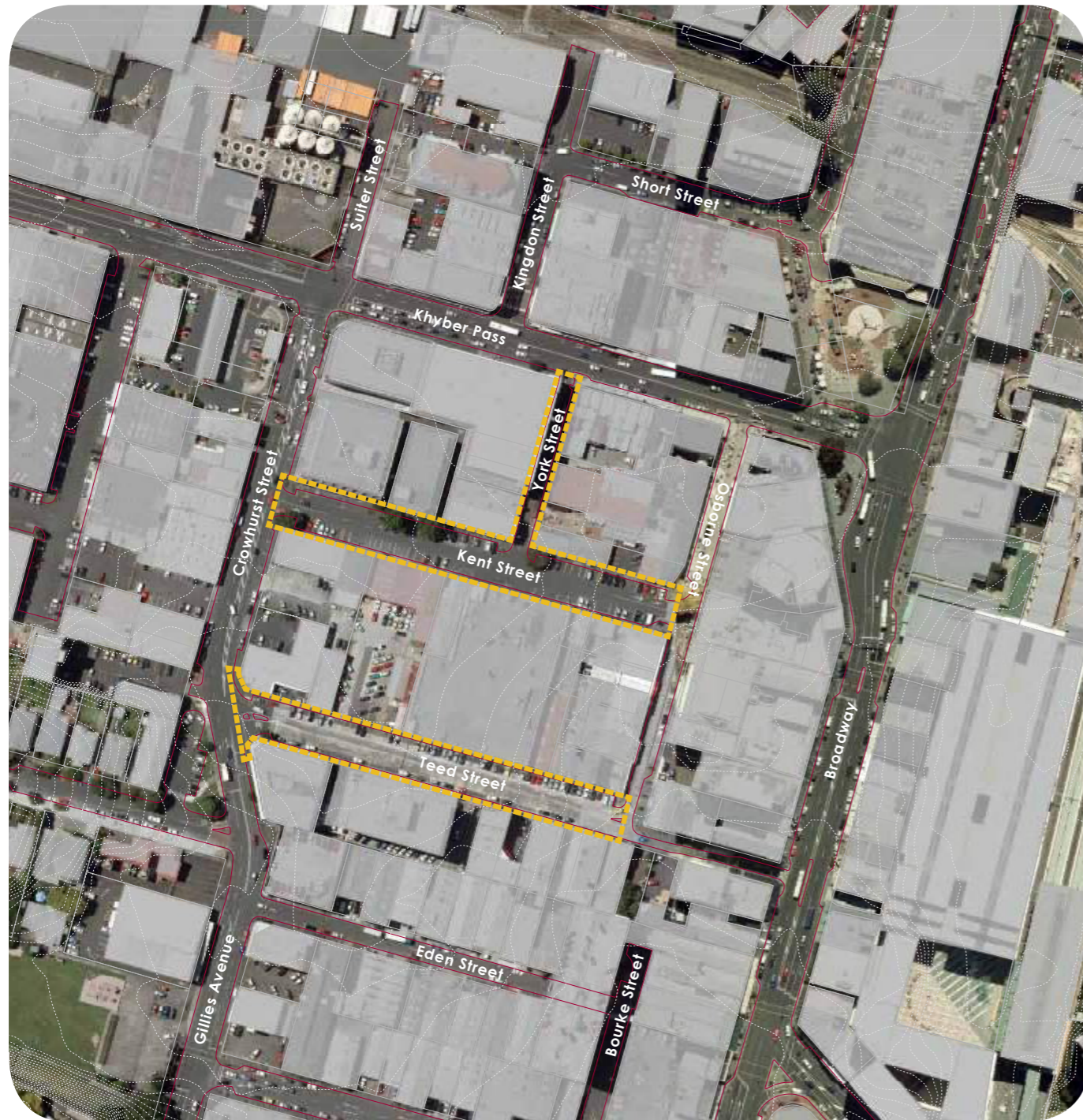
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Introduction

The Te Ti Tutahi - Newmarket Laneways Streetscapes Upgrade Findings & Feasibility Design Report compiles the pre-design research and investigations for the project study area of Teed, Kent and York Streets (identified in yellow opposite), and the wider context where relevant.

Included in the report are a summary of the Waitemata Local Board Newmarket Laneways Plan (2015), an outline culture and heritage timeline, urban development, current building use mix, aerial photography, existing car parking provision, vehicle circulation and parking occupancy analysis, a landscape character and streetscape character study, and analysis of each of the identified streets within the study area including site photographs, existing road reserve cross sections and identified issues and opportunities arising. With supporting GIS information, buried services and crash data information.

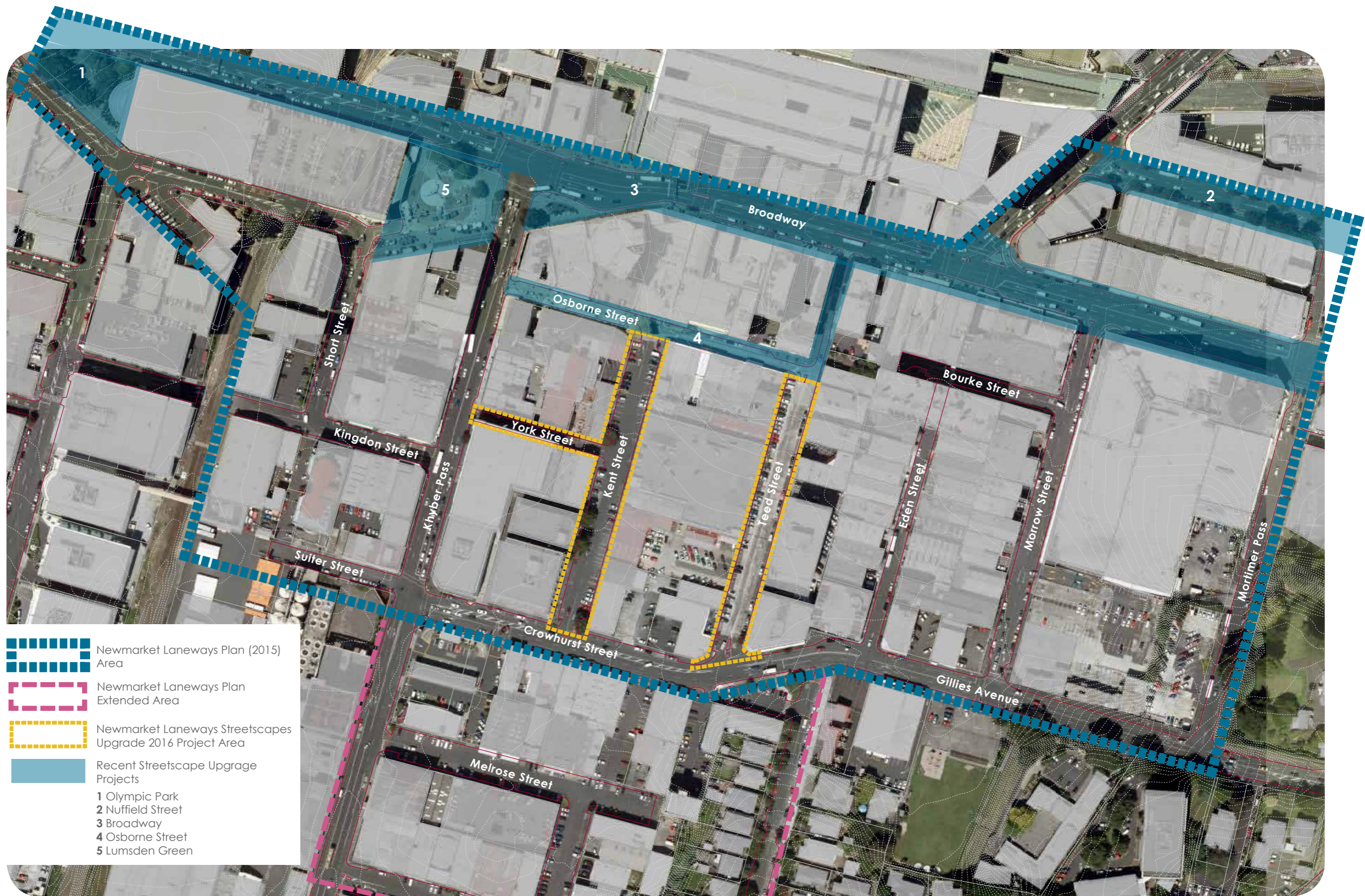
The findings have been used to inform the development of a feasibility design for the upgrade of the three identified streets, and in the selection of an initial project to be taken through to construction. The feasibility design is cogniscent of the Te Aranga Design Principles and seeks to embed these into the approach and outcomes of the selected and future laneways upgrades.





This report does not seek to be all encompassing and focuses on issues relating specifically to the three streets within the study area and its immediate surroundings. As such the report should be read in conjunction with existing policy and reports which include, but are not limited to:

- Auckland Plan 2012
- Draft Economic Development Strategy
- Newmarket Laneways Plan 2015
- Good Design Guide for Accessibility



1.0 Background



-  Newmarket Laneways Plan (2015) Area
-  Newmarket Laneways Plan Extended Area
-  Newmarket Laneways Streetscapes Upgrade 2016 Project Area
-  Recent Streetscape Upgrade Projects
- 1 Olympic Park
- 2 Nuffield Street
- 3 Broadway
- 4 Osborne Street
- 5 Lumsden Green



Newmarket Laneways Plan (2015) | Principles

1. Prioritising the movement of people

Realising Auckland's vision to become a more walkable and rideable city, while having an awareness of the wider transport network.

2. Developing a dynamic local economy

Linking local businesses and activating streets and spaces.

3. Improving our places

Creating quality public realm and streetscapes that are clean, safe, healthy, accessible and pleasant – places where we live, visit and enjoy, that everyone can be proud and feel ownership of.

4. Feeling and being safer

Tackling the underlying causes of actual safety issues and the perceptions that make people feel unsafe.

5. Reinforcing local distinctiveness

Any locally distinctive character should be identified and celebrated as part of Newmarket's sense of place. Where possible, materials that contribute to the sense of place will be salvaged and reused.

6. Streets are social spaces

Roads and streets are often purely appreciated for their traffic function. Typically road design promotes safe and efficient traffic flow, with little regard given to other users and the wider function of the street as a place where people live, work and socialise. Activating streets is key to a vibrant public realm and creates a valued destination.

7. The street network

Streets should not be considered in isolation. They are part of a network. Good design should reinforce a quality network for all users and link streets both for ease of movement for all users and aesthetically for wayfinding and sense of place.

8. Human geography - street users

Understanding how and why people and vehicles use the public realm and streets informs decisions about space allocation and public realm design.

9. Sustainability

Where possible source materials from local suppliers and ensure that suppliers uphold accepted standards of ethical business practice. Incorporate sustainability measures and environmental protection including suitable low impact sensitive stormwater practices.

10. Child friendly public realm

Consider how the public realm looks and feels to a child. Utilise colour, incorporate random play opportunities and consider accessibility for pushchairs in design.

11. Historic and cultural heritage

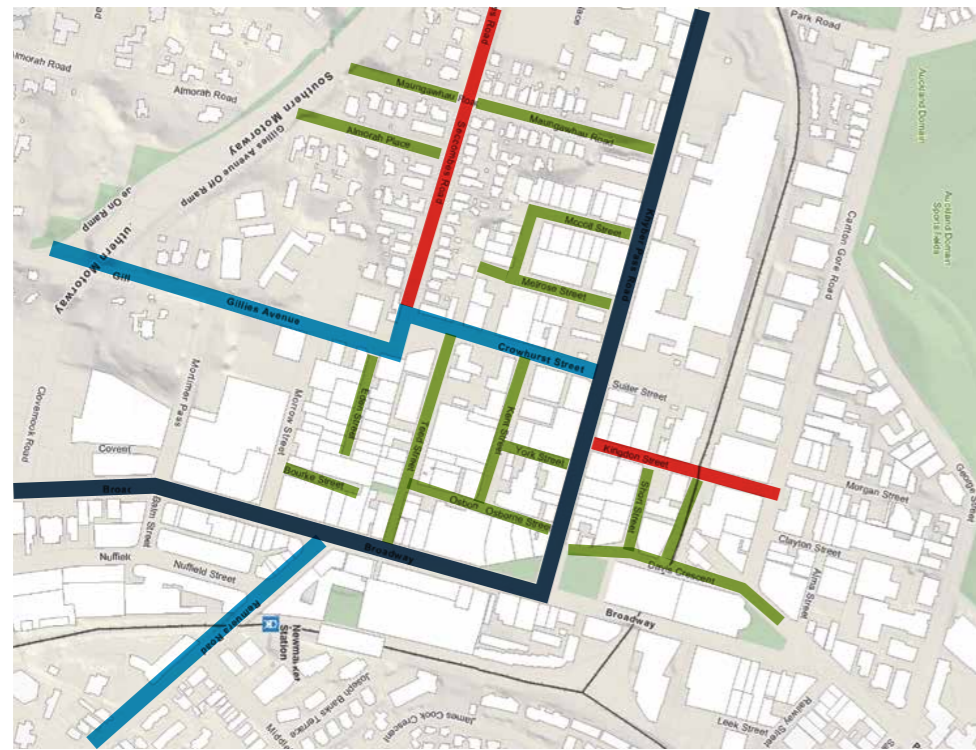
Protect, recognise and interpret the historic and cultural heritage of Newmarket.

12. Te Aranga Design Principles

Adhere to the Te Aranga Design Principles.

Newmarket Laneways Plan (2015) | Road Hierarchy, Pedestrian & Cycling Network

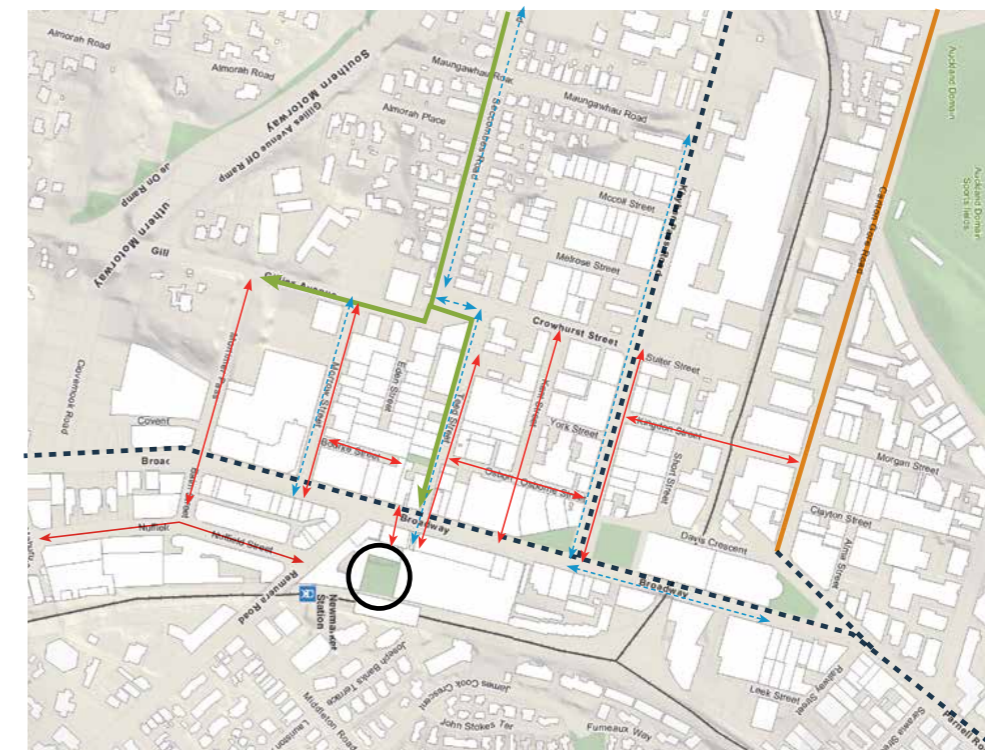
2.7 ROAD HIERARCHY



- Regional Arterial Roads
- District Arterial Routes
- Local Roads
- Collector Roads

*Note: In accordance with City of Auckland Isthmus Section Planning Map, updated October 1 2013

2.8 PEDESTRIAN AND CYCLING NETWORK



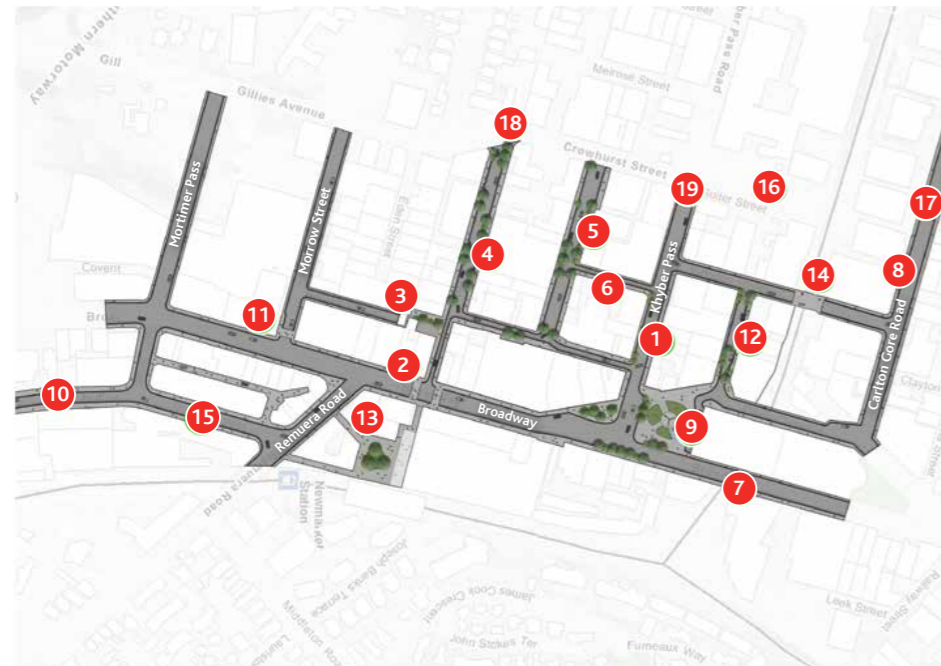
- Major pedestrian network paths
- Major pedestrian network paths for pupils at Auckland Grammar
- Proposed connector
- Existing Metro
- Waitematā Greenways
- Newmarket Train station

Extracted pages from the Newmarket Laneways Plan (2015) identify Teed, Kent and York Streets as local roads linking the regional arterial roads of Broadway and Khyber Pass with the district arterial route of Crowhurst Street / Gillies Avenue.

Teed and Kent Street are identified as major pedestrian network paths within a wider pedestrian network.

Newmarket Laneways Plan (2015) | Identified Projects

3.2 PROJECTS FOR PUBLIC REALM IMPROVEMENTS – NEWMARKET WIDE



- 1 Widen footpath along Khyber Pass road to York Street.
- 2 Better pedestrian crossing from the train station entrance to Teed Street.
- 3 Open space upgrade and a better connection to Bourke Street from Teed Street.
- 4 Widen footpath along Teed Street.
- 5 Widen footpath along Kent Street.
- 6 Widen footpath along York Street and look to activate street edge by multi storey parking.
- 7 Widen footpath along Broadway.
- 8 Widen parts of the footpath along Carlton Gore Road.
- 9 Rearrange some of the street furniture to increase footpath width.
- 10 Widen footpath along Nuffield Street West and activate multi storey parking facade.
- 11 Improve pedestrian crossing on Morrow Street.
- 12 Widen footpath along Short Street.
- 13 Station Square and entrances upgrade including better connections to adjacent streets.
- 14 Pedestrian and cycle connection from Kingdon Street to Carlton Gore Road.
- 15 Widen footpaths on Nuffield Street.
- 16 Improve wayfinding and connectivity between the University of Auckland campus and Station Square.
- 17 Improve wayfinding within the Newmarket area generally, especially to landmarks such as the Domain, Highwic House and Station Square.
- 18 Deliver the Morrow/ Gilles/Secombes and Mangawhai Street Greenways project.
- 19 Improve pedestrian safety across Khyber Pass at the Crowhurst Street/Suiter Street intersection.

Newmarket Laneways Plan September 2015 31



3.3 PROJECTS FOR PUBLIC REALM IMPROVEMENT – NEWMARKET LANEWAYS PHASE ONE DELIVERY PLAN



- 1 Widen footpath along Khyber Pass road to York Street.
- 2 Better pedestrian crossing from the train station entrance to Teed Street.
- 3 Open space upgrade and a better connection to Bourke Street from Teed Street.
- 4 Widen footpath along Teed Street.
- 5 Widen footpath along Kent Street.
- 6 Widen footpath along York Street and look to activate street edge by multi storey parking.

Implementation of the projects identified in the Newmarket Laneways Plan will be achieved progressively as funding becomes available.

Phase One of the delivery programme will commence in October 2015 and focus on implementing those projects located within, or connecting to, the core Laneways area comprising; Teed Street, Kent Street, Osborne Street and York Street.

The delivery of projects within the core Laneways area follows on from the work programme partially completed by Auckland City Council in 2009.

Newmarket Laneways Plan September 2015 32

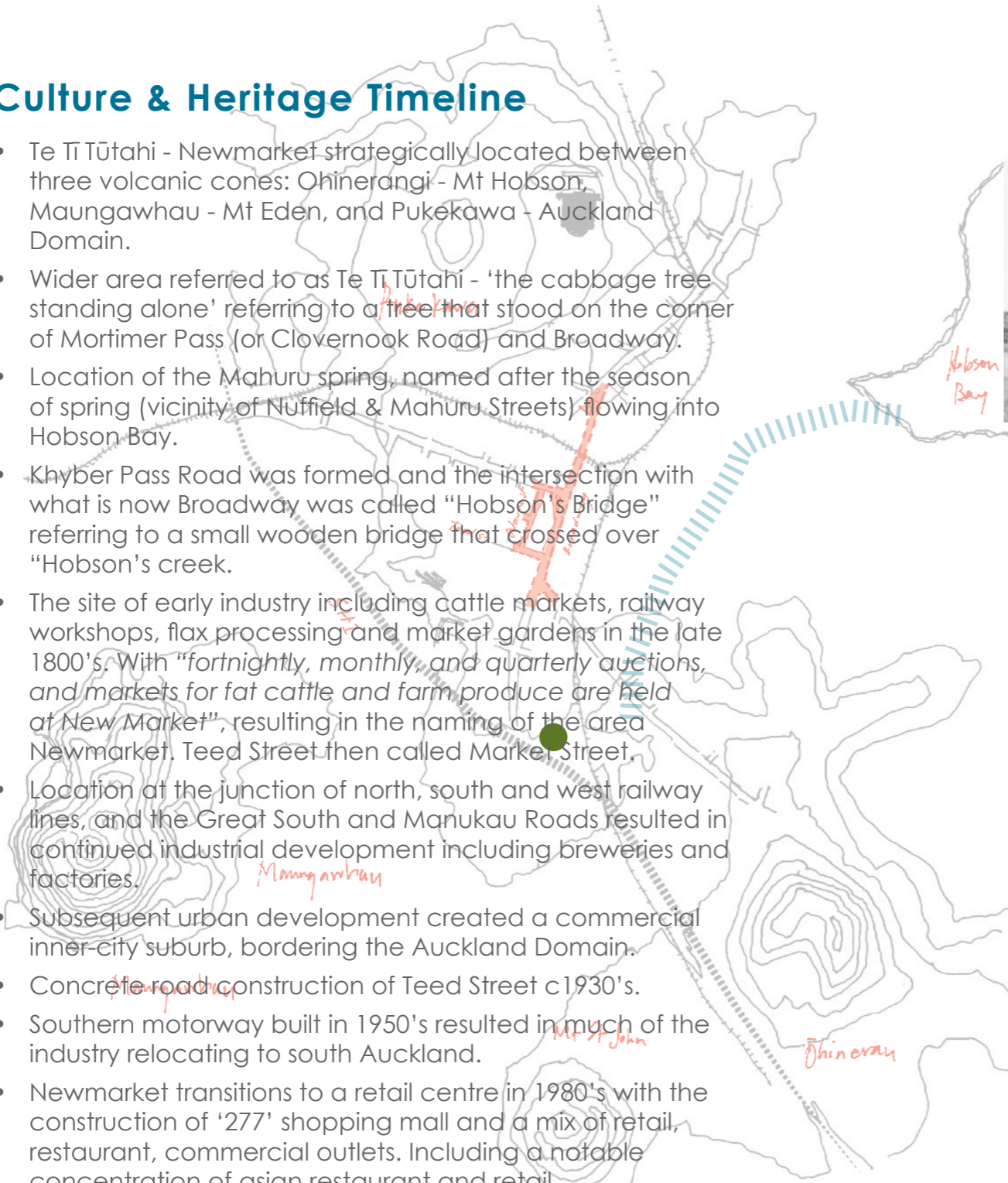
Extracted pages from the Newmarket Laneways Plan (2015) identify potential projects for public realm / streetscape improvements across Newmarket.

Identified projects 4, 5 and 6 form the scope of this Newmarket Laneways Streetscapes Upgrade project (2016).

2.0 Pre-design Research and Investigations

Culture & Heritage Timeline

- Te Tī Tūtahi - Newmarket strategically located between three volcanic cones: Ohinerangi - Mt Hobson, Maungawhau - Mt Eden, and Pukekawa - Auckland Domain.
- Wider area referred to as Te Tī Tūtahi - 'the cabbage tree standing alone' referring to a tree that stood on the corner of Mortimer Pass (or Clovernook Road) and Broadway.
- Location of the Mahuru spring, named after the season of spring (vicinity of Nuffield & Mahuru Streets) flowing into Hobson Bay.
- Khyber Pass Road was formed and the intersection with what is now Broadway was called "Hobson's Bridge" referring to a small wooden bridge that crossed over "Hobson's creek."
- The site of early industry including cattle markets, railway workshops, flax processing and market gardens in the late 1800's. With "fortnightly, monthly, and quarterly auctions, and markets for fat cattle and farm produce are held at New Market", resulting in the naming of the area Newmarket. Teed Street then called Market Street.
- Location at the junction of north, south and west railway lines, and the Great South and Manukau Roads resulted in continued industrial development including breweries and factories.
- Subsequent urban development created a commercial inner-city suburb, bordering the Auckland Domain.
- Concrete construction of Teed Street c1930's.
- Southern motorway built in 1950's resulted in much of the industry relocating to south Auckland.
- Newmarket transitions to a retail centre in 1980's with the construction of '277' shopping mall and a mix of retail, restaurant, commercial outlets. Including a notable concentration of asian restaurant and retail.
- Completion of Olympic Park, Nuffield Street, Broadway, Osborne Street and Lumsden Green upgrades.
- Private redevelopment of retail and cafe/restaurants to side streets and lanes off Broadway and Osborne Streets.
- Closure and sale of the of Lion Nathan Brewery to Auckland University in 2012 for redevelopment.
- Development of the 2015 Newmarket Laneways Plan to guide future upgrade of Newmarkets streets and spaces.



Flax mill cnr
Carlton Road



location of Te Tī Tūtahi
corner Mortimer Pass /
Clovernook & Broadway

Mahuru spring/stream

Te Tī Tūtahi



Light industry history : brewery (above), ice cream factory (below)



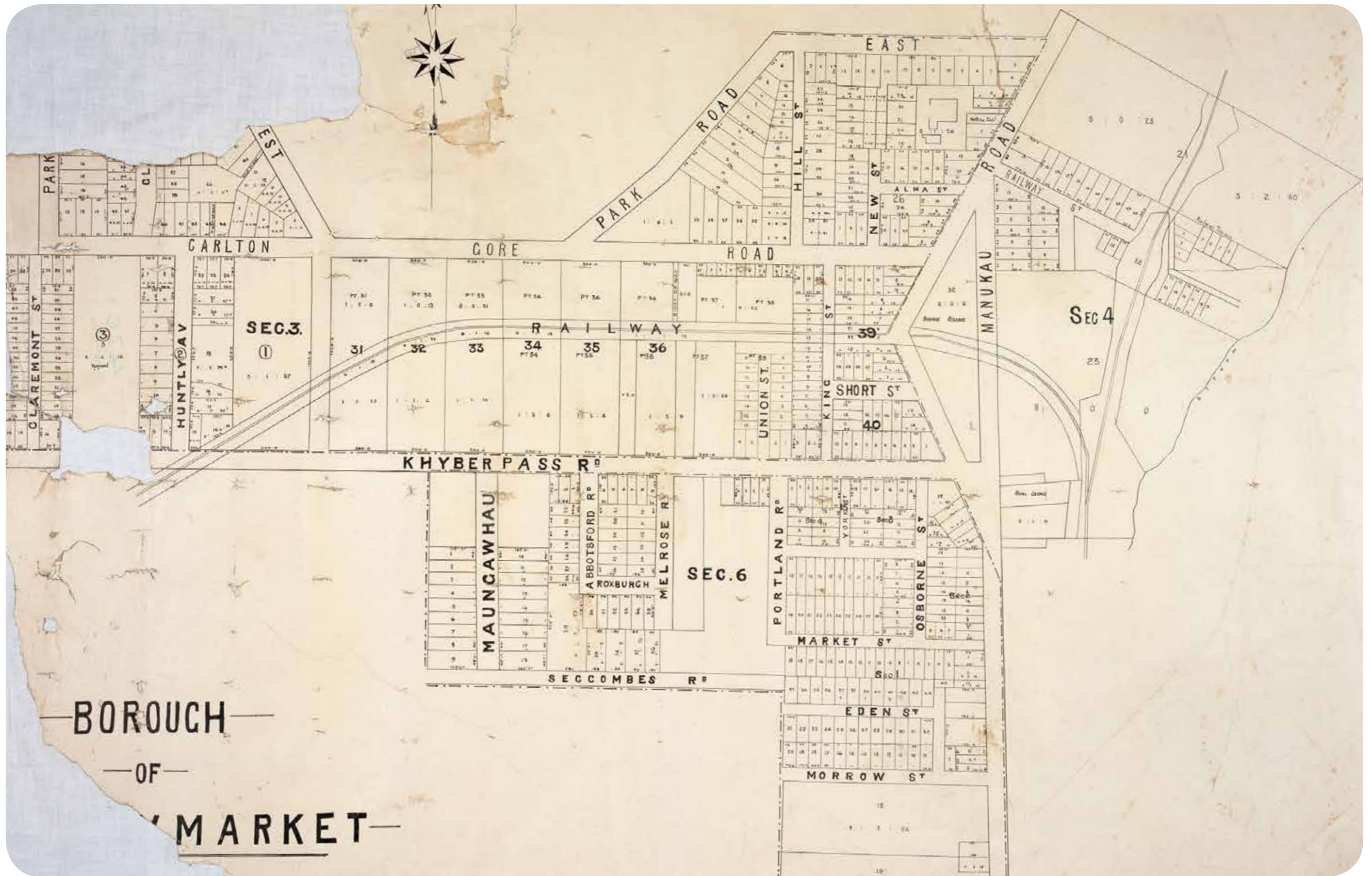
The progressive advancement of Peters' Ice Cream Company, Limited, showing the present factory, the site for the new buildings and some of the Auckland R.

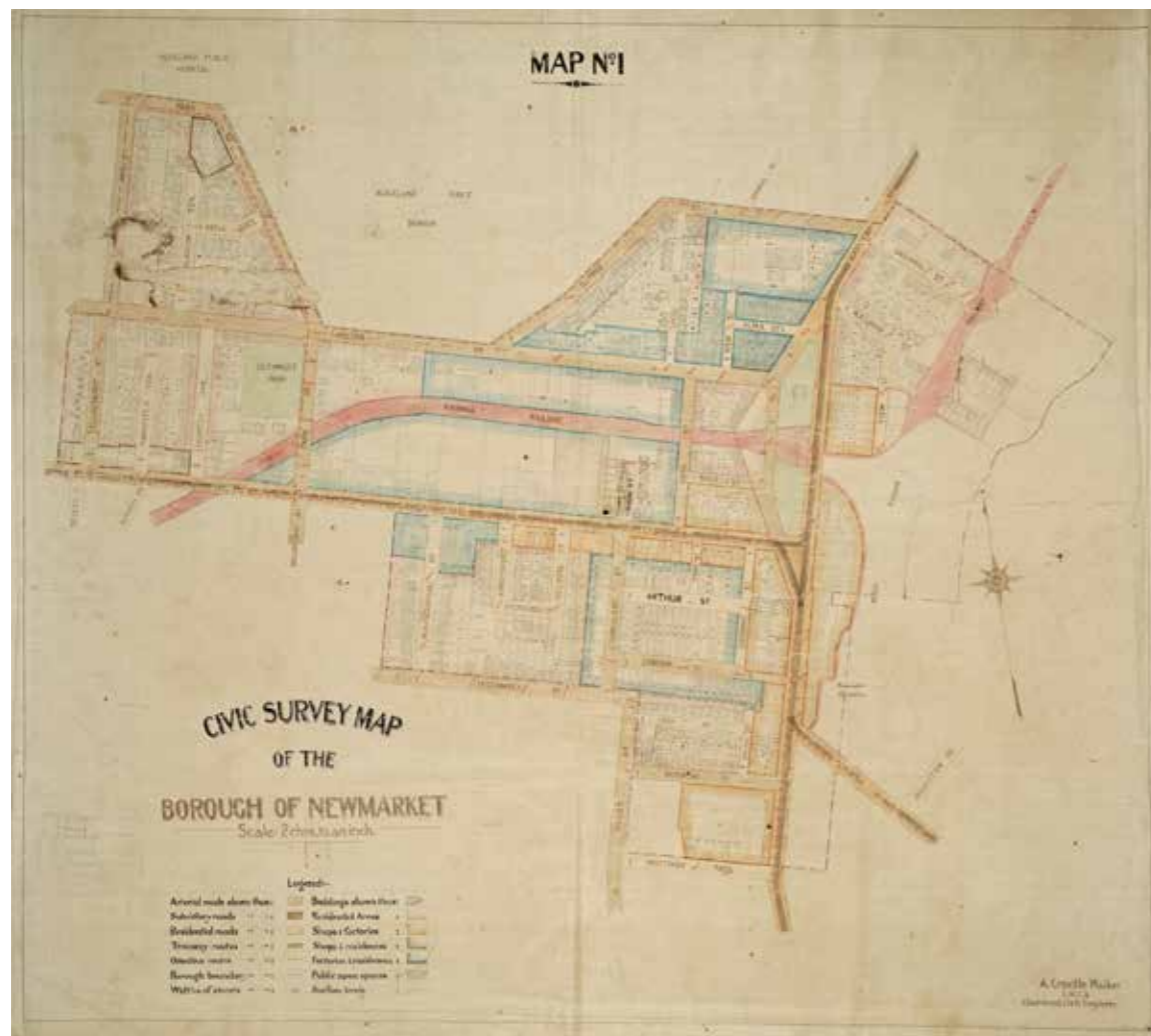


Looking south along York Street. Scheduled Excelsior
Buildings front left



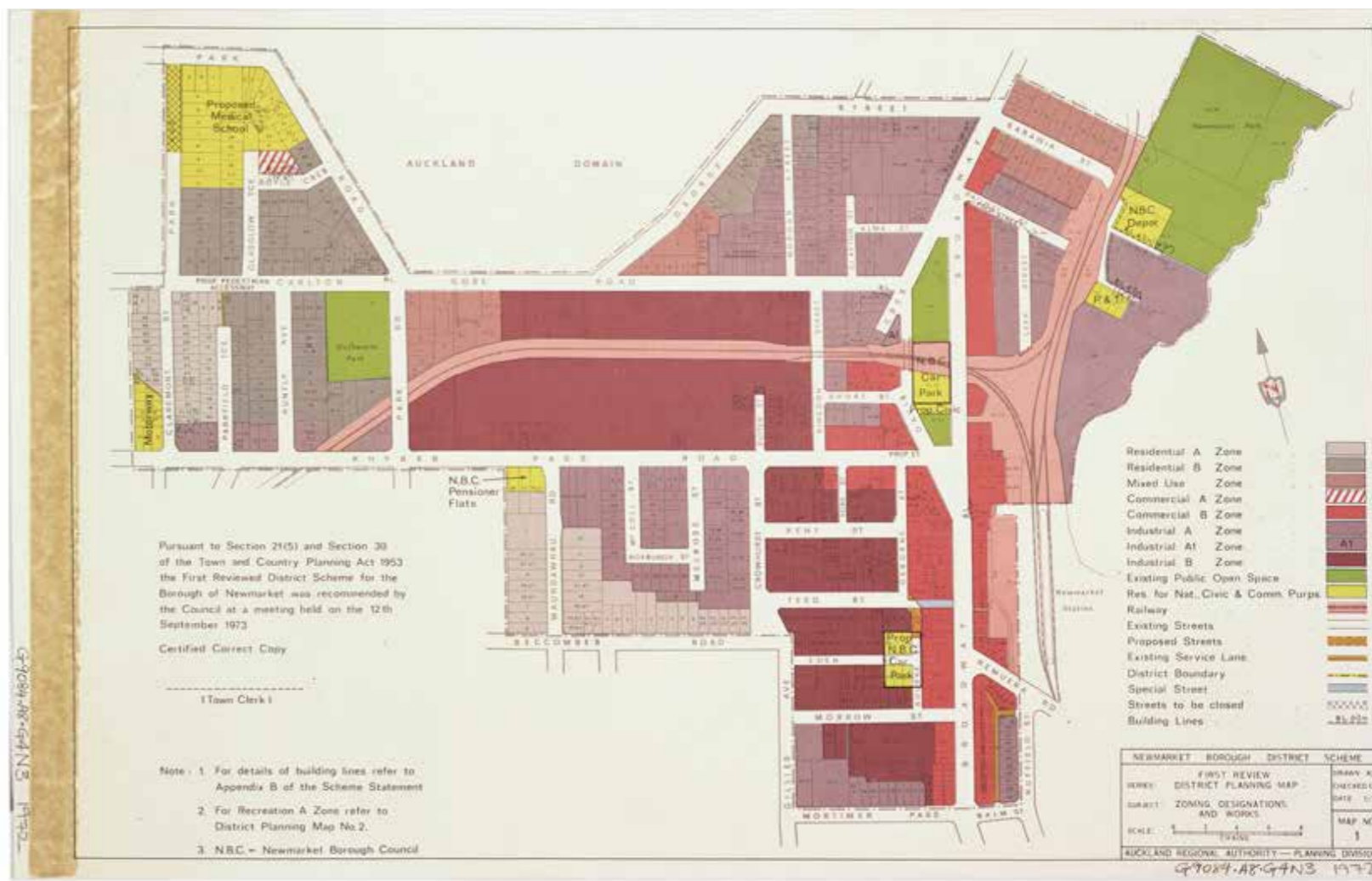
Aerial photography circa 1930's showing Teed Streets
concrete carriageway





The historic maps on this and the preceding page show the urban development of Newmarket including the early integration of the rail connection to the city centre, north and south - key to the development of industry in the area. With Newmarket Gully to the east descending into Hobson Bay.

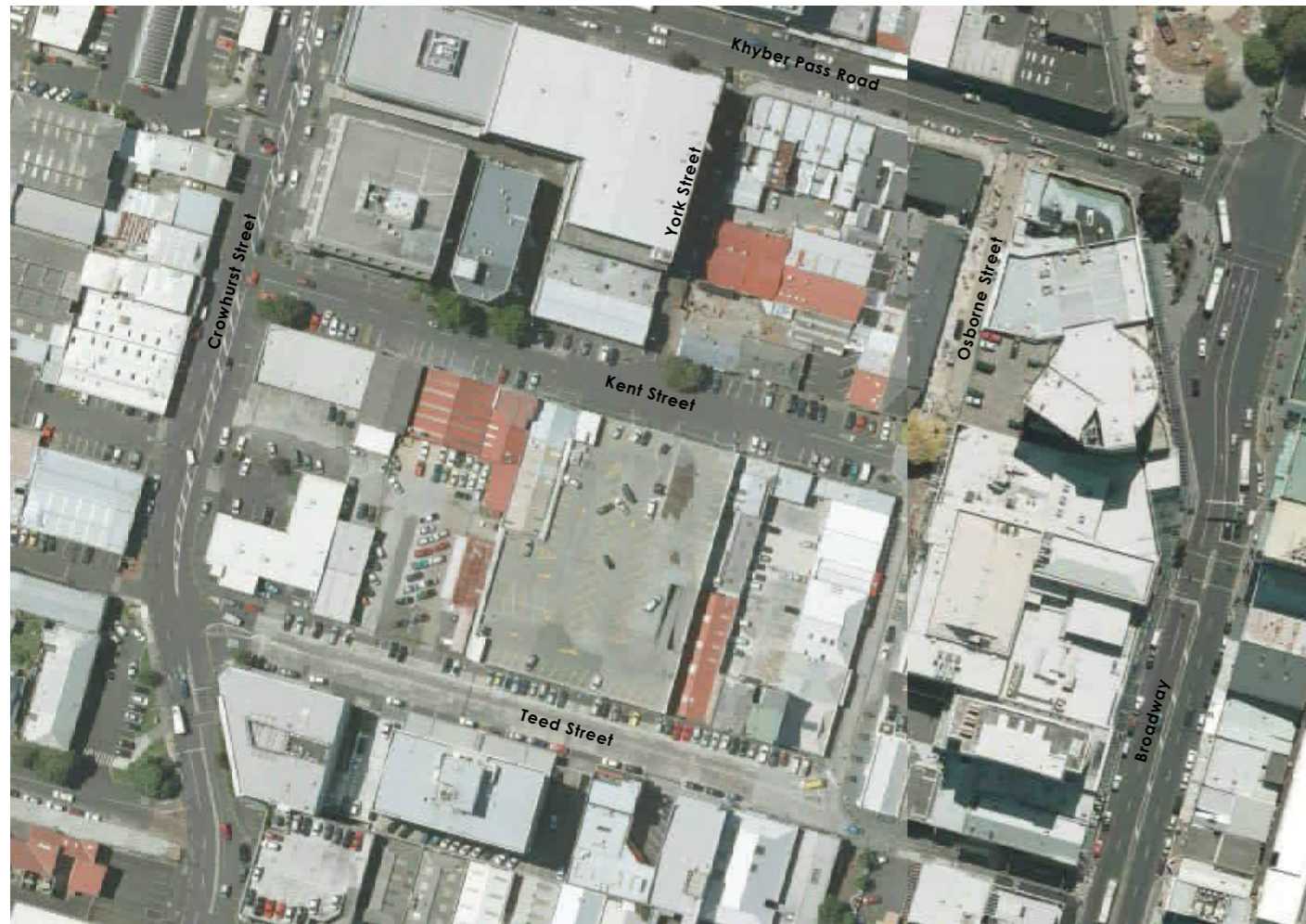
The transition from an area of factory and industry to the mixed use precinct today is evident. In the early maps a concentration of 'shops and factories' and 'factories and residences' are shown in and around the project study area.



The changing name of Teed Street from Market Street in the late 1800's to Station Street in the early 1900's (following the construction of the railway station opposite on Broadway). The 1972 map shows the current street name Teed Street.

Evolving street names are evident with Kent Street formerly known as Arthur Street. Crowhurst Street formerly known as Portland Street, Broadway formerly known as Manukau Road among others. Naming also reflects connection to nearby maunga, particular businesses and business people.

Green and open space provision includes Auckland Domain to the north, Newmarket Gully to the east, with the reserve area now including Olympic Park and Lumsden Green between, and the grounds of Highwic House to the south.



The mixed-use character of the Newmarket Laneways Precinct is evident in the aerial and ground floor use mix illustrations above. Victorian era typically finer grain buildings interspersed with late 1900 early 2000 larger grain built form.

Use mix of a combination of commercial, retail, cafe-restaurant-bar, light industrial and at grade car parking characterises the laneway precinct. With cafe-restaurant offerings typically located facing north into the sunny southern side of the street.

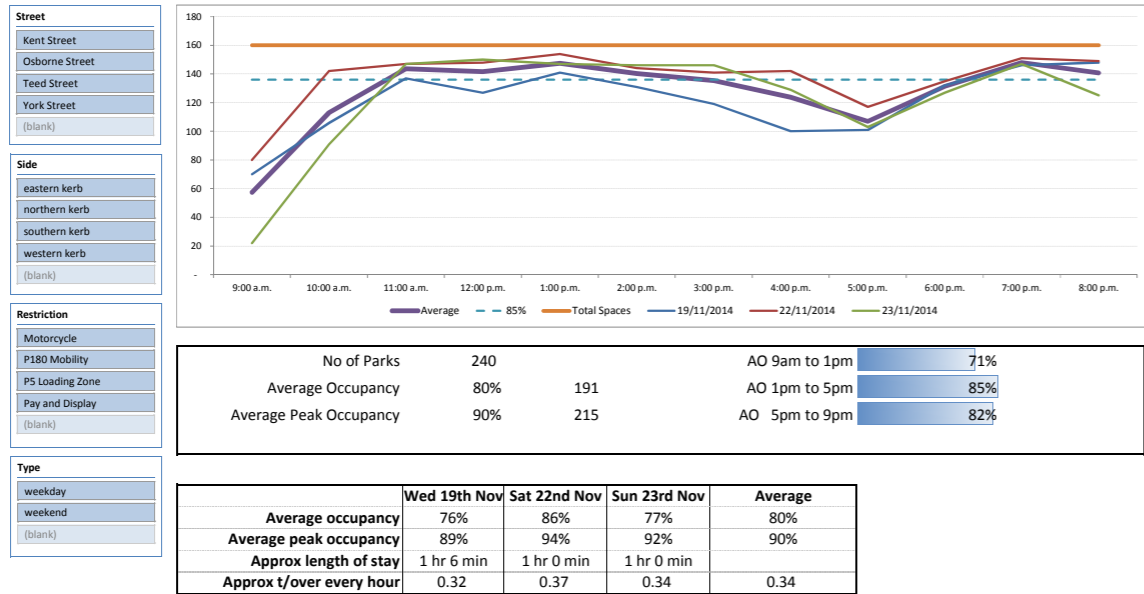
Upper floor uses are a mix of car parking (P), entertainment (cinema) and commercial (office) uses.

- █ Commercial
- █ Retail
- █ Cafe - Restaurant
- █ Light Industrial
- Carparking
(above ground floor)





ALEPH
All Streets - Newmarket Laneways Parking Occupancy Survey November 2014



Length of Stay

Hours	19/11/2014	22/11/2014	23/11/2014
0 to 1 hr	559	679	618
1 hr to 2 hrs	223	247	231
2 hrs to 3 hrs	90	103	86
3 hrs to 4 hrs	23	27	18
4 hrs to 5 hrs	4	3	7
5 hrs to 6 hrs	3	1	2
6 hrs to 7 hrs	1	1	1
7 hrs to 8 hrs	1	0	1
8 hrs to 9 hrs	0	0	0
9 hrs to 10 hrs	3	0	0

Approx average length of stay 19/11/14 1 hr 6 min
 Approx average length of stay 22/11/14 1 hr 0 min
 Approx average length of stay 23/11/14 1 hr 0 min

The parking occupancy survey conducted by ALEPH for Auckland Transport highlights the predominantly short term nature of use of on-street car parking facilities, with the majority of users within the 0 to 1 hour length of stay. Occupancy is consistently high at an average of 80%, rising to 90% at peak times, which are typically around lunch and early evening times.

Tournament multi-storey car parking have a high occupancy similar to the on-street car parking.

Refer to appendices for accident survey data, and pedestrian survey. The pedestrian survey shows informal crossing along the length of Teed Street, with particular intensity crossing north-south at the junction of Crowhurst street, mid-block in the vicinity of the multi-storey car park stair entrance, and across the intersection with Osborne.

Teed Street



Kent Street



York Street





Pohutukawa overhanging basalt cliff at Mortimer Pass.



Constructed basalt walls at corner Gilles Ave and Mortimer Pass.

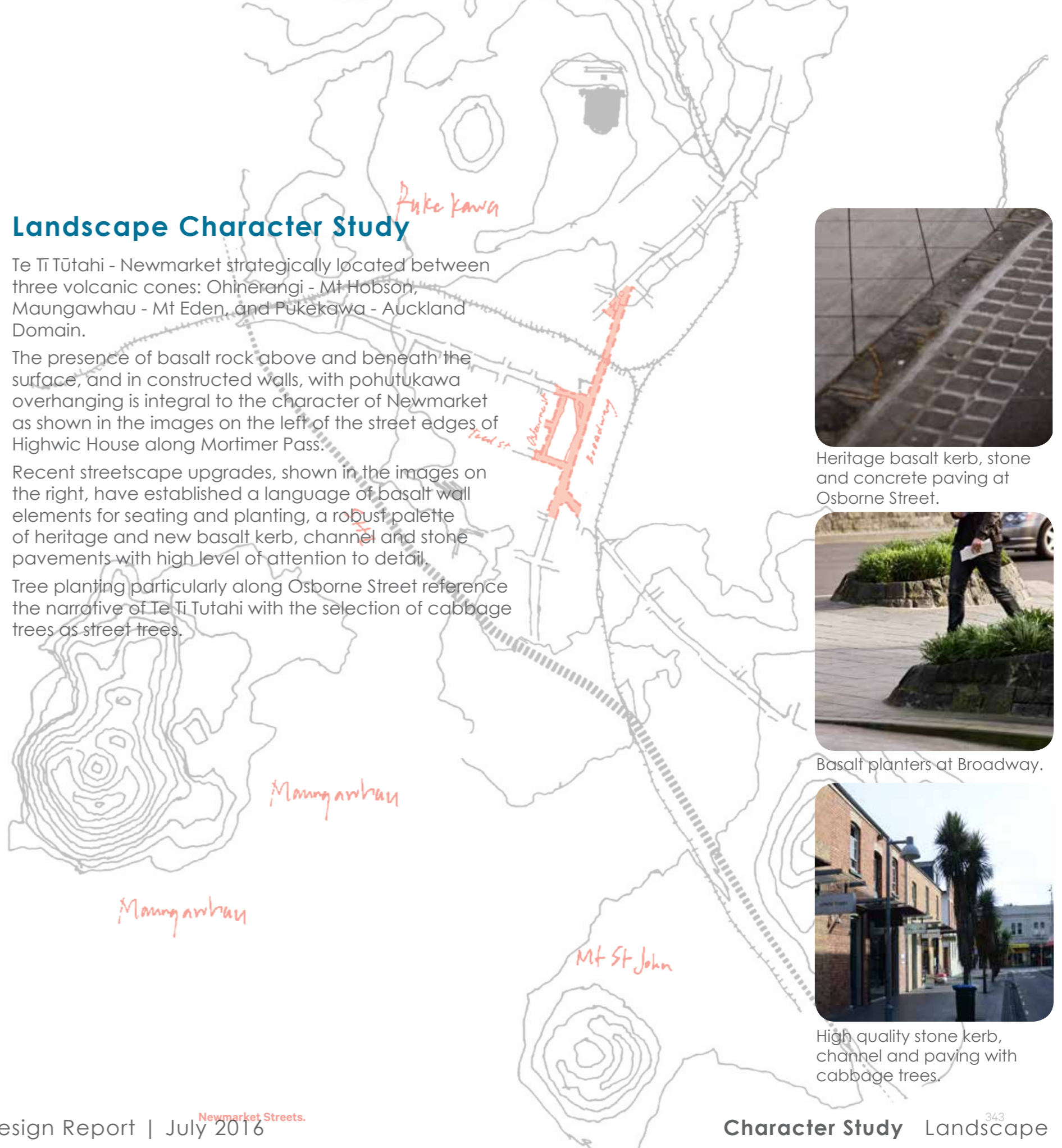
Landscape Character Study

Te Ti Tūtahi - Newmarket strategically located between three volcanic cones: Ohinerangi - Mt Hobson, Maungawhau - Mt Eden, and Pukekawa - Auckland Domain.

The presence of basalt rock above and beneath the surface, and in constructed walls, with pohutukawa overhanging is integral to the character of Newmarket as shown in the images on the left of the street edges of Highwic House along Mortimer Pass.

Recent streetscape upgrades, shown in the images on the right, have established a language of basalt wall elements for seating and planting, a robust palette of heritage and new basalt kerb, channel and stone pavements with high level of attention to detail.

Tree planting particularly along Osborne Street reference the narrative of Te Ti Tutahi with the selection of cabbage trees as street trees.



Heritage basalt kerb, stone and concrete paving at Osborne Street.



Basalt planters at Broadway.



High quality stone kerb, channel and paving with cabbage trees.



The existing built form of Newmarket's laneways precinct is a mix of single to five storey buildings of a variety of typologies including Victorian and mid-century warehouse / commercial buildings, through to late 1900's early 2000's retail and commercial buildings.

Predominantly fine grain with the exception of the remaining light industrial, at grade car parking areas, larger car parking buildings and more recent commercial redevelopments. Significant mid-block undercroft pedestrian and one-way vehicle connection between Teed and Kent streets, characterised by asian

retail and restaurant offerings. Recent redevelopment of the precinct between Osborne Street and York Street to a courtyard entertainment precinct intimate in scale and capitalising on the character of the brick warehouse / shop front in this area.



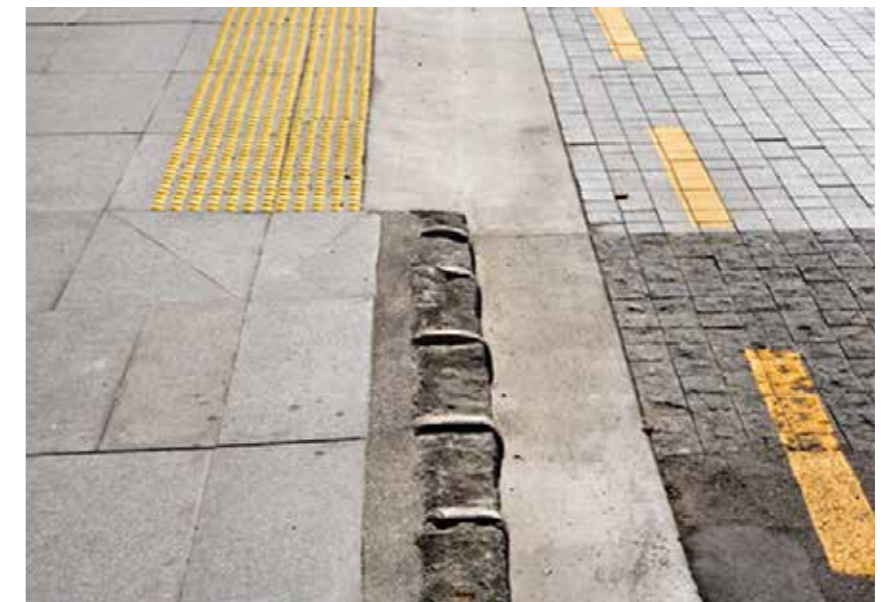
Broadway incl. Lumsden Green Upgrade of the 'high street' core retail shopping precinct with multiple functions accommodated within a wide road reserve including pedestrian, bus, cycle, general vehicle traffic & car parking. High quality streetscape of new stone kerbs and pavements, new street furniture including bespoke benches and seating, cyclestands, bins consistent with CBD streetscape palette. New tree plantings including deciduous Magnolia species. Integration of art within the streetscape - Sliver by artist Virginia King at corner of Broadway and Khyber Pass. Upgrade of Lumsden Green containing Marte Szirmay's 'Smirnoff sculpture' (1969).



Nuffield Street Award winning upgrade of street east of Broadway within a mixed-use commercial, retail and dining precinct. Upgraded to prioritise pedestrian movement while retaining a dedicated two-way vehicle lane, bus route and car parking provision. High quality streetscape upgrade including new stone kerb, channel and pavements, new street furniture and raised table pedestrian crossings mid-block. Retains existing mature street trees providing a distinctive character to the street. The upgrade has encouraged increased numbers of high quality retail and restaurant offerings and alfresco dining.



Osborne Street Award winning upgrade of 'laneway' and connections west of Broadway located within a mixed-use commercial, retail and dining precinct. A narrower road reserve consistent with a laneway character, upgraded to prioritise pedestrian movement while retaining a dedicated one-way vehicle lane and limited car parking provision. The upgrade has encouraged increases numbers of high-end and designer retail and offerings. A high quality streetscape upgrade with new stone kerb, channel and pavements, new street furniture consistent with CBD streetscape palette. New tree plantings of Cabbage tree and Magnolia species. Integration of art with artist Seung Yul Oh's Globgob.



Te Aranga Design Principles

The Newmarket Laneways streetscape upgrade will embed the Te Aranga Design Principles within all stages of the design process. The design team seek to engage with mana whenua for the benefit of the place, people, community and environment. To celebrate local and wider unique cultural heritage, and establish a mana whenua presence within the streets and laneways.

Mana Rangatiratanga Authority

The status of iwi and hapu as mana whenua is recognised and respected.

Whakapapa Names & Naming

Maori names are celebrated.

Taiao The Natural Environment

The natural environment is protected, restored or enhanced.

Mauri Tu Environmental Health

Environmental health is protected, maintained and / or enhanced.

Mahi Toi Creative Expression

Iwi/hapu narratives are captured and expressed creatively and appropriately.

Tohu The Wider Cultural Landscape

Mana whenua significant sites and cultural landmarks are acknowledged.

Ahi Ka The Living Presence

Iwi/hapu have a living and enduring presence and are secure and valued within their rohe.



3.0 Existing Situation & Site Analysis



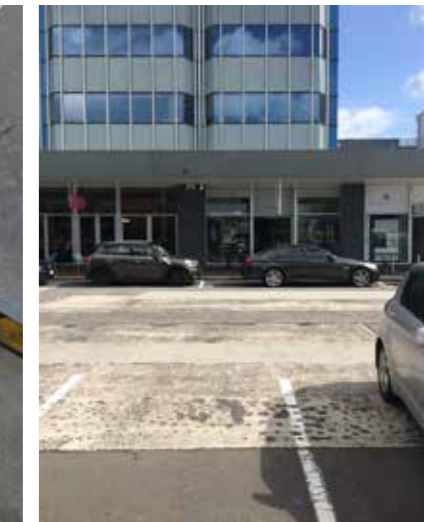
Teed Street | Existing Situation

Issues

- Narrow footpaths: 2.4m to south (sunny) side
- 1.6m to north (shady) side
- Minimal drainage falls
- Location of sumps at edge of old concrete carriageway
- Bedrock potentially high
- Multiple vehicle crossings
- Poor legibility and perceived level of safety of pedestrian Teed & Bourke St
- Poor quality of undercroft connection between Teed and Kent Streets
- No street furniture provision

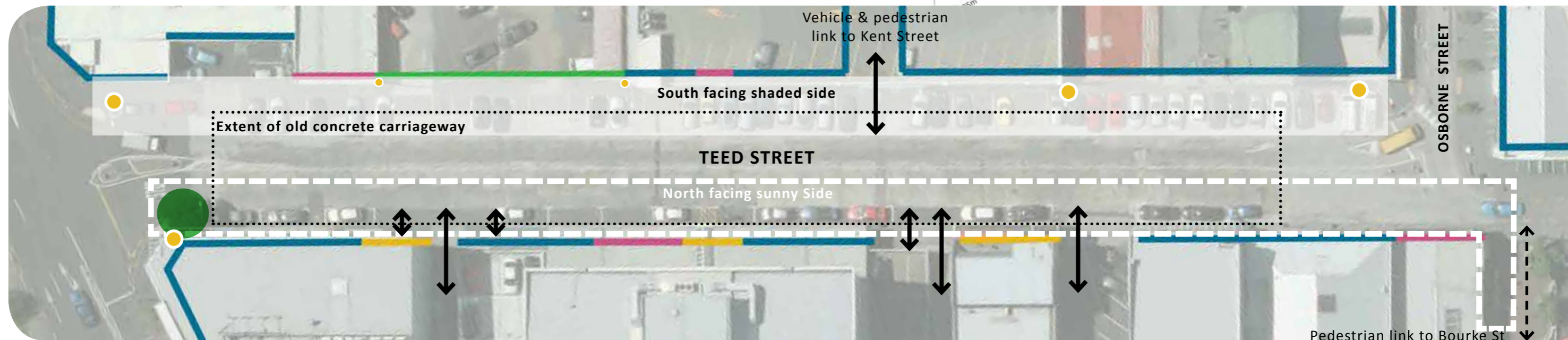
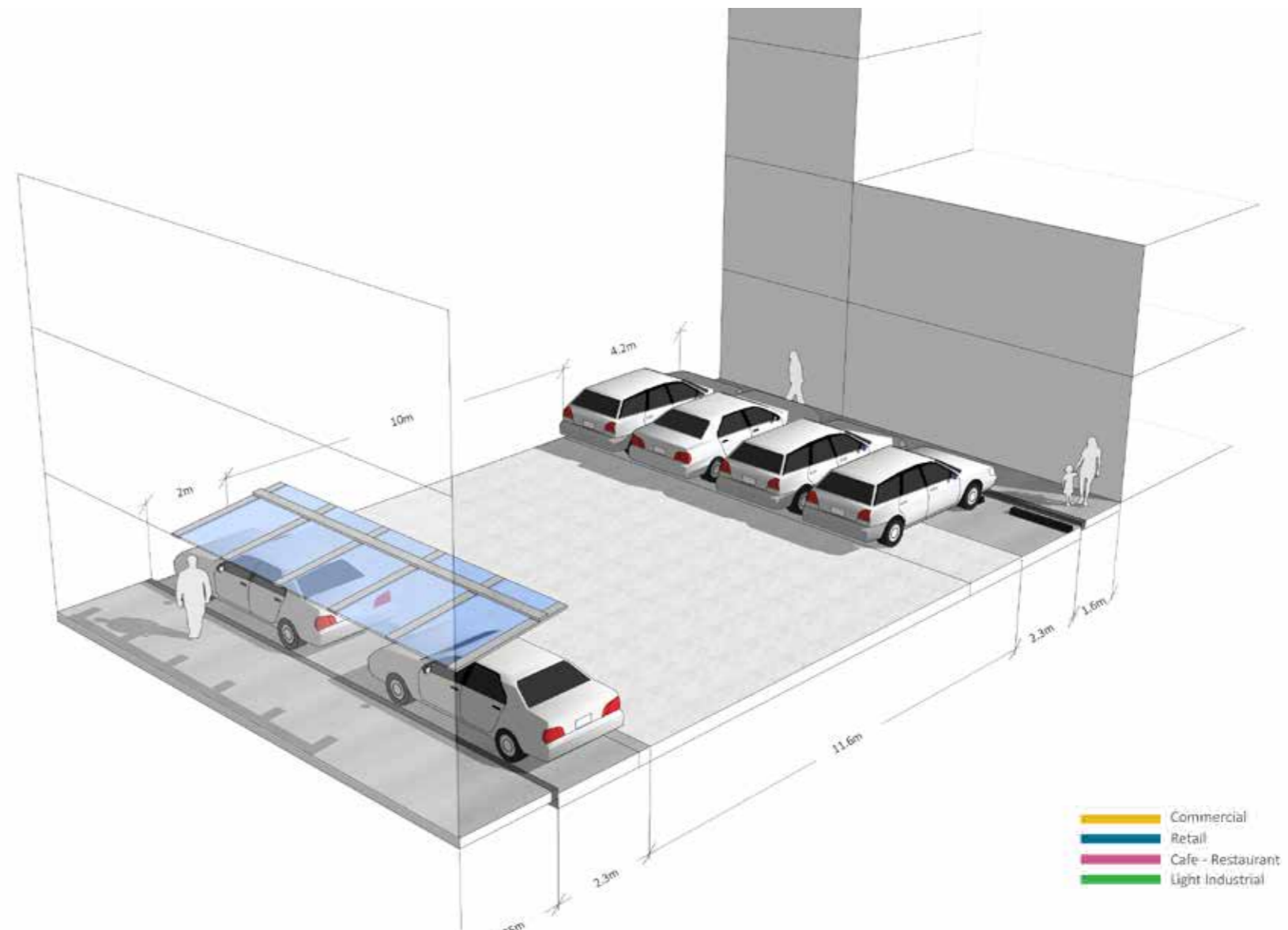
Opportunities

- Reduce carriageway width to minimum dimensions (4.0m + 6.7m + 2.1m = 12.8m)
- Retain old concrete carriageway
- Prioritise pedestrian movement by widening footpaths
- Facilitate outdoor dining opportunities
- Provide street furniture for public use
- Retain high level of car parking provision
- Green the street through tree planting
- Utilise quality materials consistent with recent works
- Provide better lighting (pedestrian scale)
- Resolve drainage issues
- Potential for incorporating public art
- Explore street based market activity



Teed Street | Site Analysis

Road reserve:	20.05m
Footpath:	Two-way street Asphalt, areas of concrete & stone paving
Kerb:	Concrete
Channel:	Concrete
Carriageway:	Concrete (c1930), with asphalt against kerbs
Street trees:	Pohutukawa at Crowhurst St intersection
Lighting:	Octagonal light poles Located back of kerb north side Located back of kerb edge south side
Car parking:	90° to north, parallel to south (total 64)





Kent Street | Existing Situation

Issues

- Narrow footpaths: 1.5m to south (sunny) side
- 2.0m to north (shady) side
- Steep crown to carriageway on western half of street
- Location of sumps out from kerb line
- Bedrock potentially high
- Multiple vehicle crossings
- Poor quality of mid-block undercroft connection between Teed & Kent St
- No street furniture provision

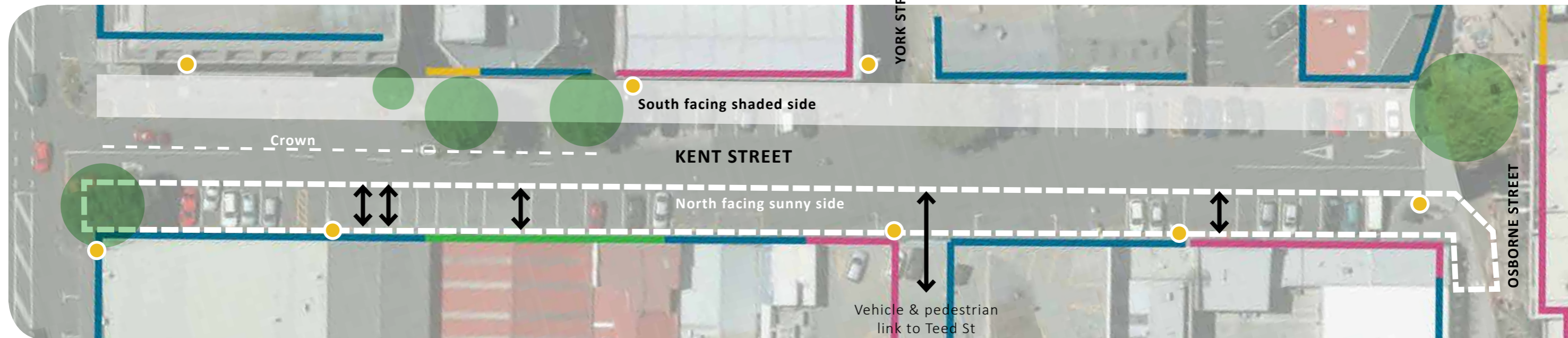
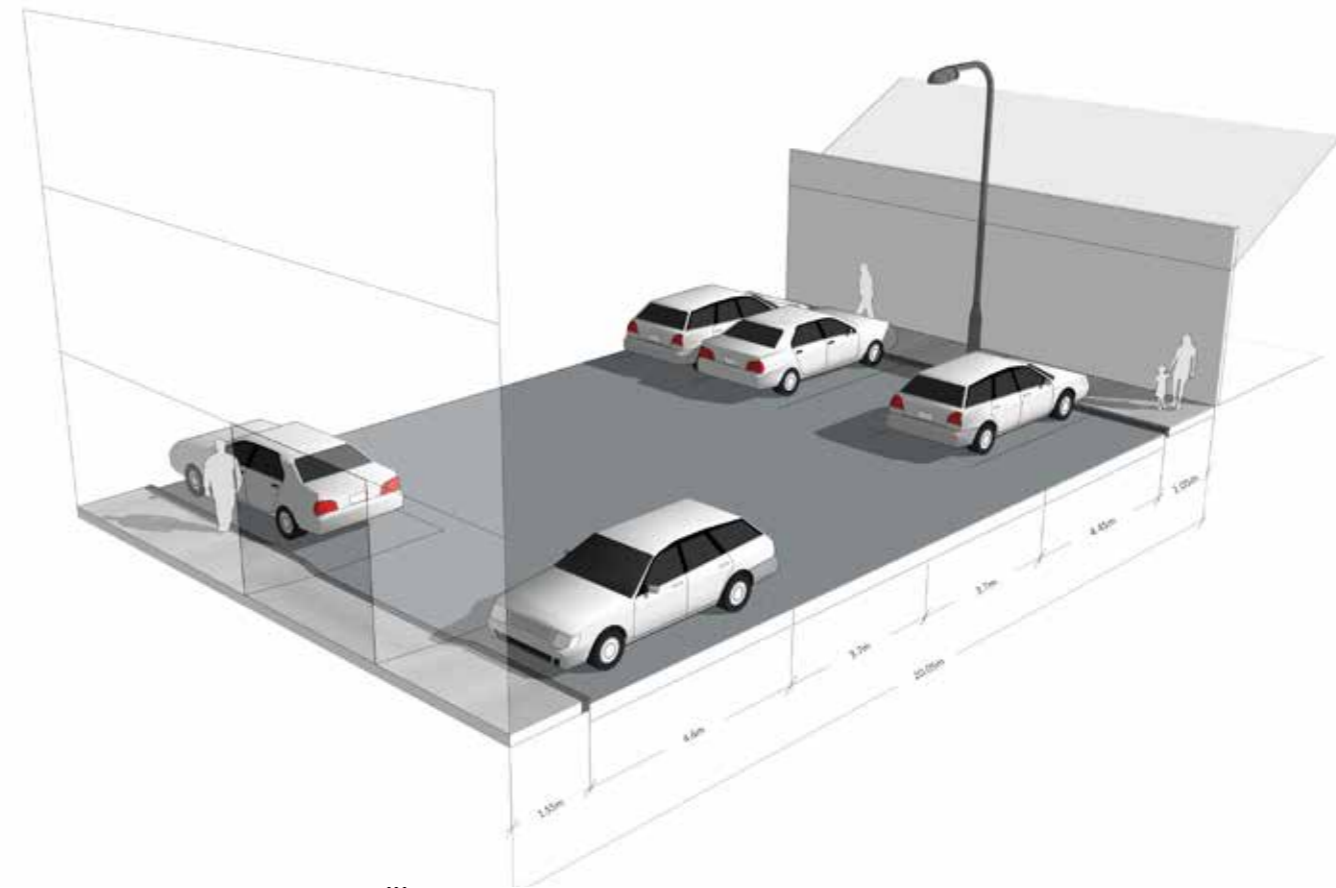
Opportunities

- Reduce carriageway width to minimum dimensions
- Regrade carriageway to ease movement
- Prioritise pedestrian movement by widening footpaths
- Facilitate outdoor dining opportunities
- Provide street furniture for public use
- Retain high level of car parking provision
- Green the street through tree planting
- Utilise quality materials consistent with recent works
- Provide better lighting (pedestrian scale)
- Potential for incorporating public art



Kent Street | Site Analysis

- Road reserve:** 20.05m
Two-way street
- Footpath:** Asphalt
- Kerb:** Concrete
- Channel:** Concrete
- Carriageway:** Asphalt
- Street trees:** Pohutukawa at Crowhurst St intersection
Liquidambar (2x) to north side
Golden Elm at Osborne St intersection
- Lighting:** Octagonal light poles
Located back of kerb north & south sides
- Car parking:** 90° to north, mix of 90° and parallel to south **(total 68)**





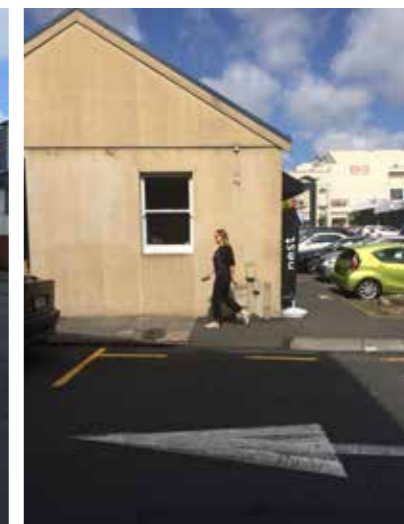
York Street | Existing Situation

Issues

- Narrow footpaths
- Degraded paving surfaces
- Old kerb discharge pipes
- Parking to right-hand side of direction of travel
- No street furniture provision
- Bedrock potentially high
- Ventilation unit discharge directed onto street

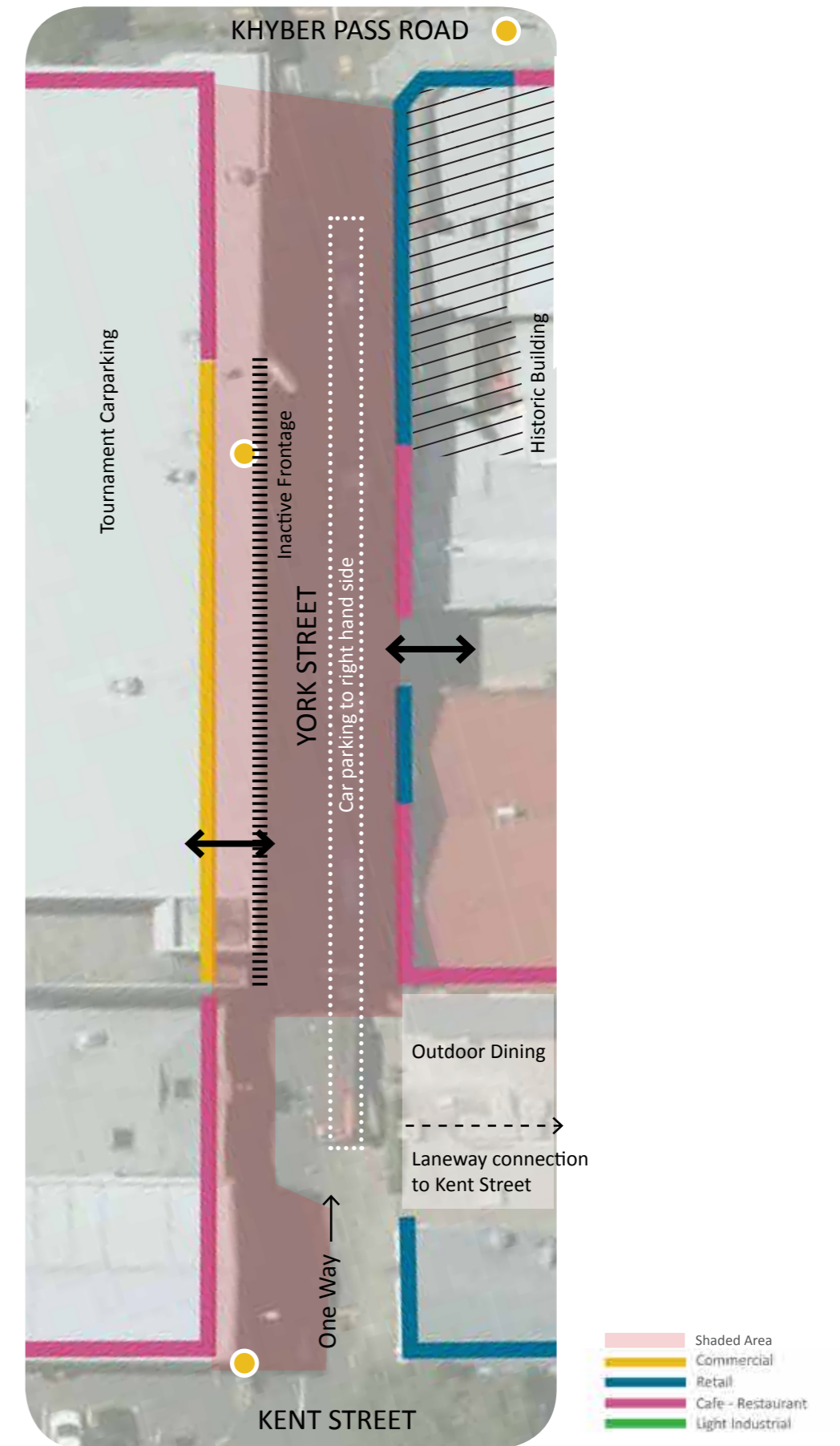
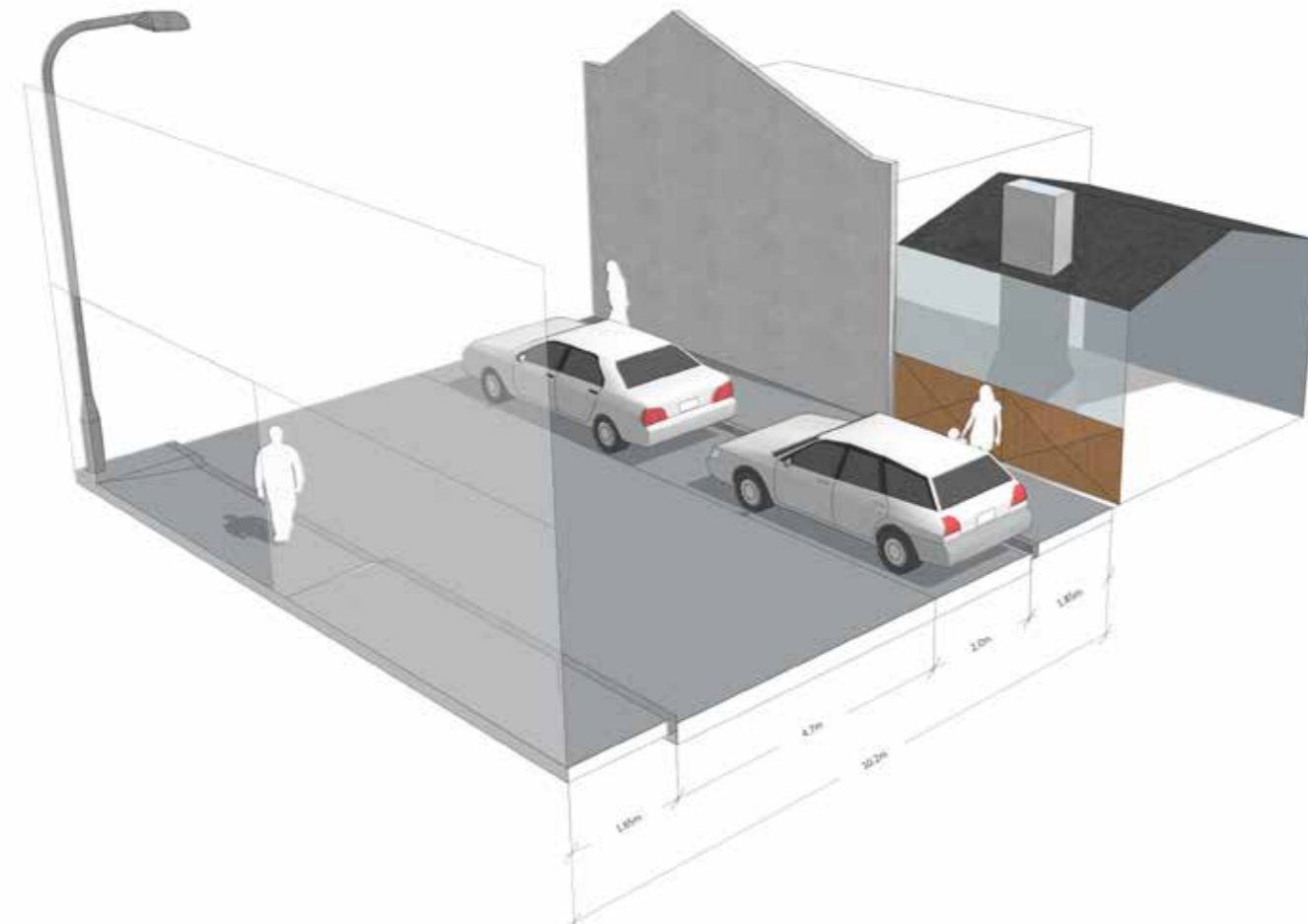
Opportunities

- Celebrate laneway character
- Upgrade consistent with Osborne Street
- Widen footpaths by narrowing carriageway to minimum
- Retain heritage basalt kerbs
- Provide street furniture for public use
- Facilitate outdoor dining opportunities
- Utilise quality materials
- Provide better lighting (pedestrian scale)
- Green the street through street tree planting
- Potential for incorporating public art



York Street | Site Analysis

Road reserve:	10.1m
Footpath:	Asphalt
Kerb:	Heritage basalt
Channel:	Concrete
Carriageway:	Asphalt
Street trees:	none
Lighting:	Octagonal light poles Located back of kerb west side
Car parking:	Parallel to east side (total 9)



Summary of Findings



The streets that form the Newmarket Laneways Streetscape Upgrade Project: Teed Street, Kent Street and York Street are a key part of the wider street and laneway network that extends off the main retail street Broadway. The Newmarket Laneways Plan prepared by Waitemata Local Board in 2015 sets out the overarching principles to guide the development of the laneways network.

Teed and Kent are generous in width and form the long sides of a city block providing connections between Broadway and Crowhurst Streets with more frequent connections via Osborne Street. York Street is of a more typical laneway scale and width to height ratio, and provides a mid-block connection between Broadway / Osborne and Crowhurst.

The three streets are vehicle dominated, with narrow footpaths, functional lighting, and few street trees. They are characteristic in their wide and open feel - particularly Teed Street. Footpath surfaces are inconsistent and degraded, with a mix of stone and concrete unit paving and coloured and plain asphalt surfaces. Multiple vehicle crossings cross the narrow footpaths.

The parking provision contained within Teed and Kent streets is highly utilised predominantly for short stays. Amenity for pedestrians is limited with narrow footpaths, very little or no street furniture and vehicles overhanging the narrow footpaths.

Teed Street (formerly Market Street) is distinctive with the 1930's concrete carriageway still present. Kent Street has a notably steep crown to the carriageway. York Street is distinctive in that it retains the heritage basalt kerbs, asphalt carriageway and footpaths from the early 1900's.

Stormwater management is currently via unfiltered catch pits to the stormwater network and would benefit from

filtration to improve water quality through proprietary devices or raingardens.

Underground services typically occupy the length of footpaths and edges of the carriageway, with multiple cross connections, presenting a challenge for the integration of street trees and at-ground stormwater management.

The Maori name for Newmarket Te Ti Tutahi references a significant cabbage tree (ti kouka) that once stood at the corner of Broadway and Mortimer Pass and is of significance to mana whenua.

The name Newmarket comes from the late 1800's early 1900's cattle markets located across Broadway from Highwic House. The areas association with market, trade and retail being long standing.

All streets would benefit from a more pedestrian friendly layout, widened footpaths that facilitate easy movement along and across the streets and provide for outdoor dining and activation, additional street trees for amenity and shade, street furniture and better quality pedestrian scale lighting.

Recent streetscape upgrades of Broadway and Osborne Streets have established a palette of high quality materials; stone kerb, channel and paving, accented with groupings of native and exotic street trees. Basalt walls often associated with planting form part of the language of the street environment that references the basalt cliffs and outcrops of the wider Newmarket area.

Consistency in selection of materials and detail is recommended to ensure the character of the area is maintained and enhanced. While recognising the side streets are a different environment performing a different function than the main retail street Broadway or the narrower laneways.

4.0 Feasibility Design



Pedestrian priority street precedents

Local examples including Auckland's Fort Street and Lower Hutt's High Street prioritise pedestrian movement and activation of the street through engagement with adjacent businesses, widened high quality footpaths, generous street furniture, street trees and legible spaces. Wynyard Quarter's Jellicoe Street provides for easy pedestrian movement and outdoor dining with a buffer of tree and low shrub planting to the defined carriageway.

- main street - regional arterial
- main street - local arterial
- pedestrian priority street - local road
- laneway
- vehicle connection
- pedestrian connection

Broadway, Newmarket



Jellicoe Street, Auckland Waterfront



Fort Street, Auckland



High Street, Lower Hutt



Precedent Study Pedestrian Priority Streets

Osborne Street, Newmarket



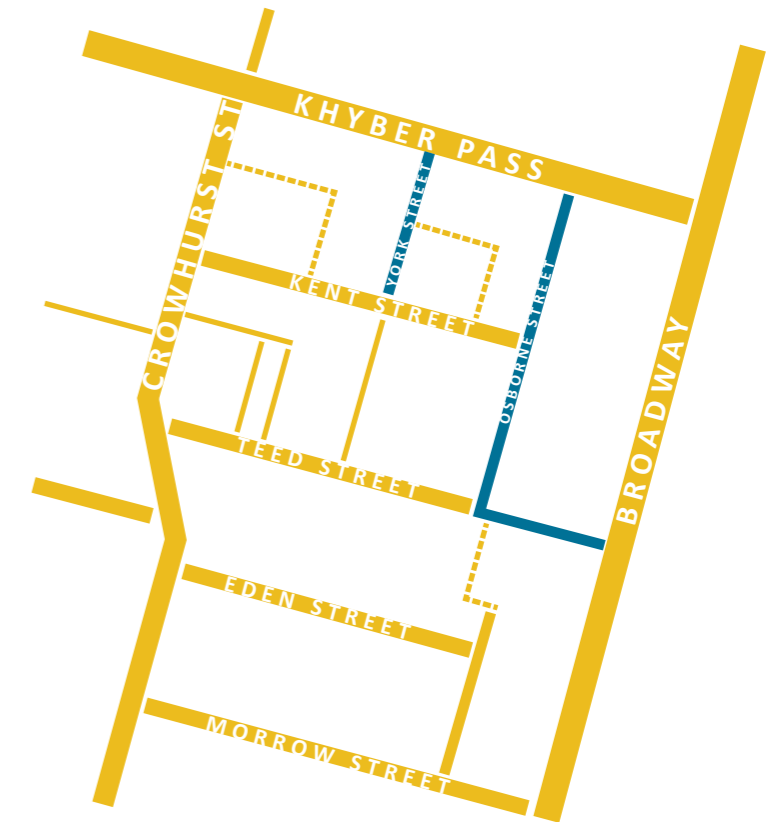
China Town, Sydney



Melbourne Laneways



Fort Lane, Auckland



Laneway precedents

Newmarket's recent laneway upgrade Osborne Street facilitates easy pedestrian movement, with one-way vehicle movement and car parking.

Overseas examples including China Town, Sydney retains a dedicated vehicle carriageway, widened footpaths for pedestrians, populated with distinctive street furniture and tree plantings. Melbourne's network of pedestrian lanes retain the spatial characteristics of a lane with kerb and channel in a pedestrian environment where service vehicles are permitted after hours only.

- main street - regional arterial
- main street - local arterial
- pedestrian priority street - local road
- laneway
- vehicle connection
- pedestrian connection



KEY

- 1. 1930's concrete carriageway (retained)
- 2. Raised table at intersection of Osborne & Teed Streets
- 3. Widened footpaths, concrete and stone surface, with stone kerb & channel
- 4. Outdoor dining zone, stone paved
- 5. Short term parking, parallel, stone paved
- 6. Basalt seat walls
- 7. Pohutukawa street trees
- 8. Cabbage tree grove in buildout
- 9. Existing street trees
- 10. Stone paved footpath (existing)
- 11. Concrete carriageway (existing)
- 12. Asphalt carriageway
- 13. Crossing point, uncontrolled
- 14. Seat bench
- 15. Lighting column





Teed Street

- Generous footpath widths, 3.8m to north, 5.5m to south
- Existing concrete carriageway retained
- New stone kerb and channel
- Concrete footpaths, with stone detailing
- 90° car parking to north side, short term and loading to south
- New street furniture (seating, bins, cycle stands)
- New street lighting to north side
- New street trees to both sides, retaining existing Pohutukawa
- Stormwater filter to improve water quality

Footpaths

North footpath width equivalent to Nuffield Street.
South footpath width equivalent to Broadway (Smith & Caughey), wider than Ponsonby and Osborne (s), narrower than Osborne (n).

Street Life

Generous space for outdoor dining, street furniture to south. Facilitates outdoor dining against tree plantings to north side. Potential street / night market location along carriageway.

Car Parking

46 car parks, incl 2 mobility and 8 short term parallel (64 existing)



Kent Street

- Generous footpath widths, 3.8m to north, 5.5m to south
- Regraded asphalt carriageway
- New stone kerb and channel
- Concrete footpaths, with stone detailing
- 90° car parking to north side, short term and loading to south
- New street furniture (seating, bins, cycle stands)
- New street lighting to north side
- New street trees to both sides, retaining existing Pohutukawa, Liquidambar (x2) and Golden Elm
- Stormwater filters &/or raingardens to improve water quality

Footpaths

North footpath width equivalent to Nuffield Street.
South footpath width equivalent to Broadway (Smith & Caughey), wider than Ponsonby and Osborne (s), narrower than Osborne (n).

Street Life

Generous space for outdoor dining, street furniture to south side.

Car Parking

56 car parks, incl 2 mobility, 6 short term parallel (68 existing)



York Street

- Increased footpath widths, 4.1m to west, 2.5m to east
- Concrete or asphalt carriageway
- Reclaimed heritage basalt kerb, new stone channel
- Stone paved footpaths
- Car parking relocated to left side of direction of travel
- New street furniture (seating, bins, cycle stands)
- New street lighting to east side
- New street trees and parallel parking in vicinity of car parking building
- Stormwater filter to improve water quality

Footpaths

Footpath width outside Lone Star equivalent to Osborne (s).
Footpath width 1.8m min at light pole on east side.

Street Life

Facilitates outdoor dining on west side outside Lone Star.

Car Parking

4 parallel car parks (9 existing)



<i>Design Principle</i>	<i>Design Team Response</i>	<i>Opportunity</i>
Mana Rangatiratanga Authority The status of iwi and hapu as mana whenua is recognised and respected.	<i>The design team recognise and respect the status of iwi and hapu as mana whenua and seek to positively engage with mana whenua for the benefit of the place, environment, people and community.</i>	<i>What are the potential opportunities that can enhance the mana and authority of mana whenua within the Newmarket Laneways project?</i>
Whakapapa Names & Naming Maori names are celebrated.	<i>The design team welcome the opportunity to express maori names, naming and narrative within the project. The design team recognise the Maori name Te Ti Tutahi as identifying the Newmarket area.</i>	<i>How can the many layers of whakapapa and historical narratives inform and enhance this laneway environment?</i>
Taiao The Natural Environment The natural environment is protected, restored or enhanced.	<i>The selection of native street tree and groundcover species, where appropriate to the site specific conditions, is integral to the design response.</i> <i>Retaining the mature Pohutukawa (at western end of Teed and Kent Streets), with additional native species street trees incorporated within the upgraded street environment.</i> <i>Re-use of the existing basalt kerbs along York Street. Explore the potential to source reclaimed basalt kerb stones for Teed and Kent.</i>	<i>Are there opportunities to strengthen the planting proposed to further sustain and enhance the natural environment &/or to recognise cultural associations with the site and surroundings?</i>
Mauri Tu Environmental Health Environmental health is protected, maintained and / or enhanced.	<i>Community wellbeing is enhanced through the aim to provide a pedestrian priority street environment, that encourages street life and activity. The upgraded street environment will provide public seating, cycle parking and associated facilities.</i> <i>Improving water quality through the proposed integration of raingardens and/or proprietary stormwater filters.</i> <i>Robust and cost effective predominantly concrete pavement materials utilising local aggregates are proposed for longevity and sustainability.</i>	<i>Are there opportunities to protect, maintain and enhance the site's mauri?</i>
Mahi Toi Creative Expression Iwi/hapu narratives are captured and expressed creatively and appropriately.	<i>Opportunities exist for creative expression of iwi / hapu narratives; including but not limited to pavement details, tree and plant material selection, signage and art integration.</i>	<i>Are there opportunities for creatively reinscribing mana whenua cultural values and local historical narratives into the design?</i>
Tohu The Wider Cultural Landscape Mana whenua significant sites and cultural landmarks are acknowledged.	<i>Recognition of the location of Newmarket within the volcanic field of Tamaki Makaurau. Acknowledgement of the presence of basalt outcrops in the area and the potential for expression of this within the design response. Recognition of the importance of the cabbage tree from which the name Te Ti Tutahi stems.</i>	<i>Are there opportunities to celebrate local and wider unique cultural heritage, landmarks and community characteristics that reinforce sense of place and identity?</i>
Ahi Ka The Living Presence Iwi/hapu have a living and enduring presence and are secure and valued within their rohe.	<i>The development of pedestrian priority streets and spaces encourages community use.</i>	<i>How can mana whenua establish a presence within the Newmarket laneways?</i>

Quick Wins

Teed Street

1. Develop an event/market strategy.

Kent Street

2. Install wheelstops to 90° car parks to increase effective width of footpath (by preventing vehicle overhang).
3. Install crossing point (pram ramps with tactile studs) from west side of York Street across Kent Street.
4. Remove tree stump at corner of Kent and York Streets, replace with paving, seat bench and cyclestands.
5. Increase size of buildout around existing pair of Liquidambar trees to full depth of car park. Underplant with native low shrub/groundcover species. Designate new areas for wheely bins and motorcycle parking.
6. Remove buildout with low planting to west of pair of Liquidambar trees.
7. Remove area of asphalt paving to immediate west of existing Pohutukawa, underplant with native low shrub/groundcover species beneath Pohutukawa at west end of street.
8. Add tactile paving to existing crossing point at west end of street

York Street

9. Relocate car parking to west side of street (left side of vehicle direction of travel. To facilitate activation of footpath along east side (new courtyard type development).
10. Install green wall to multi-storey car park facade.
11. Redirect ventilation duct from Sun World Chinese Restaurant away from street.
12. Temporary art installation to activate street (linemarking, painted, catenary lighting).



Appendices

Footpath Width Studies

GIS Information

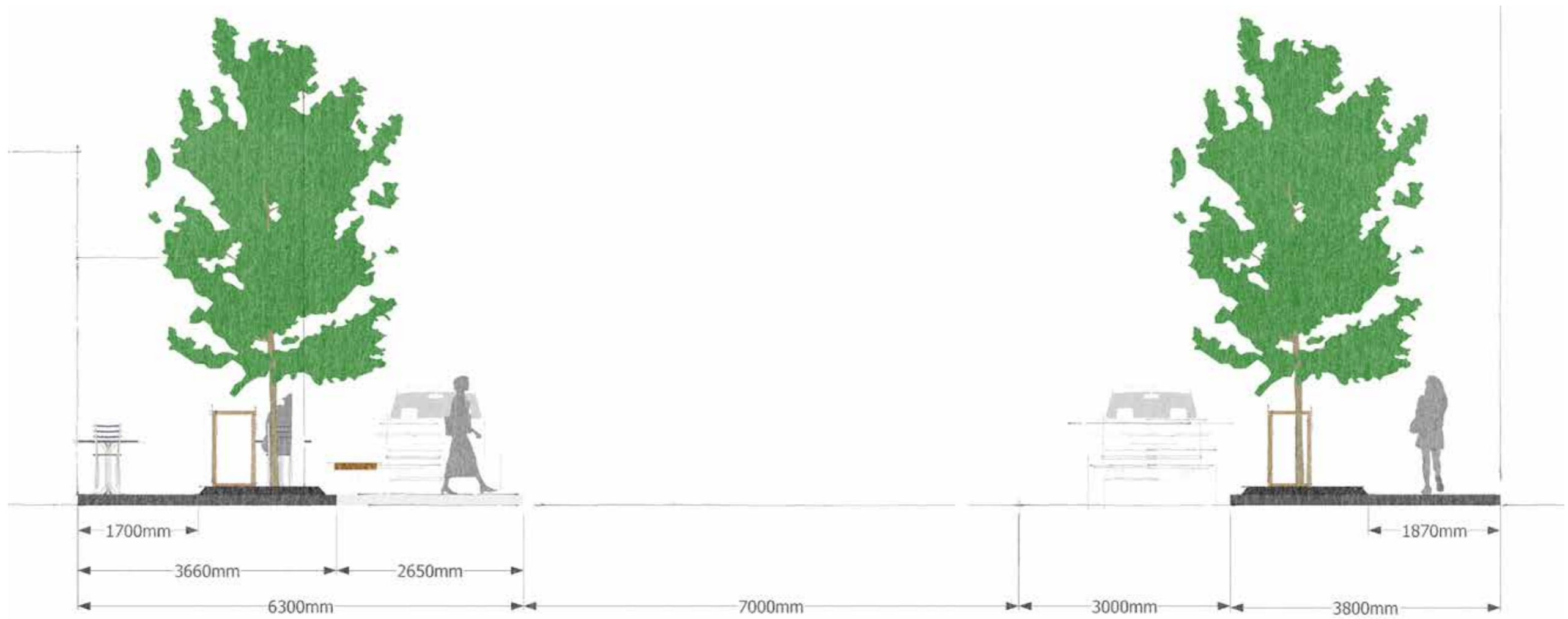
Buried Services Information

- Teed Street
- Kent & York Streets

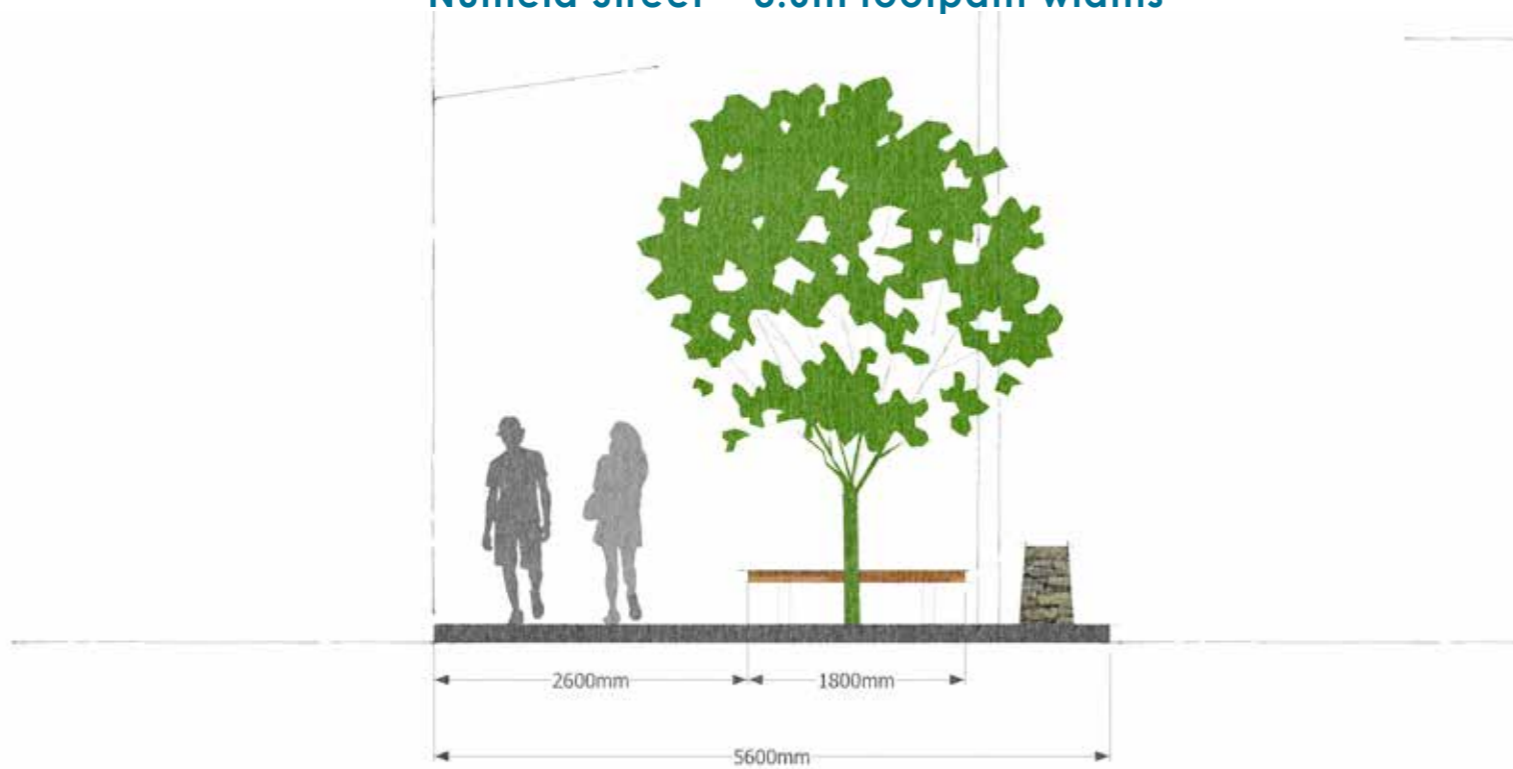
Crash Data

Summary of Preliminary Options

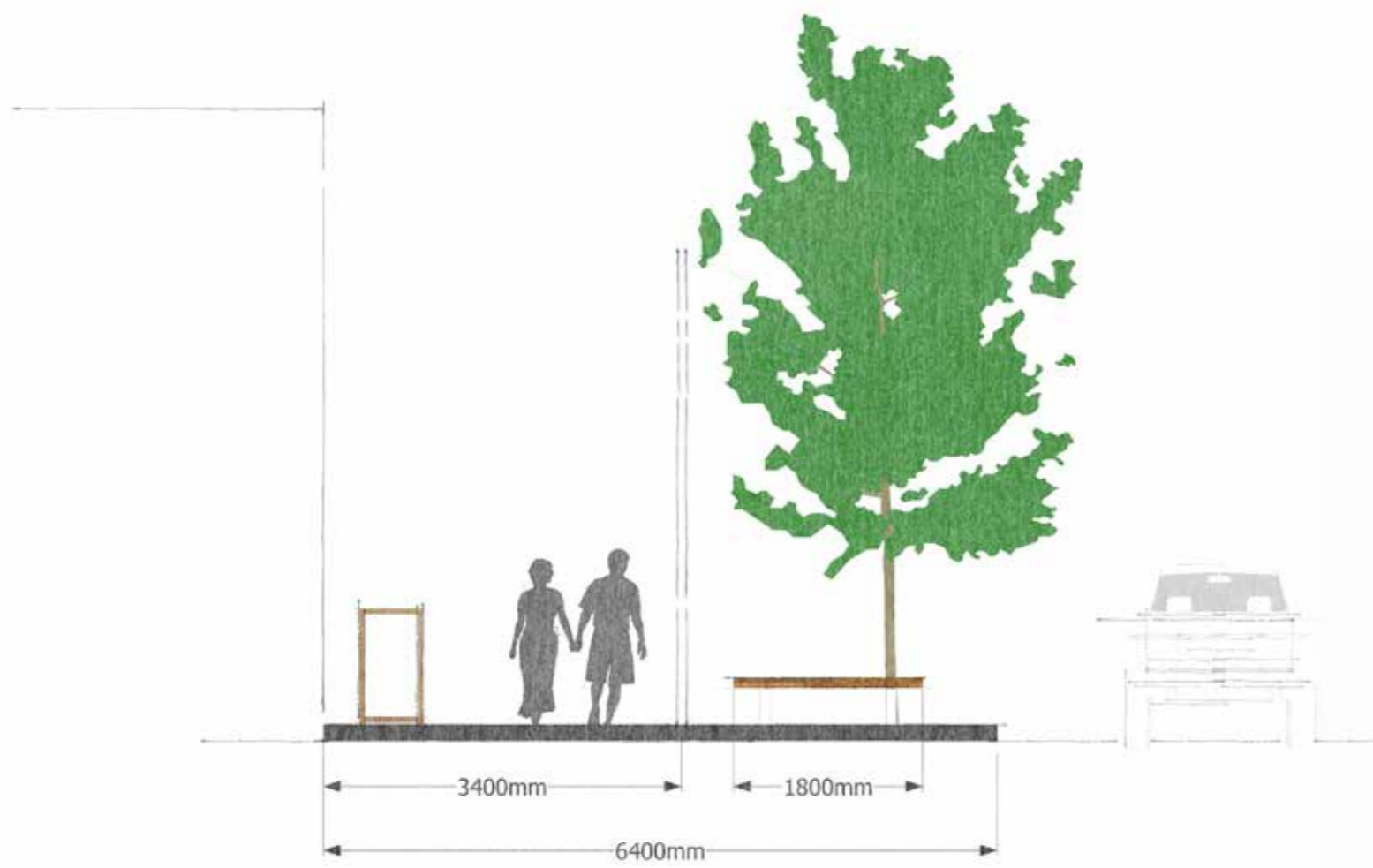
Teed A	3.6m wide footpaths 59 90° & parallel car parks existing concrete carriageway concrete footpaths with stone detailing & street trees	\$2.62m	
Teed B1	3.6m + 5.7m footpaths 47 90° & short term parallel car parks new concrete carriageway concrete footpaths with stone detailing additional street trees	\$3.48m	(\$2.14m south side only, with stone footpath)
Teed B2	3.6m + 5.7m footpaths 51 90°, incl 6 short term parallel car parks existing concrete carriageway concrete footpaths with stone detailing & street trees	\$2.83m	
Teed	3.6m + 5.75m footpaths 47 90°, incl 6 short term parallel car parks existing concrete carriageway concrete footpaths with stone detailing & street trees additional street trees	\$2.93m	approved by Waitemata Local Board as the preferred option
Teed C	3.6m + 5.7m footpaths 35 parallel car parks existing concrete carriageway concrete footpaths with stone detailing & street trees	\$2.83m	
Kent	3.6m + 5.7m footpaths 60 90° and parallel car parks regraded asphalt carriageway concrete footpaths with stone detailing	\$3.34m	
York	2.5 + 4.1m footpaths 4 parallel car parks reclaimed heritage basalt kerbs stone carriageway & footpaths	\$1.79m	



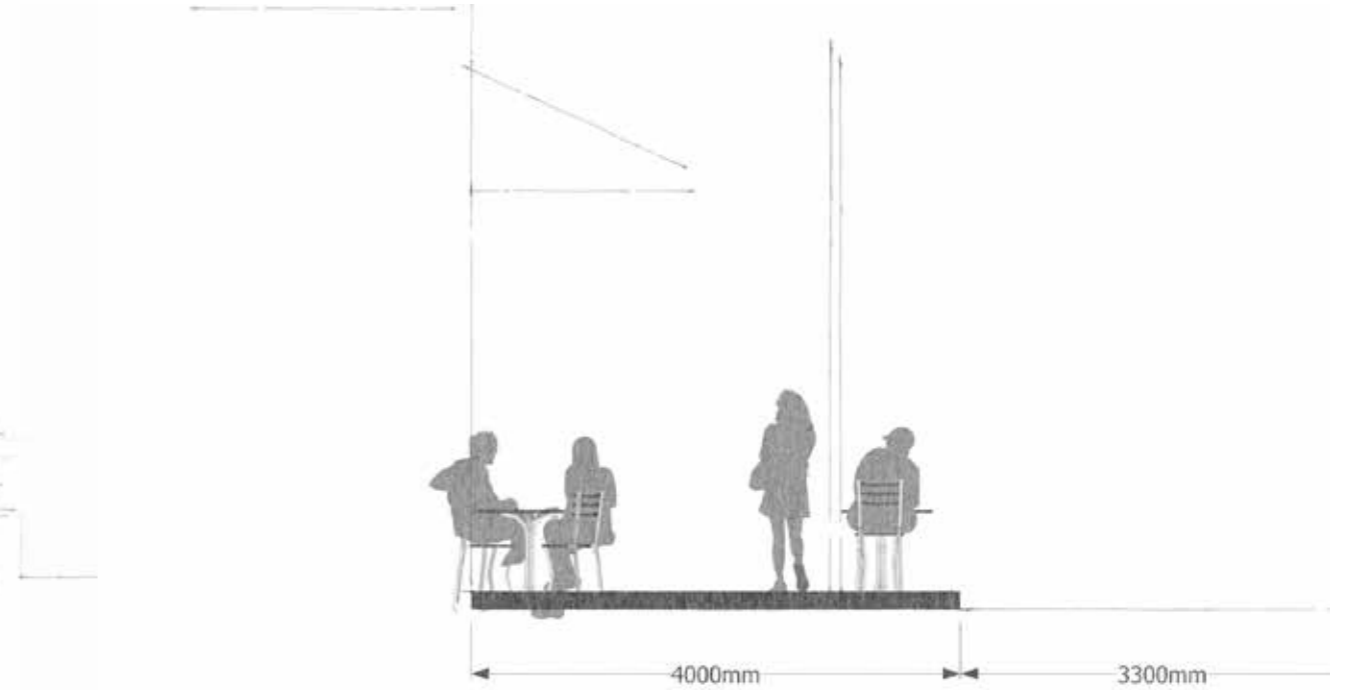
Nuffield Street = 3.6m footpath widths



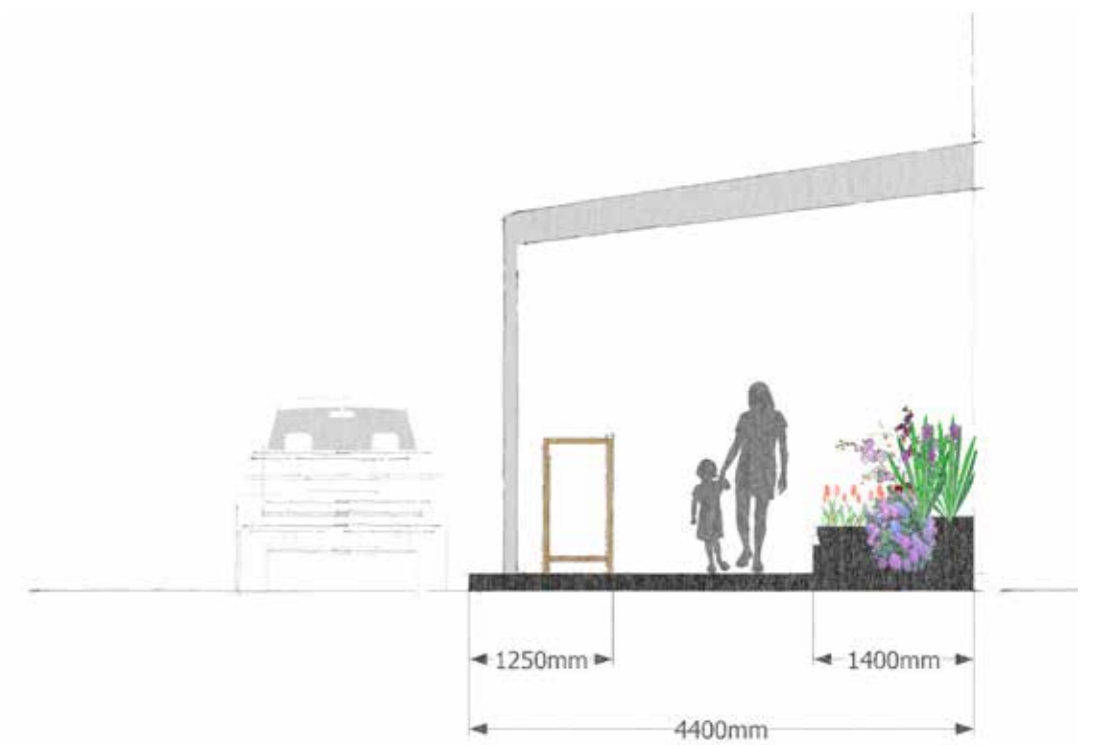
Broadway (outside Smith & Caughey) = 5.6m footpath width



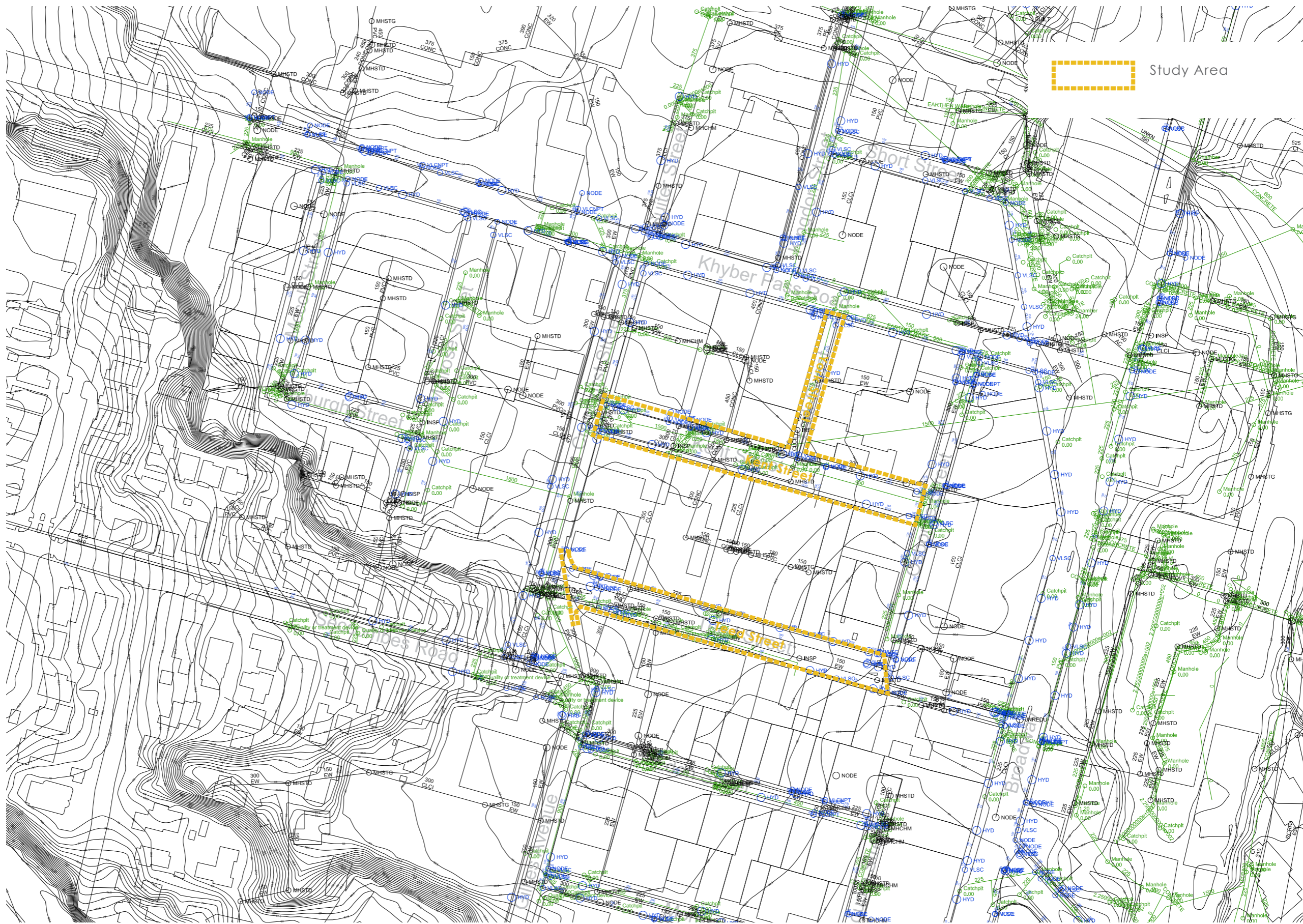
Osborne Street (north) = 6.0m footpath width



Osborne Street (south) = 4.0m footpath width

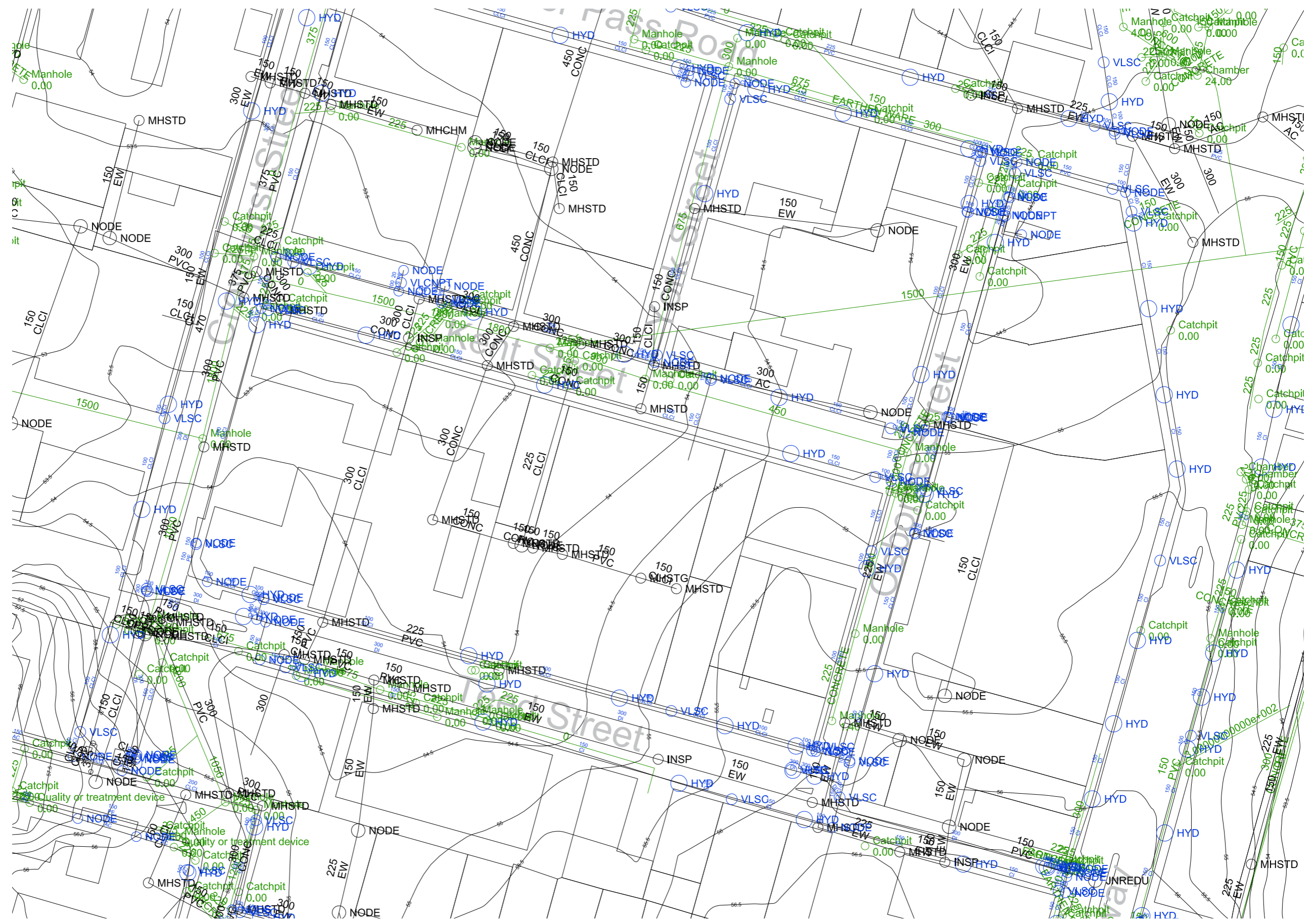


Ponsonby Road (Bhana Superette) = 4.4m footpath width

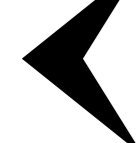


Study Area





North



CAUTION: POSITIONAL MEASUREMENTS ARE SUBJECT TO REASONABLE TOLERANCE, COVER AT INSTALLATIONS WAS: ROADWAY 0.50m FOOTWAY 0.35m. UNLESS SHOWN OTHERWISE: COVER MAY HAVE CHANGED AND MUST BE CHECKED ON SITE

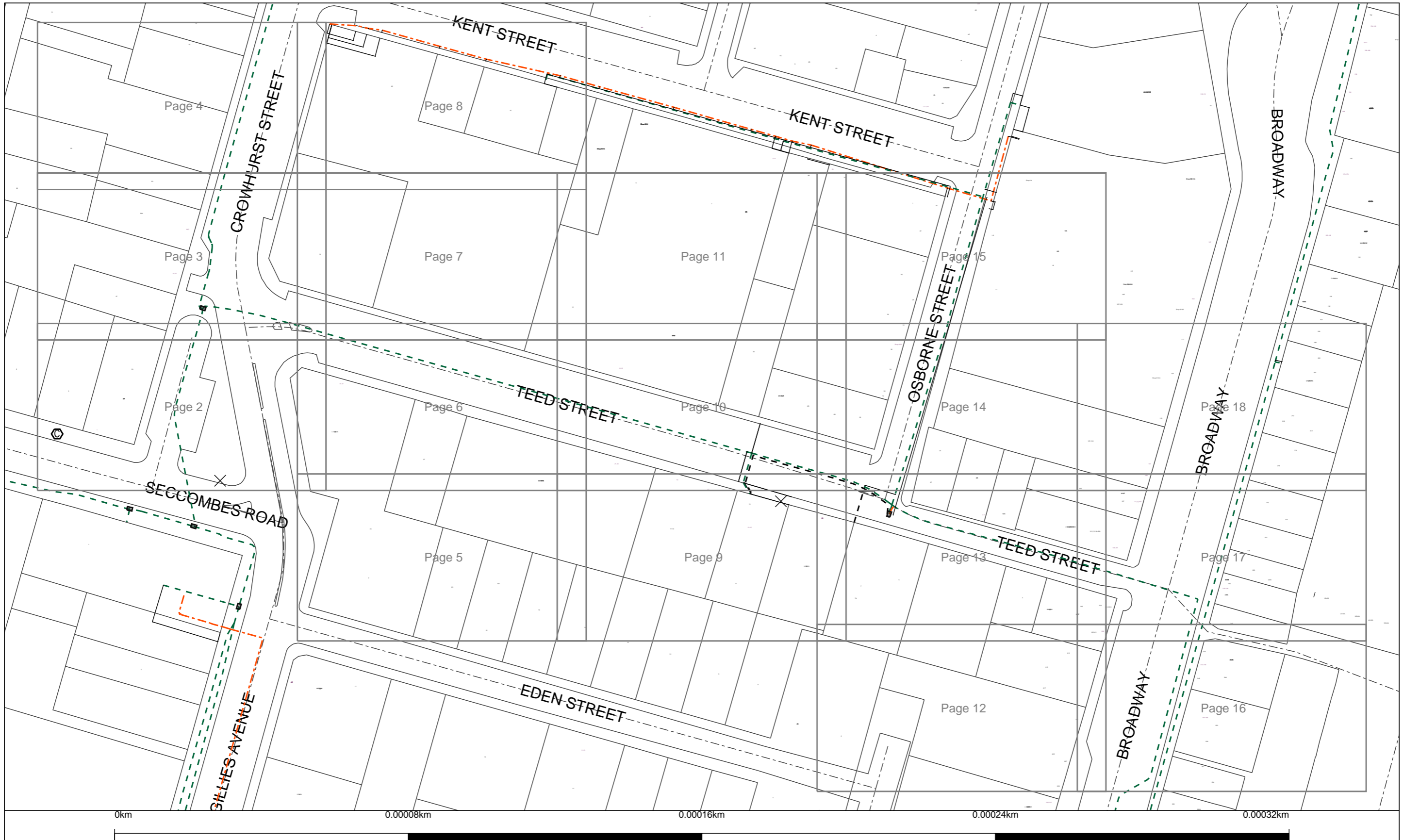
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Plan Name: ZP40
Prime Rectangle: R27
Date of Printing: 18/02/2016



Chorus





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communications

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- 0508 VECTOR (0508 832 867)

North Shore, Waitakere, Rodney, Wellington, Upper Hutt, Hutt City and Porirua:
- 0800 948 100

Gas - 0800 764 764

Fibre Optic - 0800 826 436

Title:

Company Name:

Customer Contact:

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Scale: 1:1

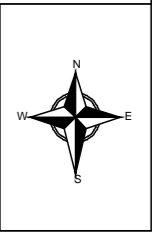
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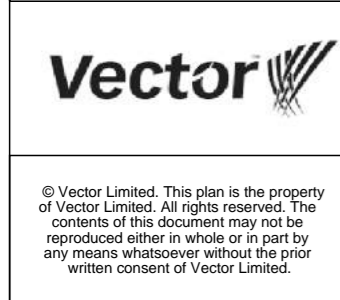
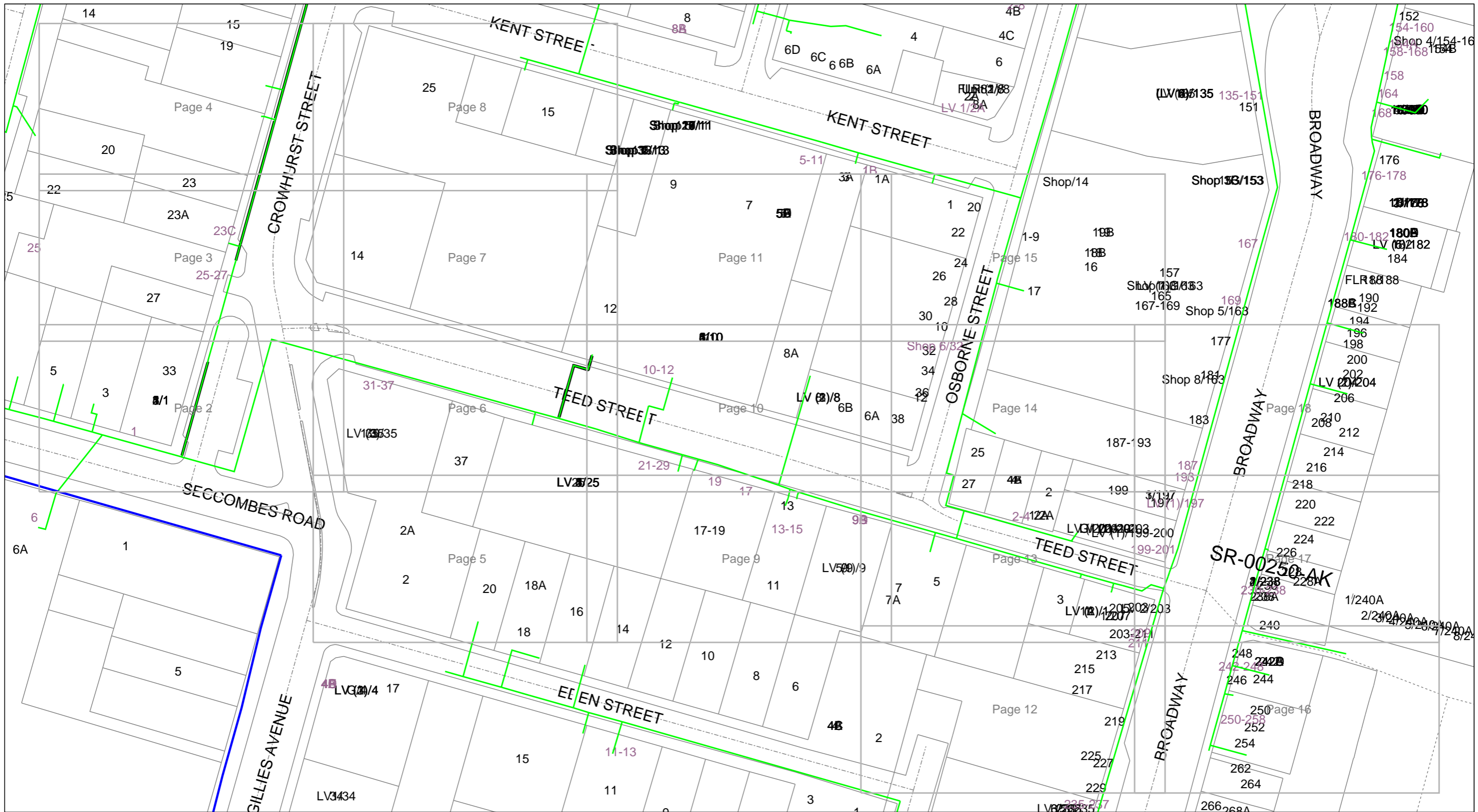
Date printed: 17/02/2016

Legend

Strand & Structure [Gis]

- ⊗ Pole.Location Inactive Concrete
- ⊗ Pole.Location Inactive Power
- Underground Route.Route Active
- - - Underground Route.Route Inactive - Installed In-Place
- Underground Utility Box.Location Active Manhole





WARNING! Special conditions apply for high pressure gas pipelines (HP Pipe, IP20, IP10, MP7)

A permit/consent is required for any excavation within 2 metres of this pipeline. A MINIMUM of 3 working days notice is required when applying for a permit/consent. Refer to attached covering letter for additional information.

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Customer Contact:	Printed by:
Phone:	Date printed: 17. February 2016
Client Reference:	Page: 1 of 18

PIPE COLOUR BY PRESSURE	
	LP Pipe
	LPG Pipe
	MP1 Pipe
	MP2 Pipe
	MP4 Pipe
	MP7 Pipe
	IP10 Pipe
	IP20 Pipe
	HP Pipe
	0 kPa

WARNING! Live service within this property.

WORK MANAGEMENT

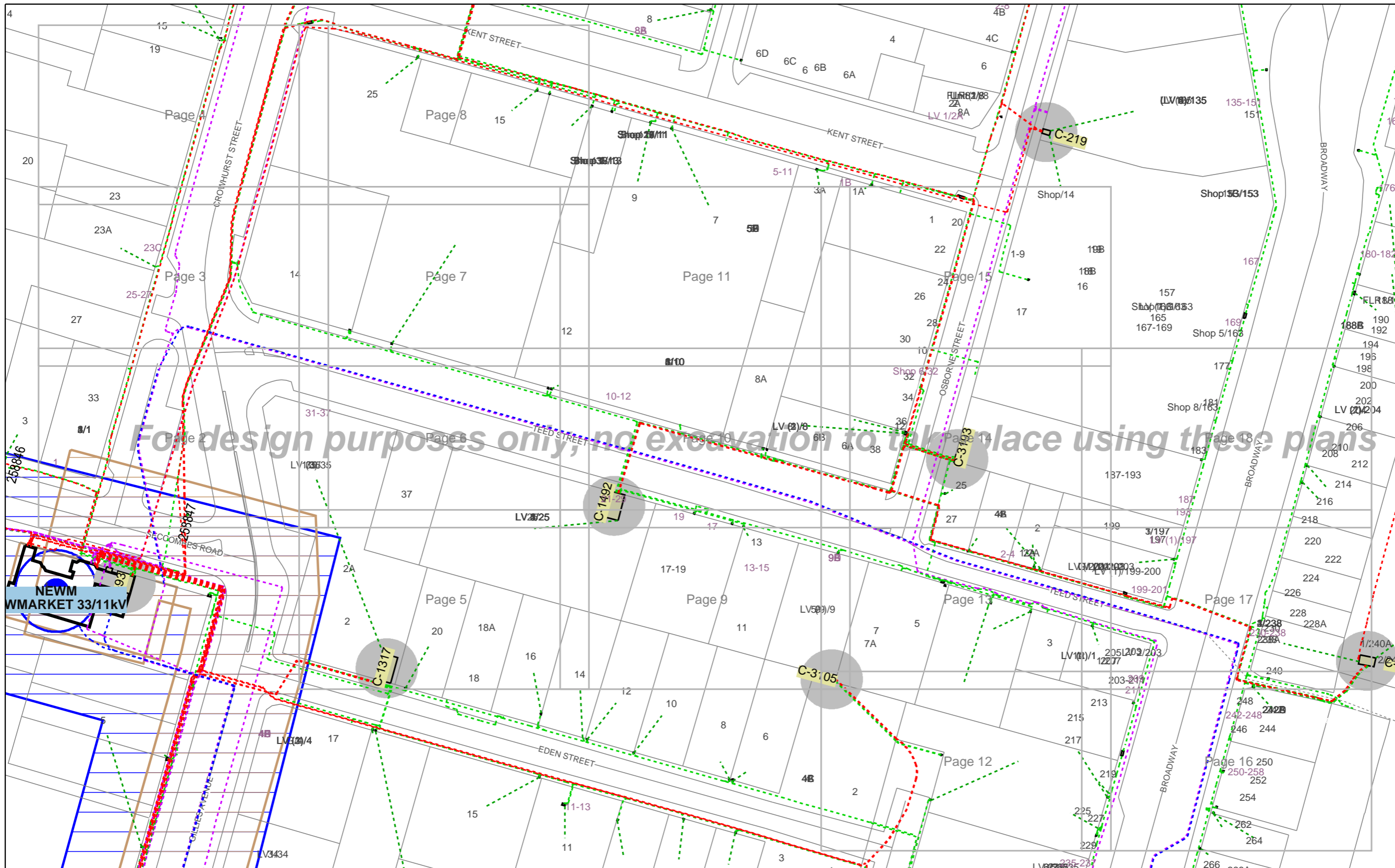
- In Progress
- On Hold
- Planned

WARNING! Indication only additional data is required

Transmission Pipeline (ex - NGC)
Please contact Vector - New Plymouth on 0800 734 567 for On-Site Location and Work Permits. A minimum of 48 hours notice is required.

OTHER GAS FEATURES

- Fibre Optic
- Gate
- Riser
- PRS
- Service Regulator
- Closed Valve
- Open Valve
- Reducer



CABLE COLOUR CODE

CABLES IN USE

- 110,000 - 22,000 volt subtransmission
- 22,000 volt
- 11,000 - 6,600 volt
- 400 volt
- Streetlight
- Pilot / Fibre Optic

CABLES NOT IN USE

- 110,000 - 22,000 volt subtransmission
- 22,000 volt
- 11,000 - 6,600 volt
- 400 volt
- Streetlight
- Pilot / Fibre Optic

JOINTS & SEALING ENDS

- 110,000 - 22,000 volt subtransmission
- 22,000 volt
- 11,000 - 6,600 volt
- 400 volt
- Streetlight
- Pilot / Fibre Optic
- NOT IN USE

SYMBOL LEGEND

- TUNNEL
- DUCT BANK
- FIBRE OPTIC DUCT
- TRENCH
- PILLAR
- PIT
- DISTRIBUTION SUBSTATION
- POLES
- LAMP
- CESSPIT
- MANHOLE
- FIRE HYDRANT
- DRAIN
- FIBRE OPTIC PIT
- EARTHWIRE & RODS

DUCT CROSS SECTIONS mm

25 50 80 100 150

200 250 300

WORK MANAGEMENT

- IN PROGRESS
- ON HOLD
- PLANNED

22kV, 33kV, 110kV SUB TRANSMISSION CABLES-SPECIAL CONDITIONS APPLY:
 Vector Limited provides a free standover service that requires 2 working days notice. Hand digging is required when excavating within 1 metre of the cable. Replacement trench backfill material must be the same as that removed and it must be replaced to the same level of compaction. Refer to attached covering letter for additional information.

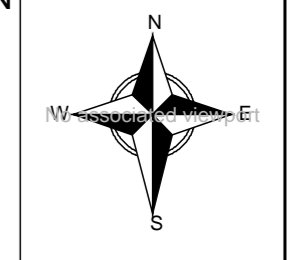
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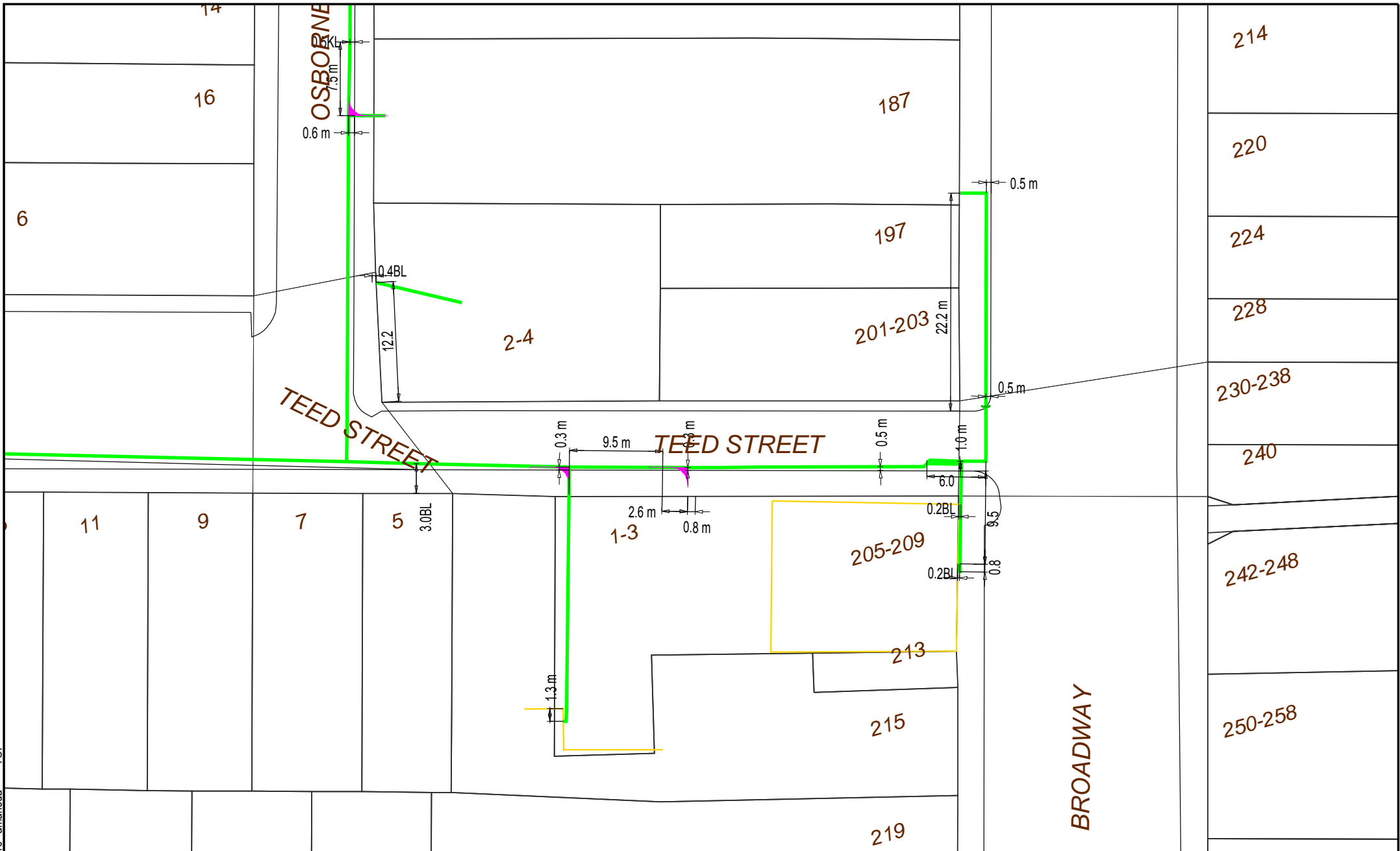
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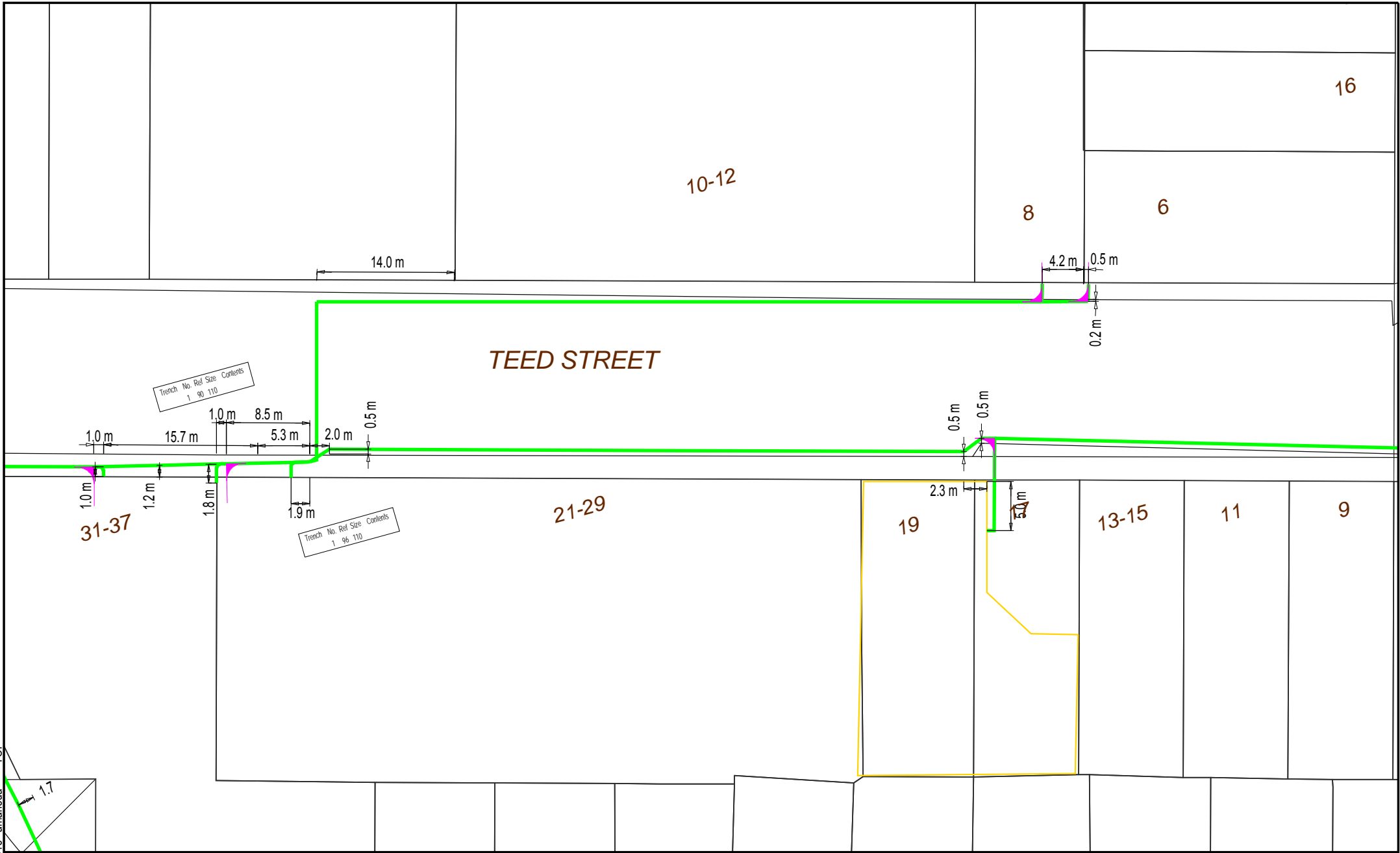
A3 ELECTRICITY OBSTRUCTION PLAN



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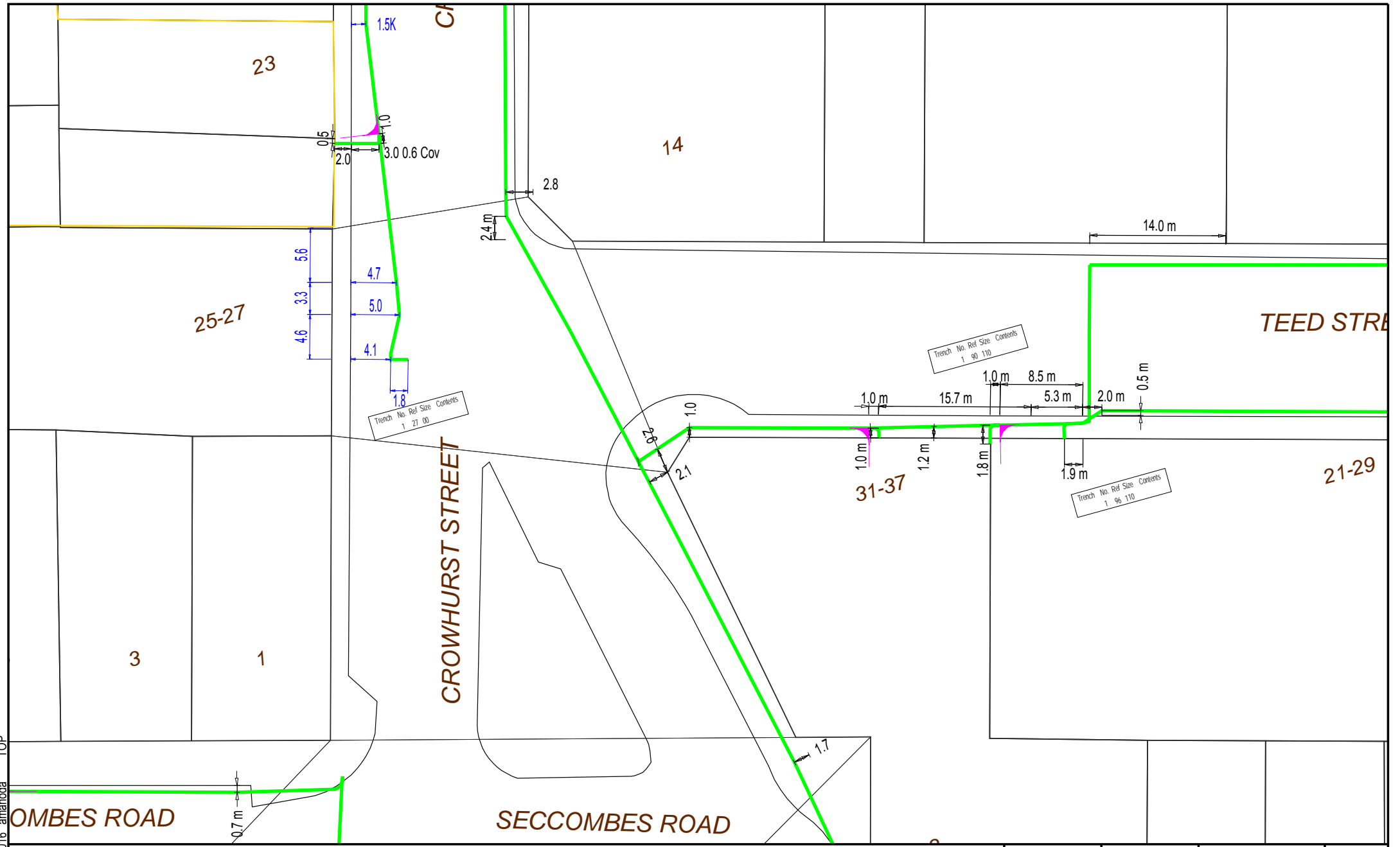
22/2/2016 amanoda TOP





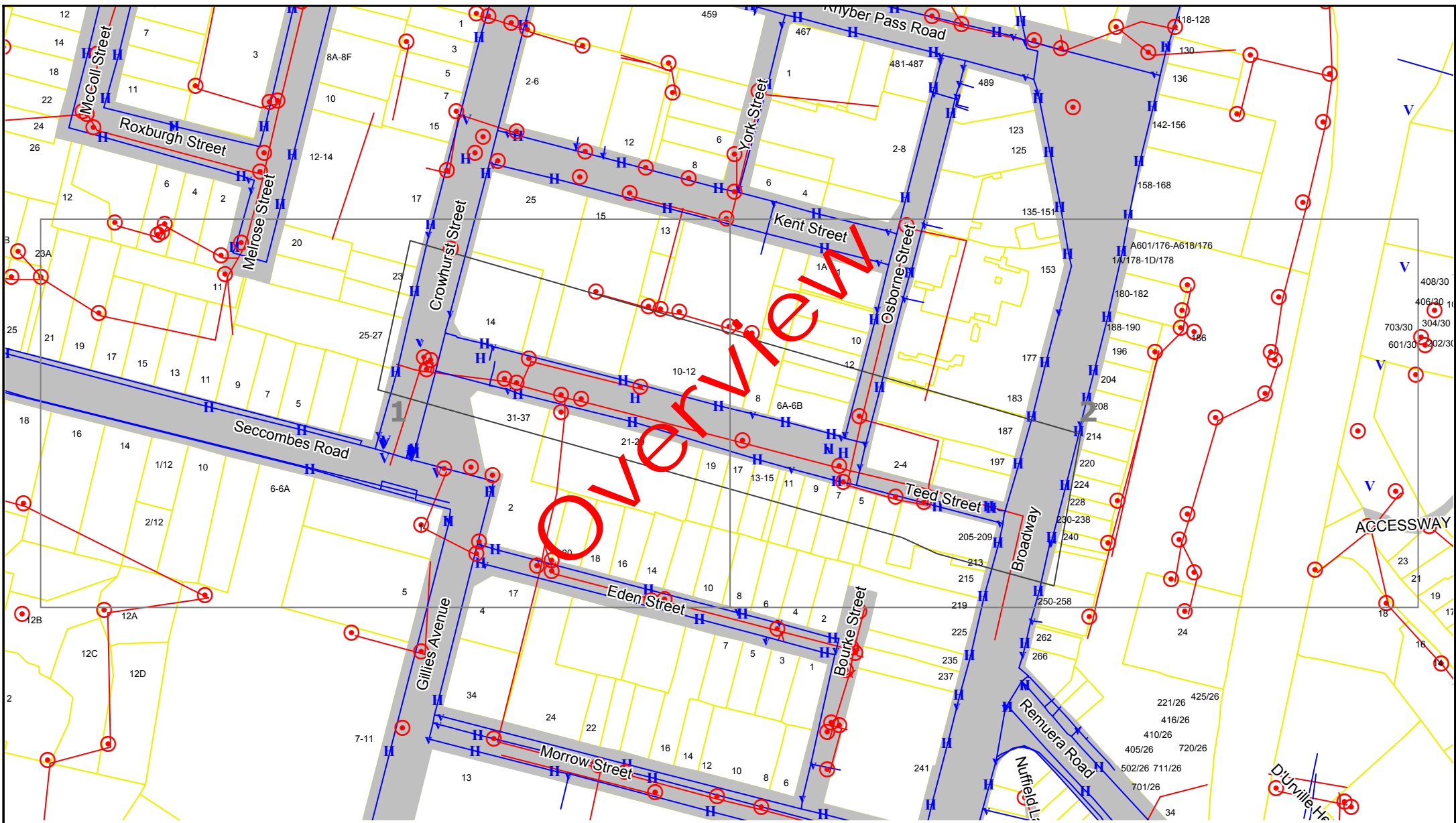
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22/2/2016 amanoda TOP












Teed Street

DATE 22/2/2016	SCALE 1:500	vodafone	
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 1023

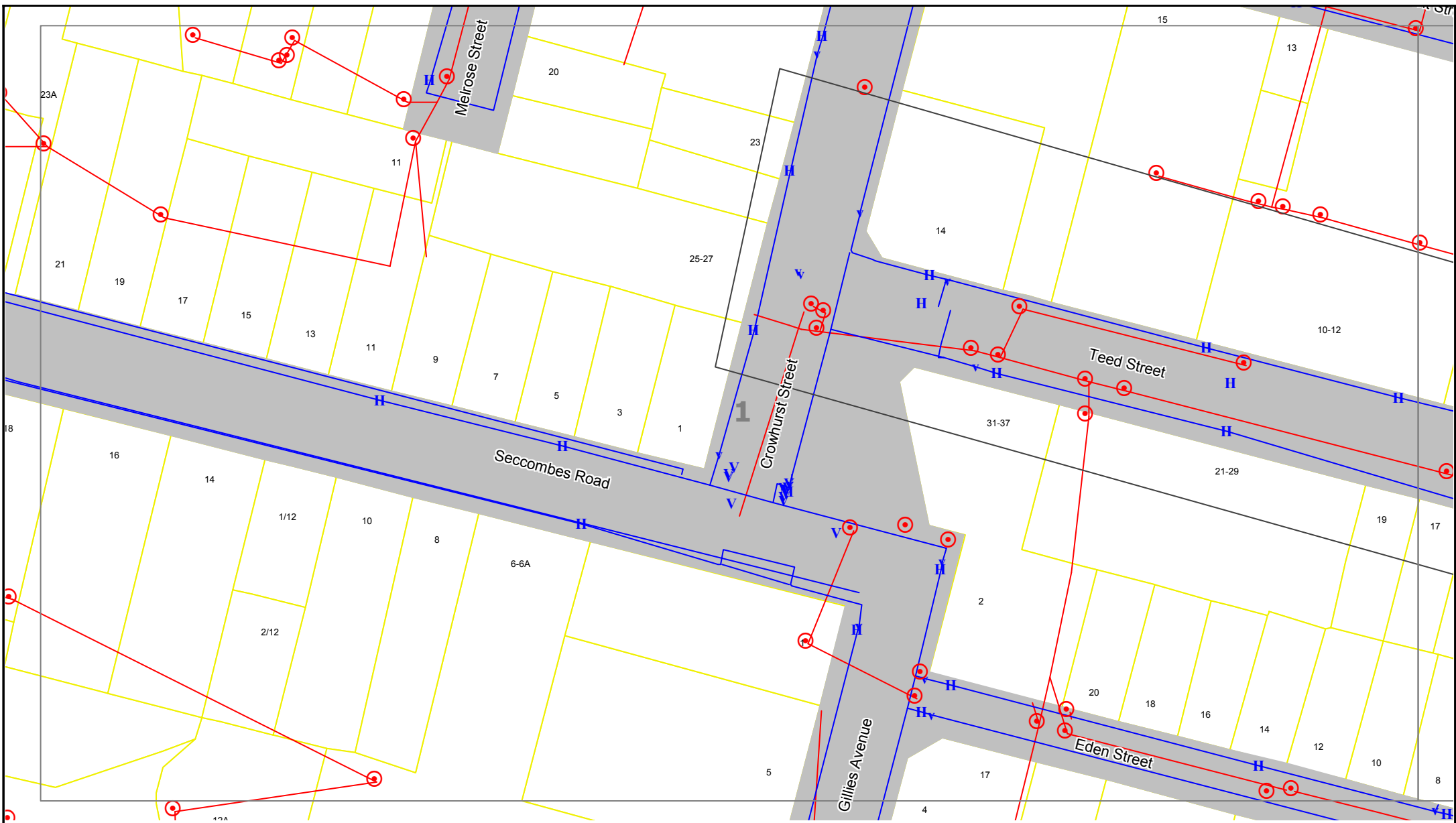
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|---|--------------------------------|---|-------------|
|  | Waste Water |  | Valve |
|  | Water |  | Hydrant |
|  | Electrical/Cathodic Protection |  | Water Meter |
|  | Waste Water Proposed |  | Manhole |
|  | Water Proposed | | |

Scale: 1:1000



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OVERVIEW NOT TO SCALE.



Sequence Number: 4393416
 Address: Teed Street, Newmarket, Auckland,
 1023

- Waste Water
- Water
- Electrical/Cathodic Protection
- Waste Water Proposed
- Water Proposed

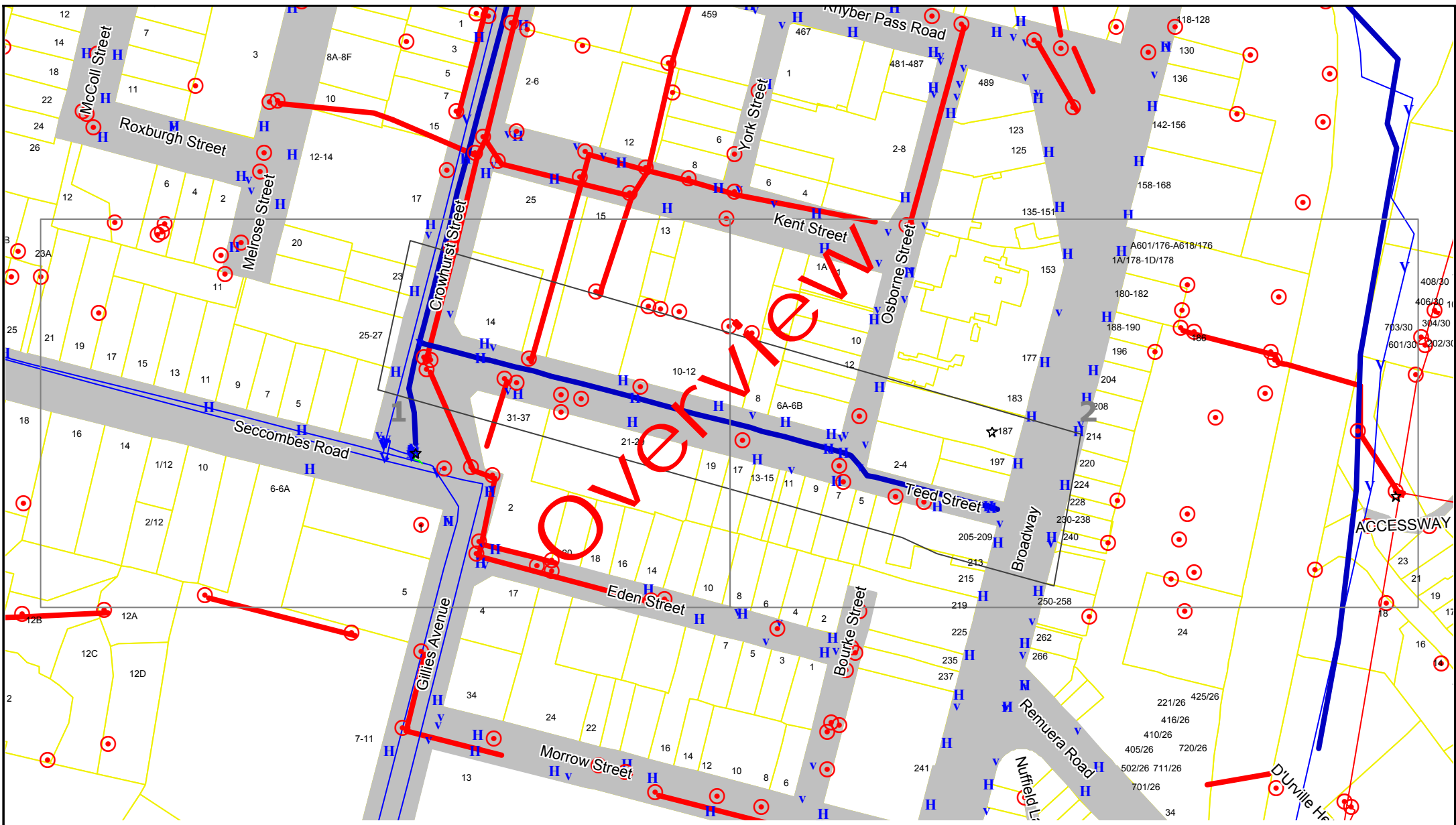
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- H** Hydrant
- M** Water Meter
- Manhole

Scale: 1:1000












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OVERVIEW NOT TO SCALE.



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 1023

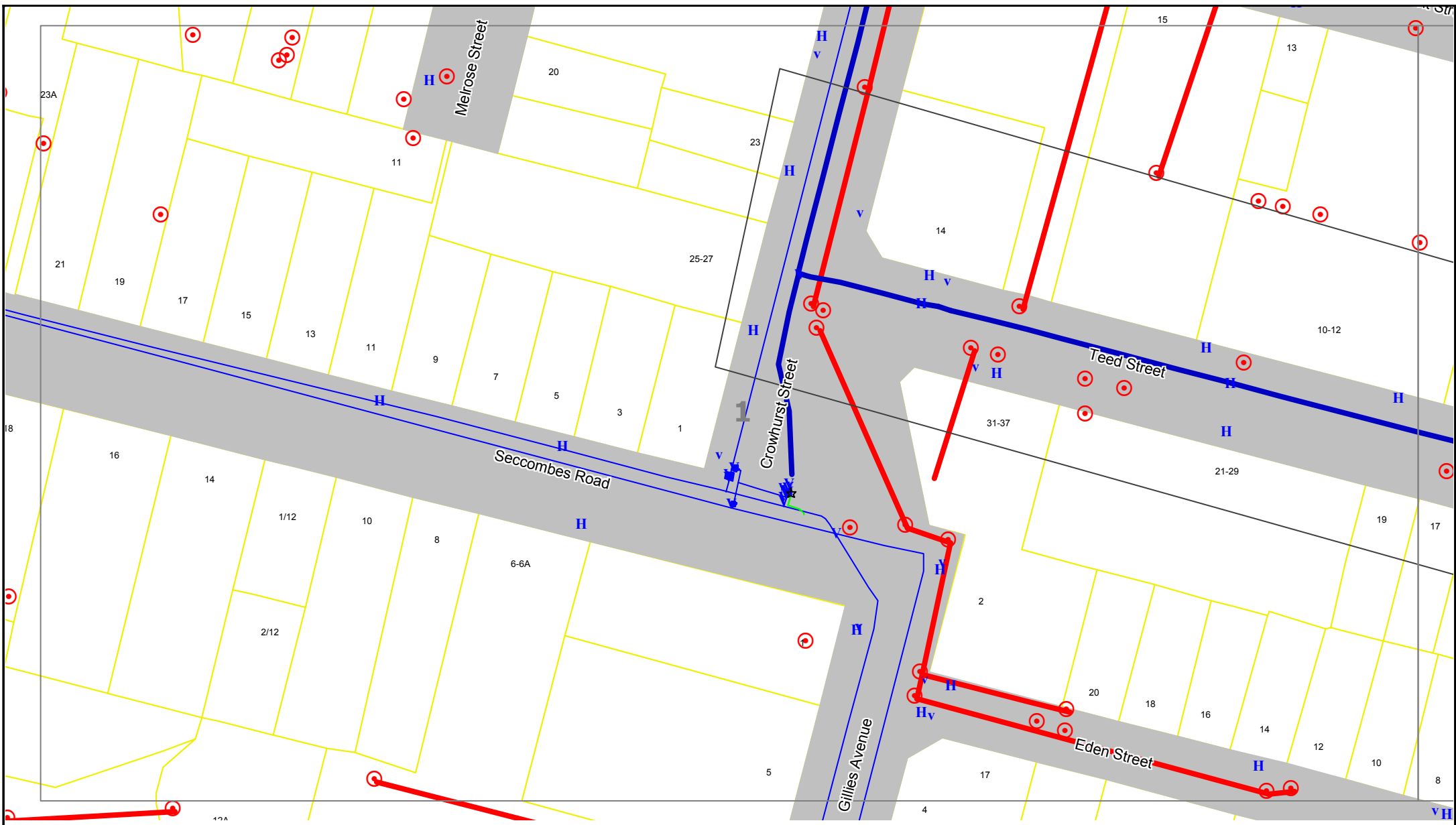
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|---|--------------------------------|---|-------------|
|  | Waste Water |  | Valve |
|  | Water |  | Hydrant |
|  | Electrical/Cathodic Protection |  | Water Meter |
|  | Waste Water Proposed |  | Manhole |
|  | Water Proposed | | |

Scale: 1:1000



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OVERVIEW NOT TO SCALE.



Sequence Number: 4393416
 Address: Teed Street, Newmarket, Auckland,
 1023

- Waste Water
- Water
- Electrical/Cathodic Protection
- Waste Water Proposed
- Water Proposed

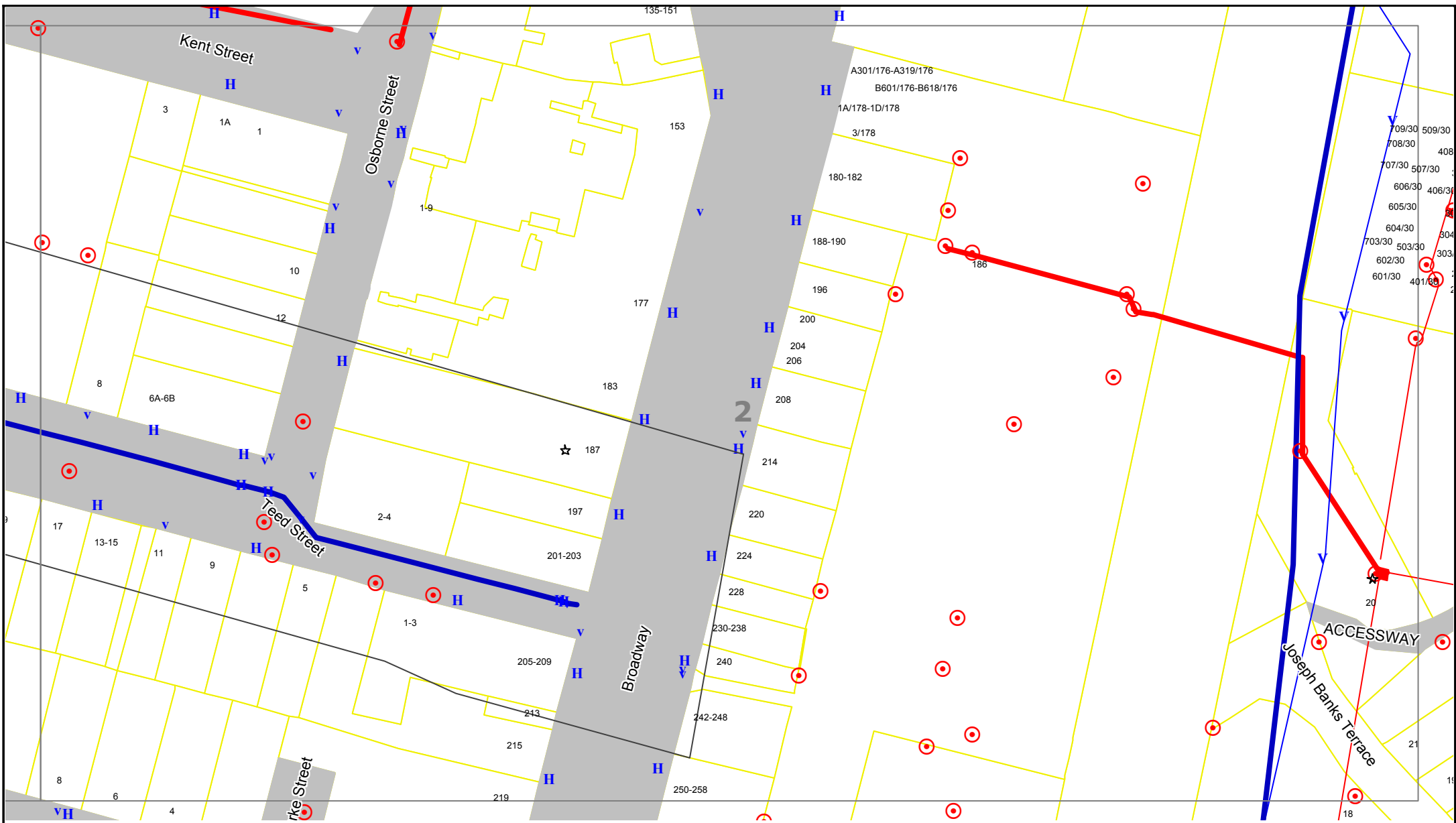
- V** Valve
- H** Hydrant
- M** Water Meter
- ⊙** Manhole

Scale: 1:1000



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OVERVIEW NOT TO SCALE.



Sequence Number: 4393416
 Address: Teed Street, Newmarket, Auckland, 1023

- Waste Water
- Water
- Electrical/Cathodic Protection
- Waste Water Proposed
- Water Proposed

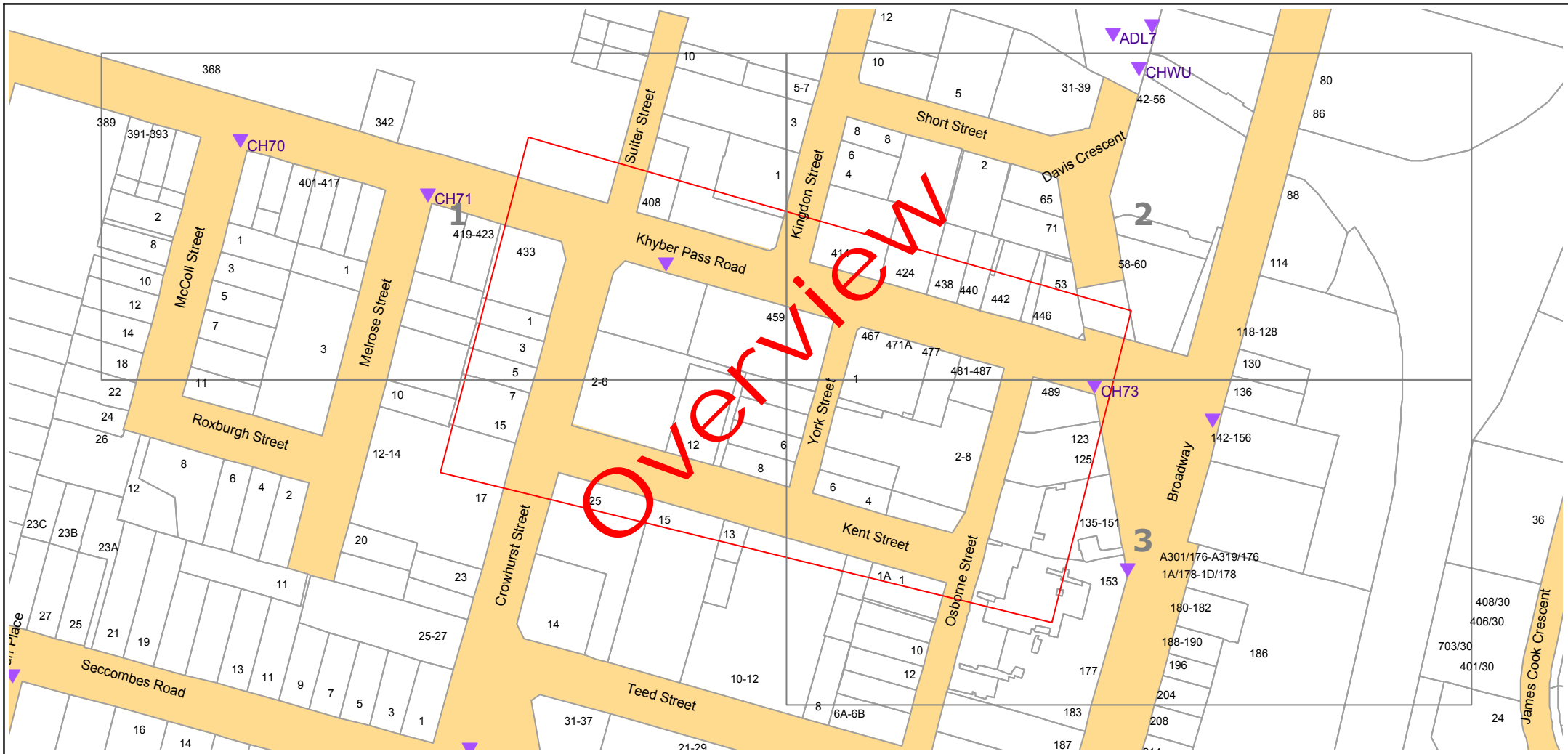
- V** Valve
- H** Hydrant
- M** Water Meter
- ⊙** Manhole

Scale: 1:1000



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OVERVIEW NOT TO SCALE.



Create Date : 02/03/2016

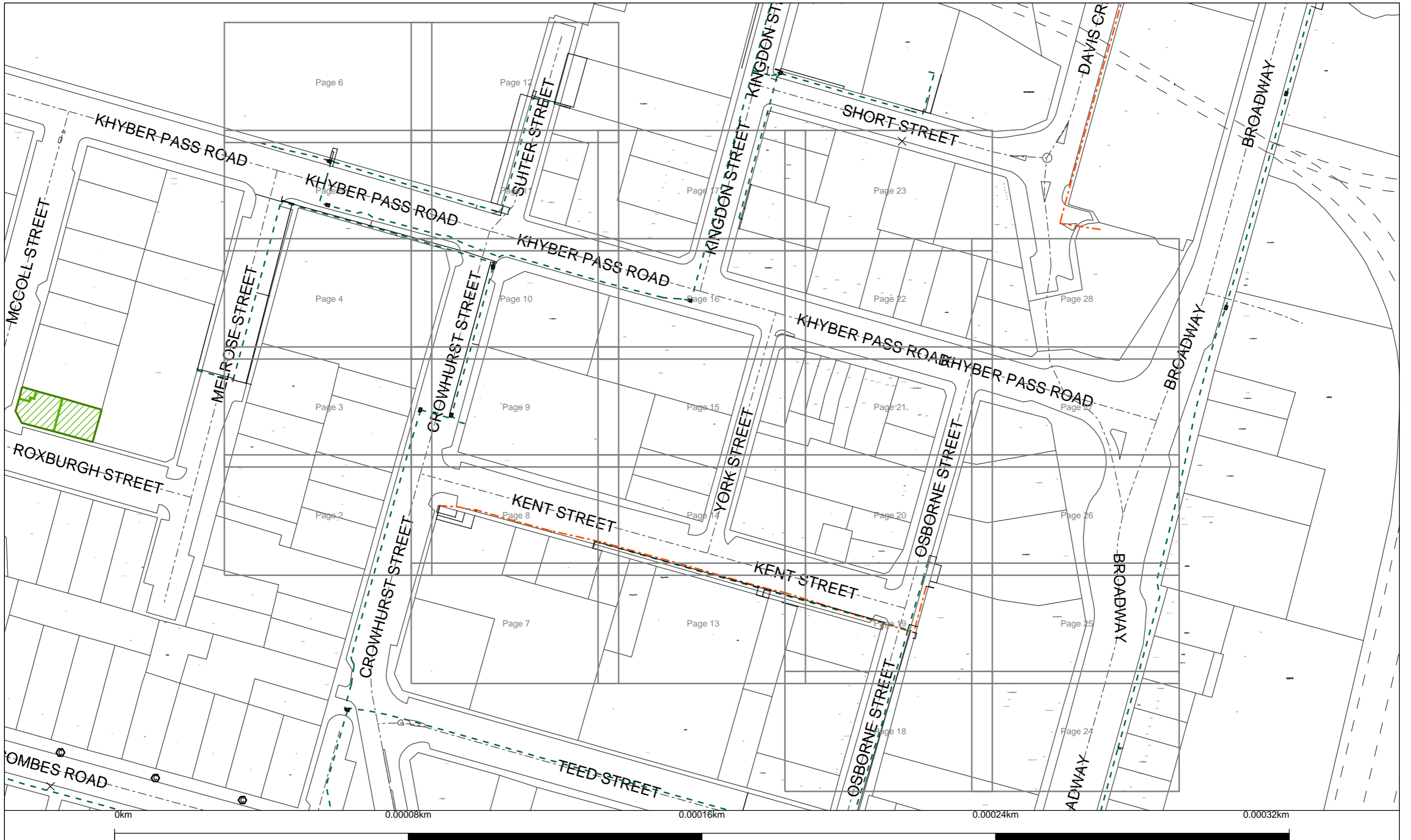
Map Scale : 1:1000

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vector
communications

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In the event of damage to equipment please remain clear of the area and immediately phone:

Electricity Auckland, Manukau and Papakura:
- 0508 VECTOR (0508 832 867)

North Shore, Waitakere, Rodney, Wellington, Upper Hutt, Hutt City and Porirua:
- 0800 948 100

Gas - 0800 764 764

Fibre Optic - 0800 826 436

Title:

Company Name:

Customer Contact:

Output: Page 1

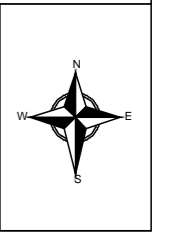
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Printed by: swadmin

Date printed: 02/03/2016

Legend

- Strand & Structure [Gis]
- ⊙ Pole.Location Inactive Concrete
- ⊗ Pole.Location Inactive Power
- Underground Route.Route Active
- - - Underground Route.Route Inactive - Installed In-Place
- ⊠ Underground Utility Box.Location Active Manhole





WARNING! Special conditions apply for high pressure gas pipelines (HP Pipe, IP20, IP10, MP7)
A permit/consent is required for any excavation within 2 metres of this pipeline. A MINIMUM of 3 working days notice is required when applying for a permit/consent. Refer to attached covering letter for additional information.

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If you hit an electricity cable or overhead line in Auckland, Manukau or Papakura, call us immediately on 0508 VECTOR (0508 832 867). In Rodney, North and Waitakere call us immediately on 0800 948 100. If you hit any gas pipeline call the Fire Service first on 111. If you hit a gas distribution pipe in the Auckland area call us on 0800 764 764. If you hit a gas transmission pipeline call 0800 734 567. If you hit a communications cable (all areas) call us immediately on 0800 826 436 (select option 1).

Title:	
Request Title:	
Company Name:	
Usage:	Request ID: 4428020
Request for:	No associated viewport
Customer Contact:	Printed by:
Phone:	Date printed: 2. March 2016
Client Reference:	Page: 1 of 28

PIPE COLOUR BY PRESSURE	
	LP Pipe
	LPG Pipe
	MP1 Pipe
	MP2 Pipe
	MP4 Pipe
	MP7 Pipe
	IP10 Pipe
	IP20 Pipe
	HP Pipe
	0 kPa

WARNING! Live service within this property.

WORK MANAGEMENT

- In Progress
- On Hold
- Planned

WARNING! Indication only additional data is required

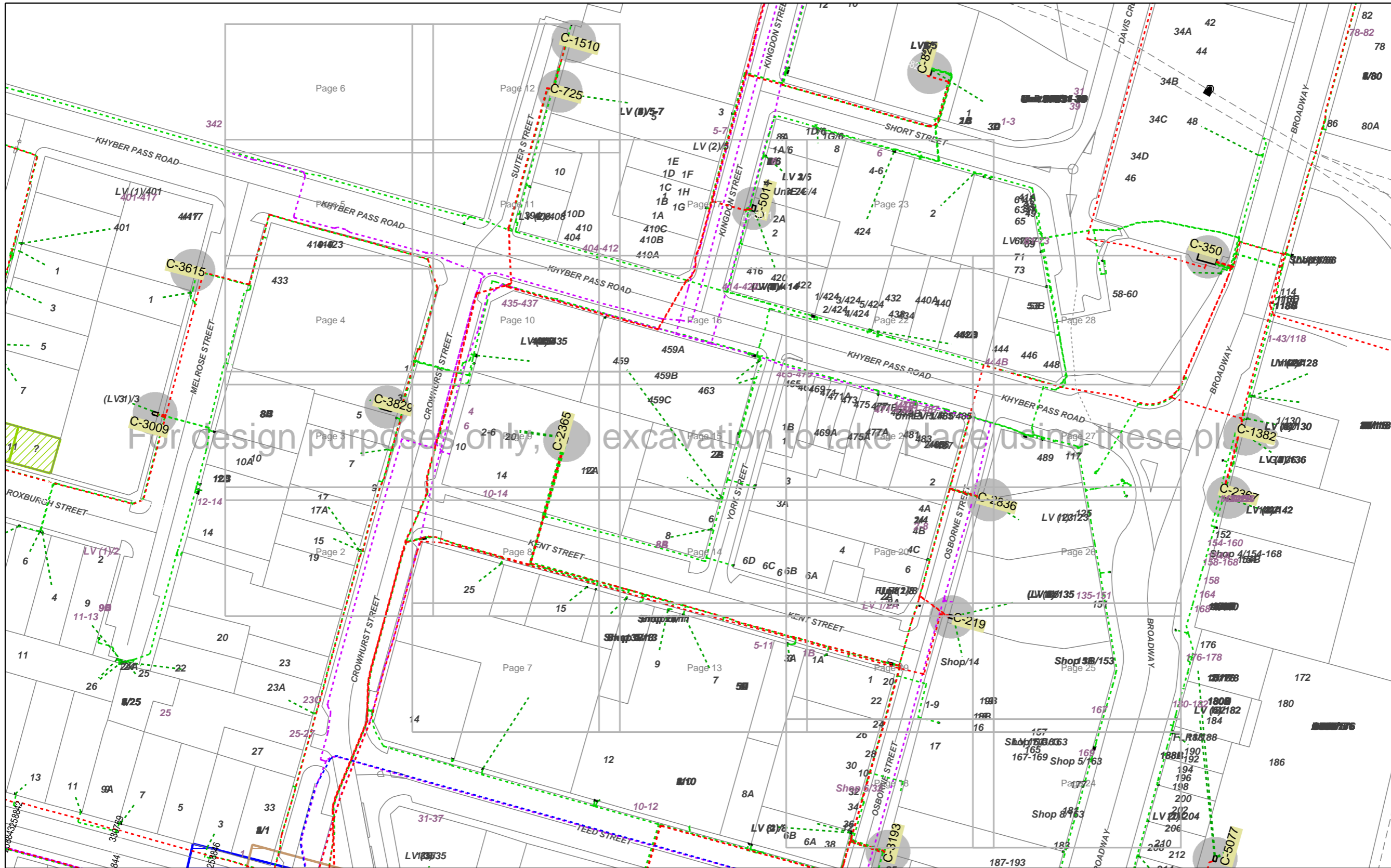
Transmission Pipeline (ex - NGC)
 Please contact Vector - New Plymouth on 0800 734 567 for On-Site Location and Work Permits. A minimum of 48 hours notice is required.

OTHER GAS FEATURES

- Fibre Optic
- Gate
- Riser
- PRS
- Service Regulator
- Closed Valve
- Open Valve
- Reducer

Vector

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CABLE COLOUR CODE

CABLES IN USE

- 110,000 - 22,000 volt subtransmission
- 22,000 volt
- 11,000 - 6,600 volt
- 400 volt
- Streetlight
- Pilot / Fibre Optic

CABLES NOT IN USE

- 110,000 - 22,000 volt subtransmission
- 22,000 volt
- 11,000 - 6,600 volt
- 400 volt
- Streetlight
- Pilot / Fibre Optic

JOINTS & SEALING ENDS

- 110,000 - 22,000 volt subtransmission
- 22,000 volt
- 11,000 - 6,600 volt
- 400 volt
- Streetlight
- Pilot / Fibre Optic
- NOT IN USE

SYMBOL LEGEND

- TUNNEL
- DUCT BANK
- FIBRE OPTIC DUCT
- TRENCH
- PILLAR
- PIT
- DISTRIBUTION SUBSTATION
- POLES
- LAMP
- CESSPIT
- MANHOLE
- FIRE HYDRANT
- DRAIN
- FIBRE OPTIC PIT
- EARTHWIRE & RODS

DUCT CROSS SECTIONS mm

25 50 80 100 150

200 250 300

WORK MANAGEMENT

- IN PROGRESS
- ON HOLD
- PLANNED

22kV, 33kV, 110kV SUB TRANSMISSION CABLES-SPECIAL CONDITIONS APPLY:
 Vector Limited provides a free standover service that requires 2 working days notice. Hand digging is required when excavating within 1 metre of the cable. Replacement trench backfill material must be the same as that removed and it must be replaced to the same level of compaction. Refer to attached covering letter for additional information.

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Title: A3 ELECTRICITY OBSTRUCTION PLAN

Request Title:

Company Name:

Usage: Request ID: 4428019

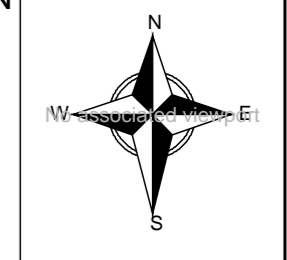
Request for: No associated viewport

Customer Contact: Printed by: swadmin

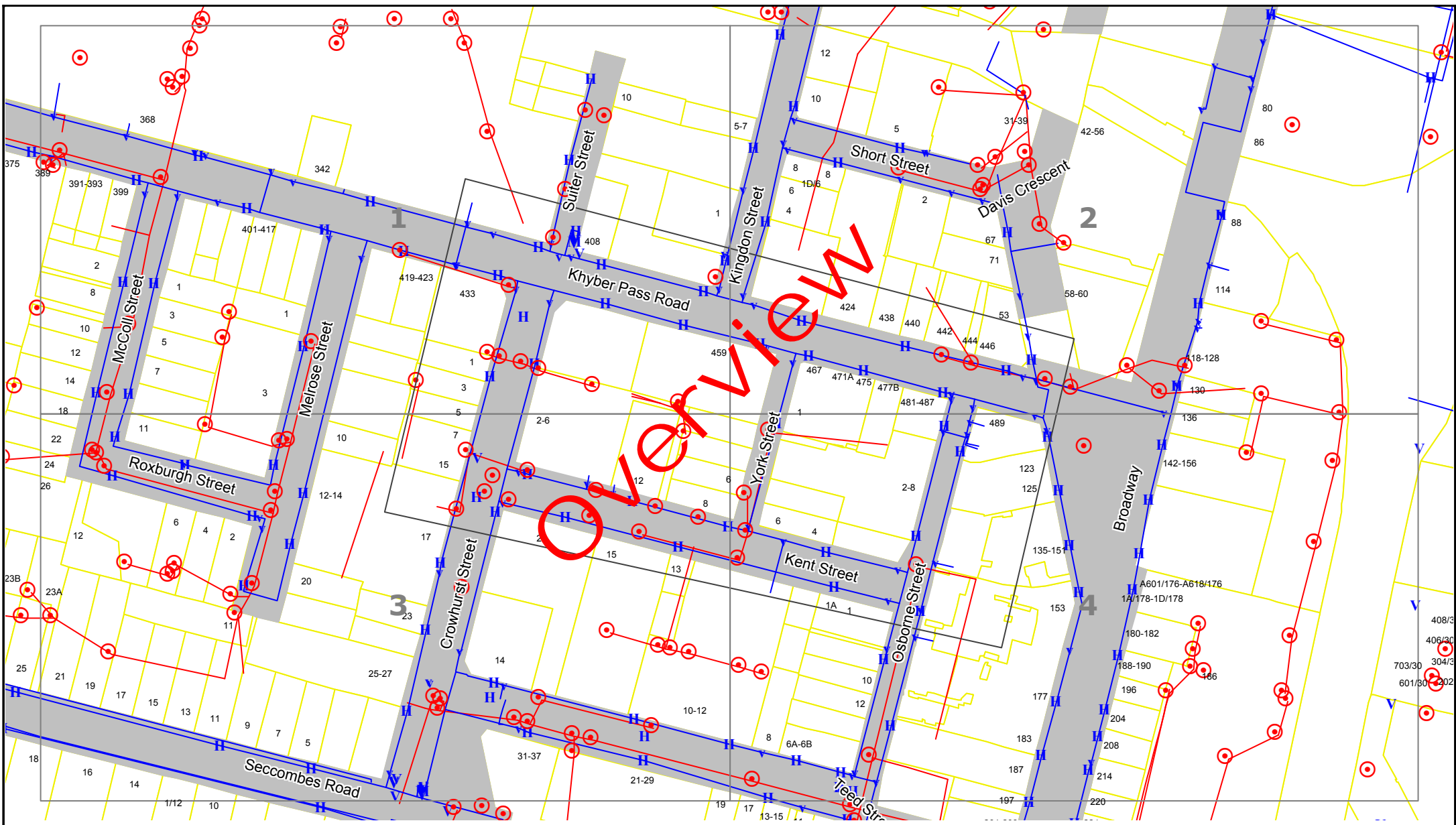
Phone: Date printed: 2. March 2016

Client Reference: Page: 1 of 28










A3 ELECTRICITY OBSTRUCTION PLAN



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Sequence Number: 4428018
 Address: Kent Street, Newmarket, Auckland,
 1023

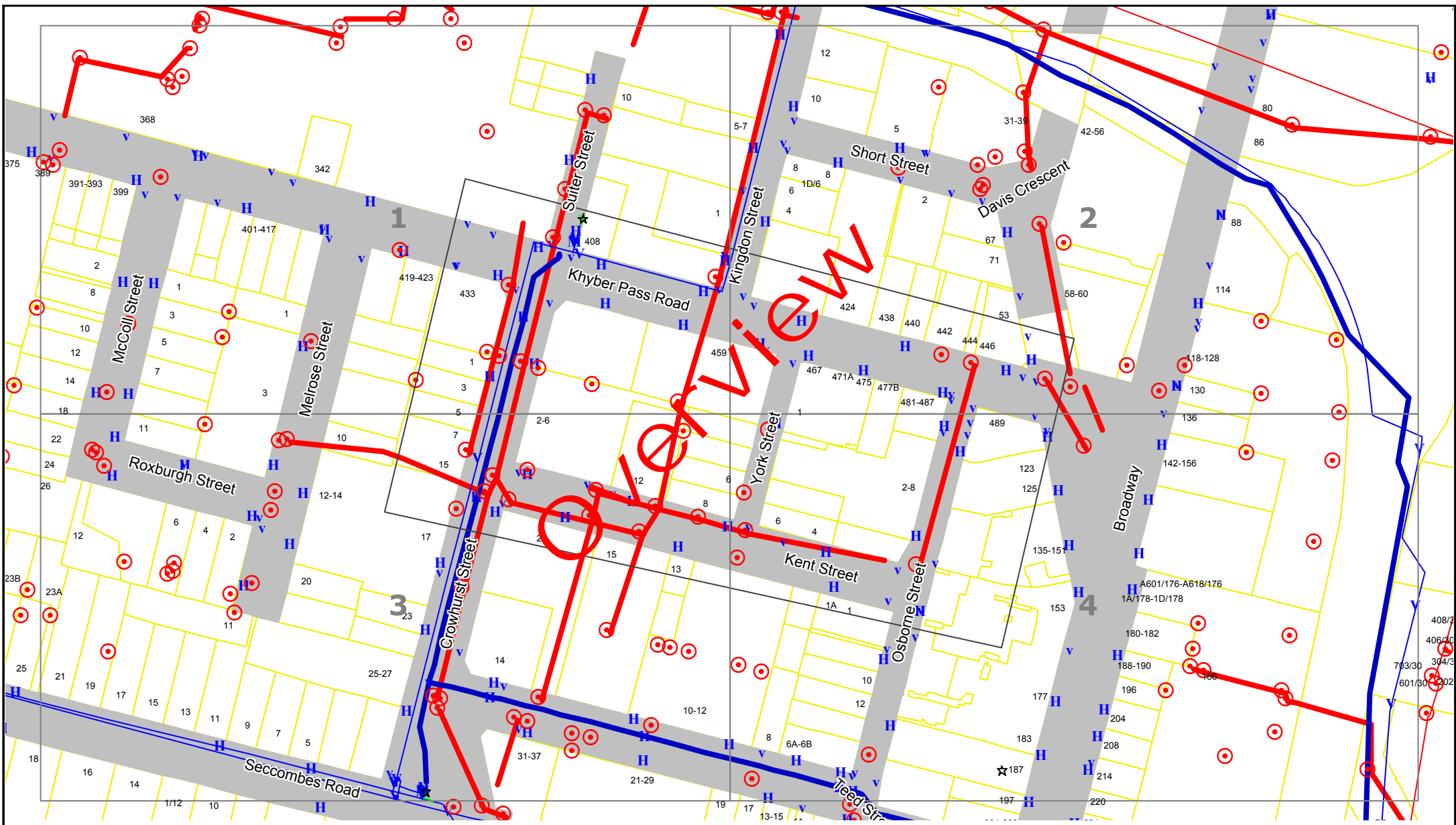
- | | | | |
|---|--------------------------------|---|-------------|
|  | Waste Water |  | Valve |
|  | Water |  | Hydrant |
|  | Electrical/Cathodic Protection |  | Water Meter |
|  | Waste Water Proposed |  | Manhole |
|  | Water Proposed | | |

Scale: 1:1000



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OVERVIEW NOT TO SCALE.



Sequence Number: 4428018
 Address: Kent Street, Newmarket, Auckland,
 1023

- Waste Water
- Water
- Electrical/Cathodic Protection
- Waste Water Proposed
- Water Proposed

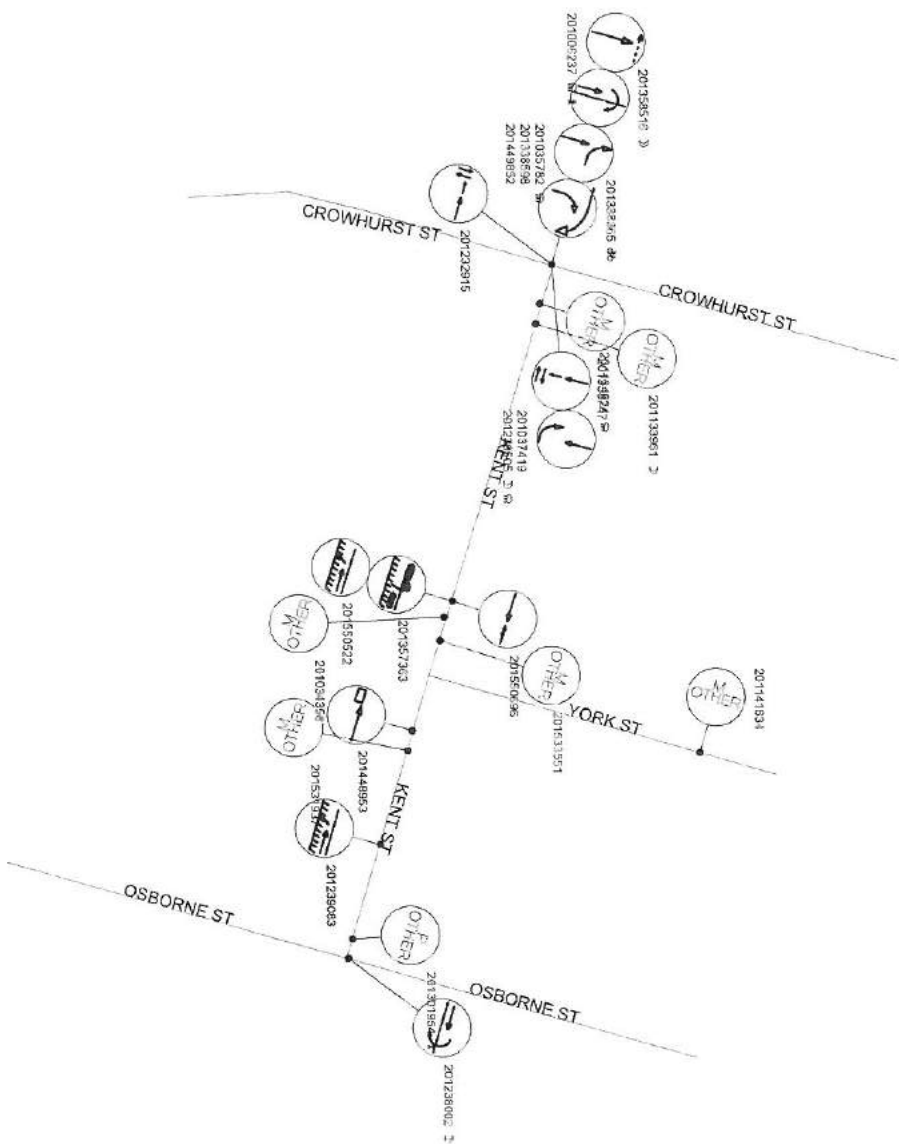
- V Valve
- H Hydrant
- M Water Meter
- O Manhole

Scale: 1:1000



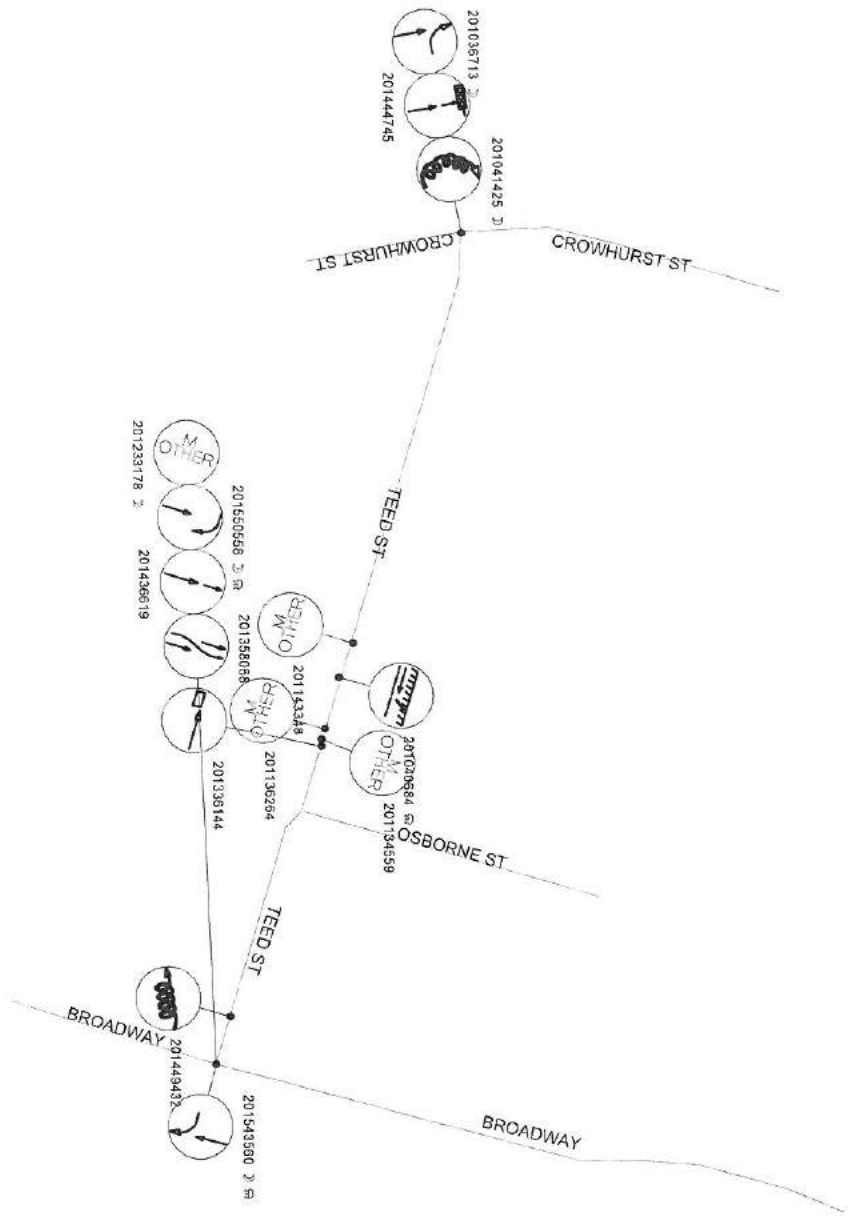
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OVERVIEW NOT TO SCALE.



First Street	Distance	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day DDD	Time HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F S M A E I T R N
CROWHURST ST		I KENT ST	201006237	19/12/2010	Sun	1337	CAR1 NBD on CROWHURST ST hit PEDESTRIAN2 (Age 24) crossing road from right side	PEDESTRIAN2 stepped out from behind vehicle, crossing road, running heedless of traffic	Wet	Overcast	Heavy Rain	T Type Junction	Nil	1
CROWHURST ST		I KENT ST	201338598	31/08/2013	Sat	1130	CAR1 NBD on CROWHURST ST hit CAR2 merging from the right	CAR2 Failed to give way At a priority traffic control, failed to give way when waved through by other driver, didnt see/look when visibility obstructed by other vehicles, defective vision	Dry	Bright	Fine	T Type Junction	Stop Sign	
CROWHURST ST		I KENT ST	201035782	21/06/2010	Mon	1623	CAR1 NBD on CROWHURST ST hit CAR2 merging from the right	CAR2 failed to give way when turning to non-turning traffic, Did not check / notice another party	Wet	Overcast	Light Rain	T Type Junction	Nil	
CROWHURST ST		I KENT ST	201037419	04/07/2010	Sun	1200	CAR1 SBD on CROWHURST ST hit CAR2 turning right onto CROWHURST ST from the left	CAR2 Failed to give way At a priority traffic control	Dry	Bright	Fine	T Type Junction	Give Way Sign	
CROWHURST ST		I KENT ST	201239505	13/10/2012	Sat	2015	BUS1 SBD on CROWHURST ST hit CAR2 turning right onto CROWHURST ST from the left	CAR2 did not stop at stop sign	Wet	Dark	Heavy Rain	T Type Junction	Stop Sign	
CROWHURST ST		I KENT ST	201134924	11/05/2011	Wed	1100	CAR1 SBD on CROWHURST ST hit rear end of VAN2 stop/slow for cross traffic	CAR1 inattentive, attention diverted	Wet	Overcast	Light Rain	T Type Junction	Stop Sign	
CROWHURST ST		I KENT ST	201449852	20/12/2014	Sat	1330	CAR1 NBD on CROWHURST ST hit CAR2 merging from the right	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Overcast	Fine	T Type Junction	Give Way Sign	
CROWHURST ST		I KENT ST	201338365	16/10/2013	Wed	1630	CYCLIST1 NBD on CROWHURST ST turning right hit CAR2 turning right into CROWHURST ST	CAR2 Failed to give way At a priority traffic control ENV: entering or leaving other commercial	Dry	Bright	Fine	Driveway	Stop Sign	
CROWHURST ST		I KENT ST	201358516	14/12/2013	Sat	2226	CAR1 NBD on CROWHURST ST hit CAR2 U-turning from same direction of travel	CAR2 Did not check / notice another party behind	Dry	Dark	Fine	T Type Junction	Stop Sign	
KENT ST		10E CROWHURST ST	201338747	22/08/2013	Thu	1150	CAR1 EBD on KENT ST hit VEH2 manoeuvring, CAR1 hit House Or Bldg	CAR1 lost control, wrong pedal / foot slipped	Dry	Bright	Fine	T Type Junction	Give Way Sign	
KENT ST		100E CROWHURST ST	201533551	13/03/2015	Fri	1755	CAR1 EBD on KENT ST hit Vehicle while manoeuvring	CAR2 Did not check / notice another party behind	Dry	Bright	Fine	Unknown	Nil	
KENT ST		15S CROWHURST ST	201133961	05/05/2011	Thu	1730	CAR1 SBD on KENT ST hit Parked Vehicle while manoeuvring	CAR1 Did not check / notice another party behind	Dry	Dark	Fine	Unknown	Nil	
KENT ST		I CROWHURST ST	201232915	19/04/2012	Thu	0915	CAR1 WBD on KENT ST hit rear end of VAN2 stop/slow for cross traffic	CAR1 inattentive, attention diverted	Dry	Overcast	Fine	T Type Junction	Stop Sign	
KENT ST		5W OSBORNE ST	201301954	01/02/2013	Fri	1201	CAR1 EBD on KENT ST hit PEDESTRIAN2 (Age 29)	PEDESTRIAN2 walking along road not keeping to footpath	Dry	Bright	Fine	T Type Junction	Give Way Sign	1
KENT ST		30W OSBORNE ST	201239083	04/10/2012	Thu	1400	CAR1 WBD on KENT ST hit CAR2 angle parking	CAR2 Did not check / notice another party behind	Dry	Overcast	Fine	T Type Junction	Give Way Sign	
KENT ST		90W OSBORNE ST	201034358	10/02/2010	Wed	1430	CAR1 WBD on KENT ST hit Parked Vehicle while manoeuvring	CAR1 misjudged speed of own vehicle	Dry	Bright	Fine	Unknown	Nil	
KENT ST		I OSBORNE ST	201238002	21/08/2012	Tue	1900	CAR1 EBD on KENT ST hit CAR2 U-turning from same direction of travel	CAR2 Did not check / notice another party behind	Dry	Dark	Fine	T Type Junction	Give Way Sign	
KENT ST		15E YORK ST	201448953	29/11/2014	Sat	1300	CAR1 WBD on KENT ST hit parked veh, CAR1 hit Parked Vehicle	CAR1 too far left/right	Dry	Bright	Fine	Unknown	N/A	
KENT ST		20E YORK ST	201531937	03/01/2015	Sat	1323	CAR1 WBD on KENT ST hit VEH2 manoeuvring, CAR1 hit House Or Bldg	CAR1 Lost control Under Acceleration, wrong pedal / foot slipped	Dry	Bright	Fine	Unknown	Nil	
KENT ST		20W YORK ST	201550696	22/12/2015	Tue	1627	CAR1 EBD on KENT ST hit CAR2 reversing along road	CAR2 Did not check / notice another party behind	Dry	Bright	Fine	Driveway	Nil	

First Street	Distance	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day	Time DDD HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F S H A B I T R N
KENT ST	20W	YORK ST	201550522	07/05/2015	Thu	1132	CAR1 WED on KENT ST hit CAR2 angle parking	CAR2 inattentive, Did not check / notice another party behind	Dry	Bright	Fine	T Type Junction	Nil	
KENT ST	20W	YORK ST	201357363	01/12/2013	Sun	1630	CAR1 WED on KENT ST hit CAR2 turning into angle park	CAR2 Did not check / notice another party behind	Dry	Overcast	Fine	T Type Junction	Nil	
KHYBER PASS ROAD	I	YORK ST	201432972	09/02/2014	Sun	1427	CAR1 WED on KHYBER PASS ROAD hit CAR2 turning right onto KHYBER PASS ROAD from the left	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Bright	Fine	T Type Junction	Give Way Sign	
YORK ST	20S	KHYBER PASS ROAD	201141634	16/11/2011	wed	1200	CAR1 EBD on YORK ST hit CAR2 manoeuvring	CAR1 Did not check / notice another party behind CAR2 Did not check / notice another party behind	Dry	Bright	Fine	Driveway	Nil	



First Street	Second street or landmark	Crash Number	Date DD/MM/YYYY	Day	Time DD HHMM	Description of Events	Crash Factors (ENV = Environmental factors)	Road	Natural Light	Weather	Junction	Cntrl	Tot Inj F S M A E I T R N
BROADWAY	I TEED ST	201233178	28/03/2012	Wed	2021	TRUCK1 EBD on BROADWAY hit VEHB manoeuvring, TRUCK1 hit Traffic Sign	TRUCK1 misjudged speed of own vehicle	Dry	Dark	Fine	T Type Junction	Stop Sign	
BROADWAY	I TEED ST	201543560	20/06/2015	Thu	0105	CAR1 SBD on BROADWAY hit CAR2 merging from the right	CAR2 Entering / On curve, lost control when turning, evading enforcement	Wet	Dark	Fine	T Type Junction	Give Way Sign	
BROADWAY	I TEED ST	201436619	06/05/2014	Tue	1500	CAR1 NBD on BROADWAY hit rear end of CAR2 stopped/moving slowly	CAR1 alcohol suspected	Dry	Bright	Fine	T Type Junction	Nil	
BROADWAY	I TEED ST	201358068	20/12/2013	Fri	0850	CAR1 NBD on BROADWAY changing lanes/overtaking to right hit CAR2	CAR1 Did not check / notice another party behind, another vehicle	Dry	Bright	Fine	T Type Junction	Give Way Sign	
BROADWAY	I TEED ST	201550558	20/08/2015	Thu	0105	CAR1 NBD on BROADWAY hit CAR2 turning right onto BROADWAY from the left	CAR2 alcohol test below limit, Inappropriate speed	Wet	Dark	Fine	T Type Junction	Give Way Sign	
CROWHURST ST	I TEED ST	201444745	22/08/2014	Fri	0845	CAR1 NBD on CROWHURST ST hit rear end of CAR2 stop/slow for signals	CAR1 following too closely	Dry	Bright	Fine	T Type Junction	Traffic Signal	
CROWHURST ST	I TEED ST	201036713	14/07/2010	Wed	1755	CAR1 NBD on CROWHURST ST hit CAR2 merging from the right	CAR2 Failed to give way At a priority traffic control, Did not check / notice another party	Dry	Twilight	Fine	T Type Junction	Stop Sign	
CROWHURST ST	I TEED ST	201041425	20/02/2010	Sat	0210	CAR1 NBD on CROWHURST ST lost control turning right, CAR1 hit House Or Bldg on right hand bend	CAR1 alcohol suspected, Entering / On curve, lost control when turning	Dry	Dark	Fine	T Type Junction	Nil	
TEED ST	15W BROADWAY	201449432	10/12/2014	Wed	0745	TRUCK1 WBD on TEED ST lost control, went off road to left, TRUCK1 hit House Or Bldg	TRUCK1 too far left/right	Dry	Bright	Fine	Unknown	N/A	
TEED ST	100W BROADWAY	201134559	19/05/2011	Thu	0930	CAR1 EBD on TEED ST hit Parked Vehicle while manoeuvring, CAR2 hit Parked Vehicle	CAR1 misjudged speed of own vehicle	Dry	Bright	Fine	Unknown	Nil	
TEED ST	130W BROADWAY	201143348	24/12/2011	Sat	1250	CAR1 WBD on TEED ST hit CAR2 manoeuvring	CAR1 misjudged intentions of another party CAR2 Did not check / notice another party behind ENV: entering or leaving other commercial	Dry	Bright	Fine	Driveway	Nil	
TEED ST	20W OSBORNE ST	201336144	31/07/2013	Wed	1030	CAR1 WBD on TEED ST hit parked veh, CAR1 hit Parked Vehicle	CAR1 too far left/right	Dry	Overcast	Fine	Unknown	Nil	
TEED ST	25W OSBORNE ST	201136264	08/06/2011	Wed	1630	CAR1 WBD on TEED ST hit Parked Vehicle while manoeuvring	CAR1 misjudged size or position of fixed object or obstacle	Dry	Bright	Fine	Unknown	Nil	
TEED ST	40W OSBORNE ST	201040684	30/09/2010	Thu	1240	VAN1 EBD on TEED ST hit CAR2 angle parking, CAR2 hit House Or Bldg	VAN1 following too closely	Wet	Overcast	Light Rain	Unknown	N/A	