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De Vera

Tūhoto 2055

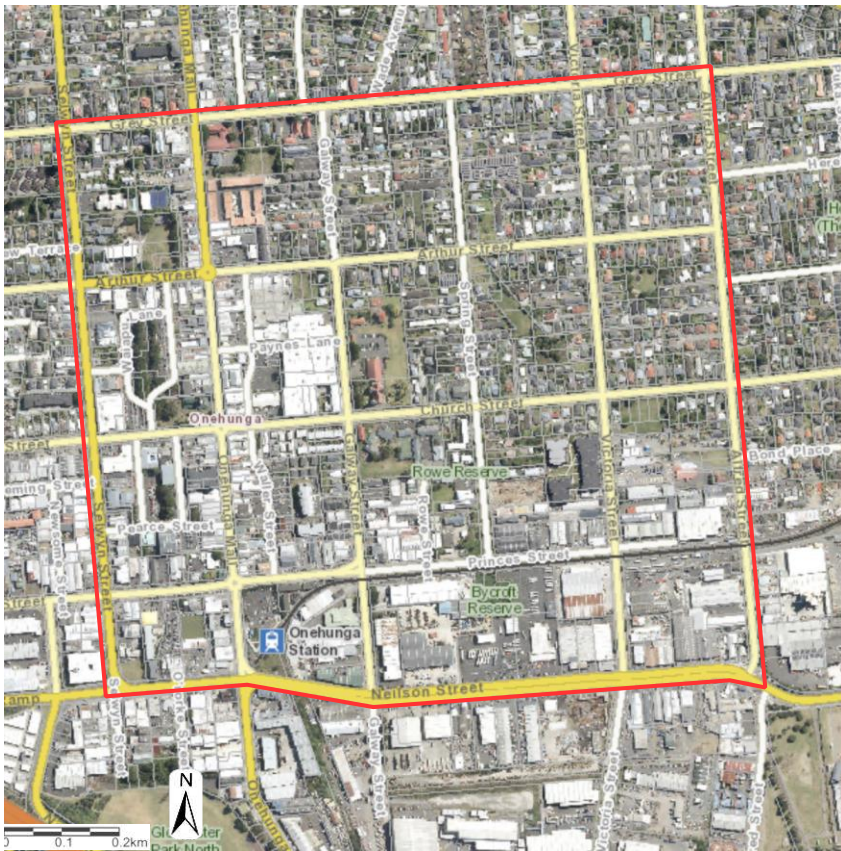
Onehunga's framework plan



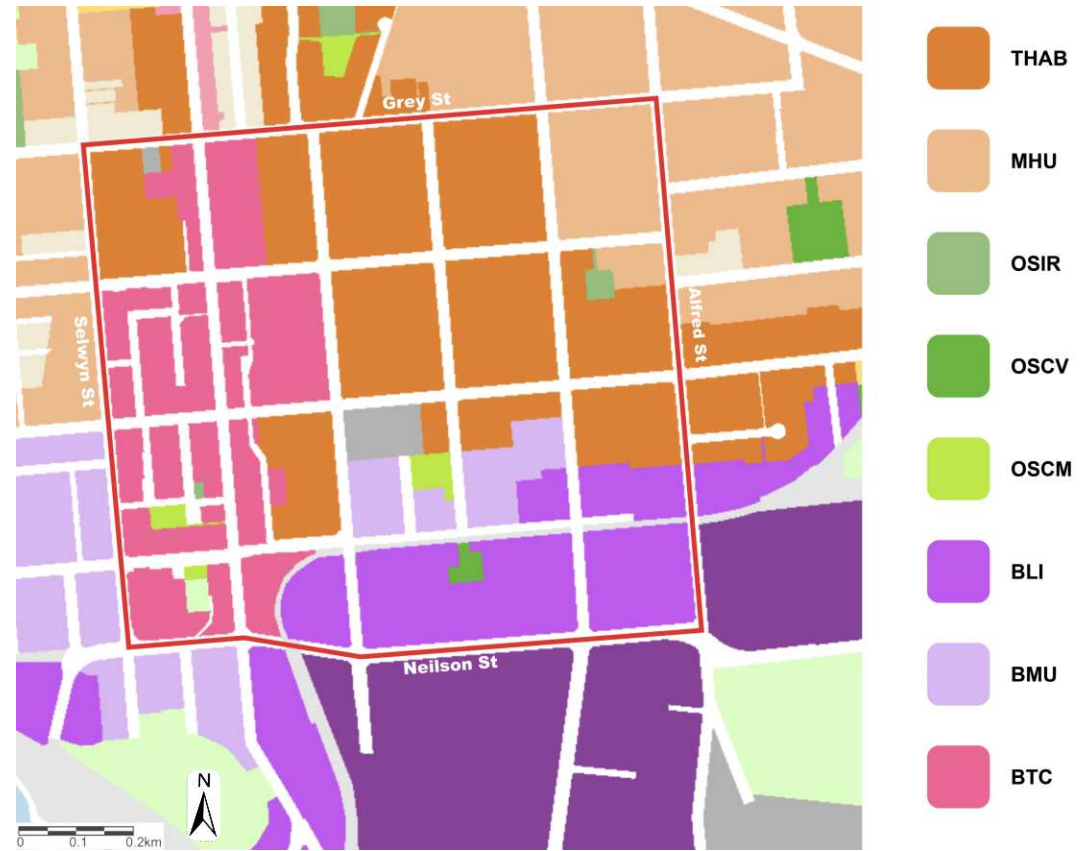


Rationale

- Onewhanga Mall corridor identified as centre of redevelopment because:
 - Good access to current and future public transport
 - Flexible zoning
 - In need of public realm upgrades
 - Under utilized space
 - Onewhanga Station Park and Ride
- Potential Challenges
 - Historical assets and overlay
 - Current major vehicle route



Source: Auckland Council. Modified by author



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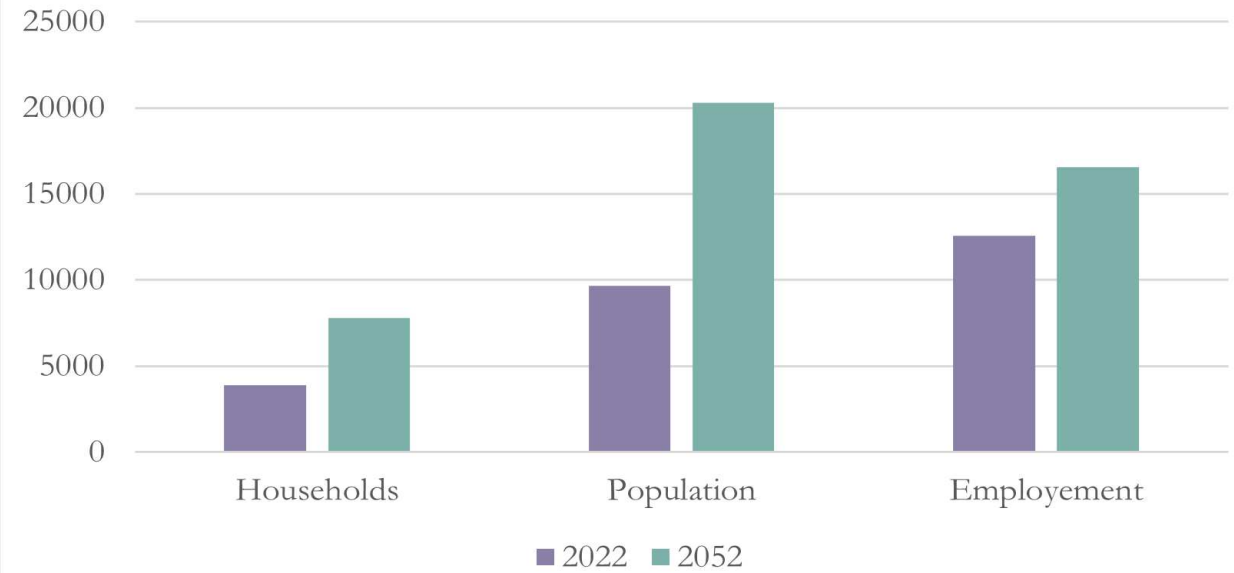
Current Land Use

- Zoning allows for dense residential and mixed-use developments
 - High coverage but inefficient use
 - Large parking lots, single family homes
- Town centre and retail around Onehunga Mall
 - Dress Smart
- Industry to the south

Future Land Use

- Dense mixed-use redevelopment along Onehunga Mall and denser residential development in residential suburbs
- Precedent of redeveloping carpark into better uses
 - Dress Smart
 - Waiapu Precinct Town Centre
- Examples of future dense living
 - Manaaki
 - The Onehunga Mall Club

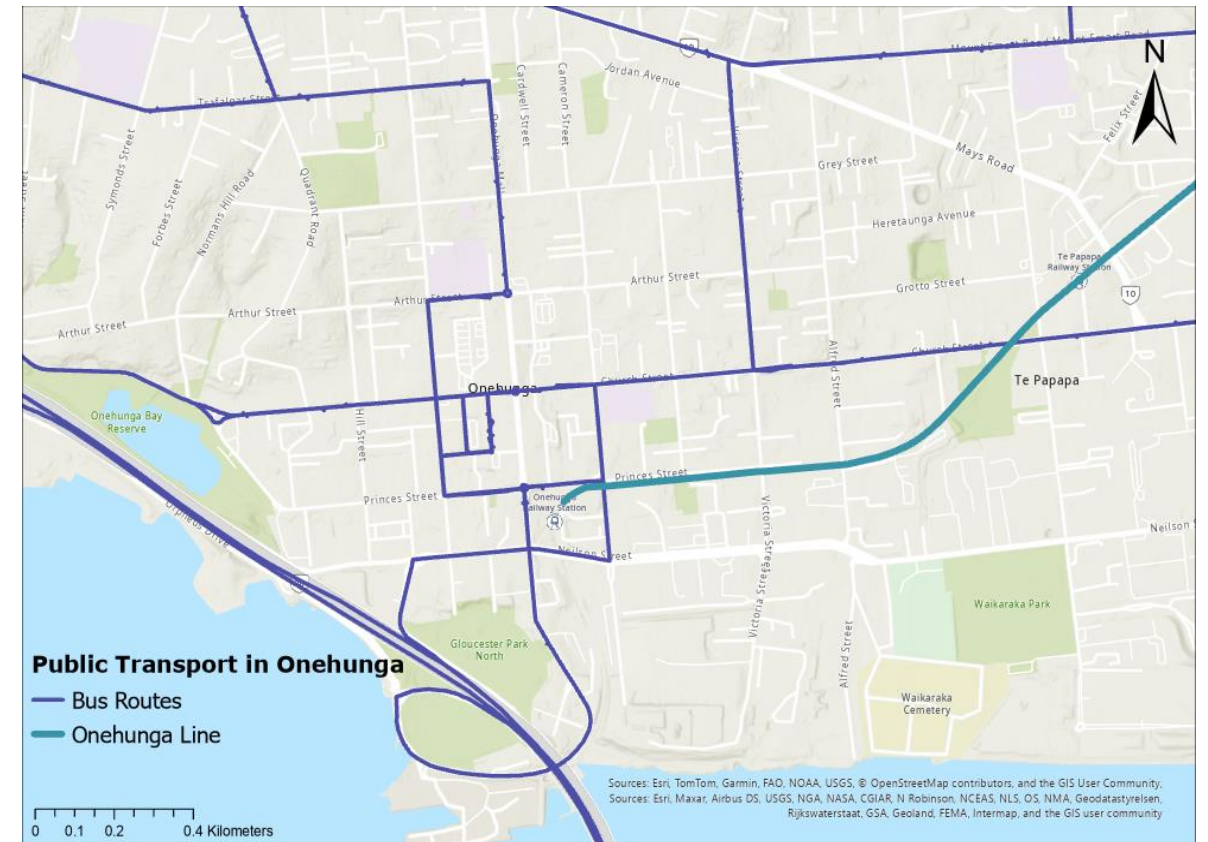
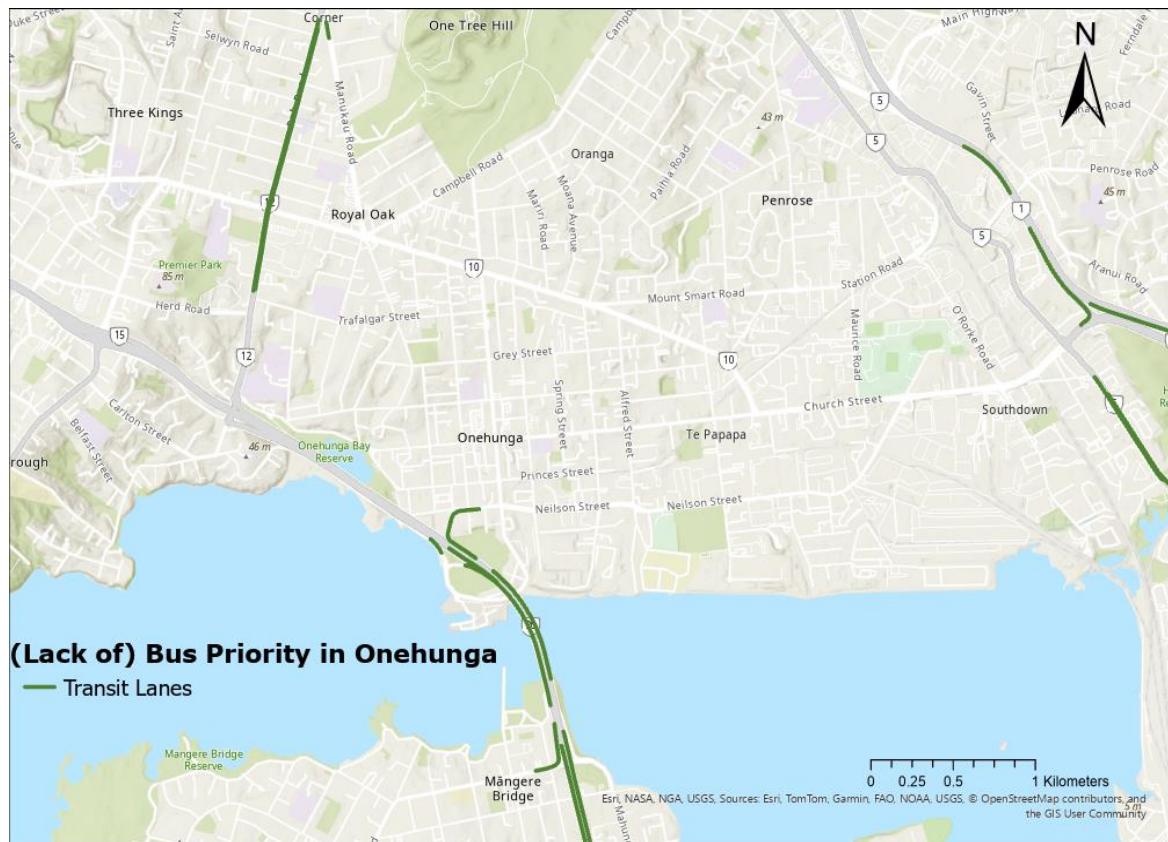
Wider Onehunga Growth Scenario





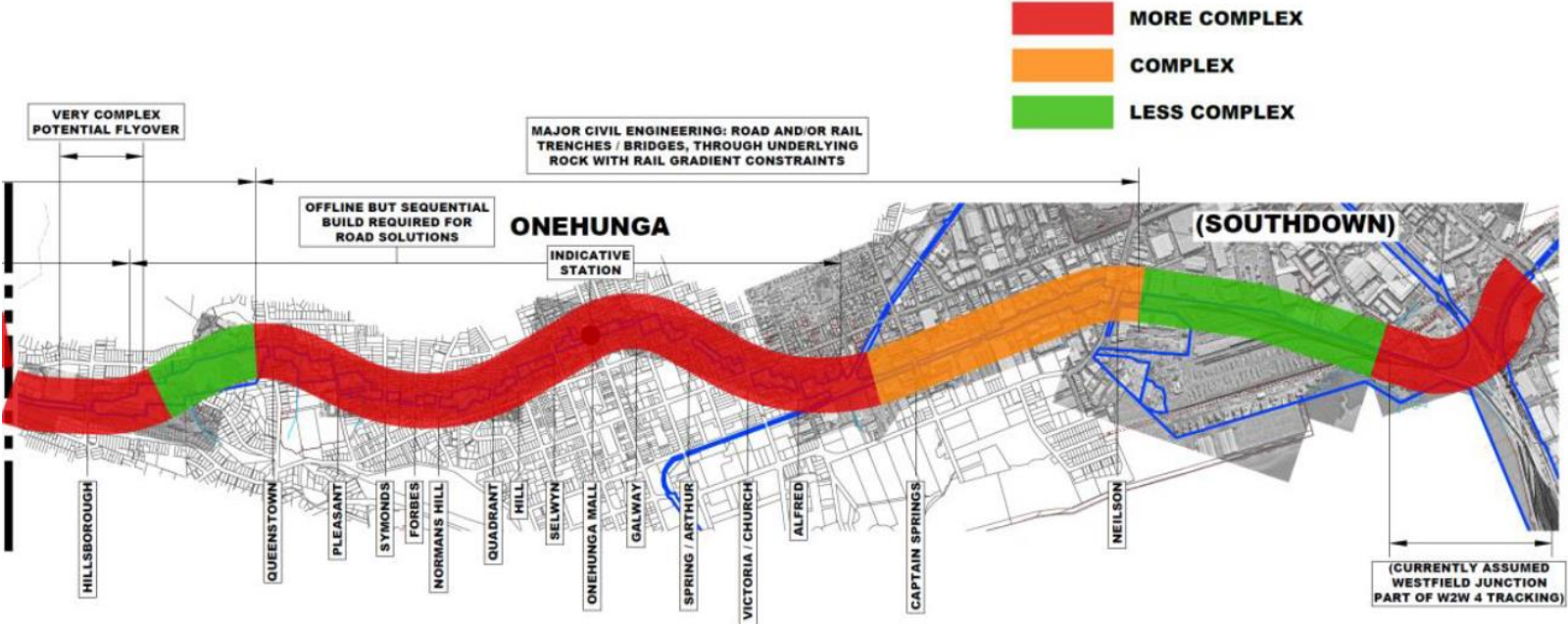
Flooding Risk

- Onehunga Mall, the town centre, is particularly flood prone, as well as the industrial precinct to the south.
- North-west of the precinct is steepest, with Onehunga Mall & east-west streets forming ridge points for overland flow paths

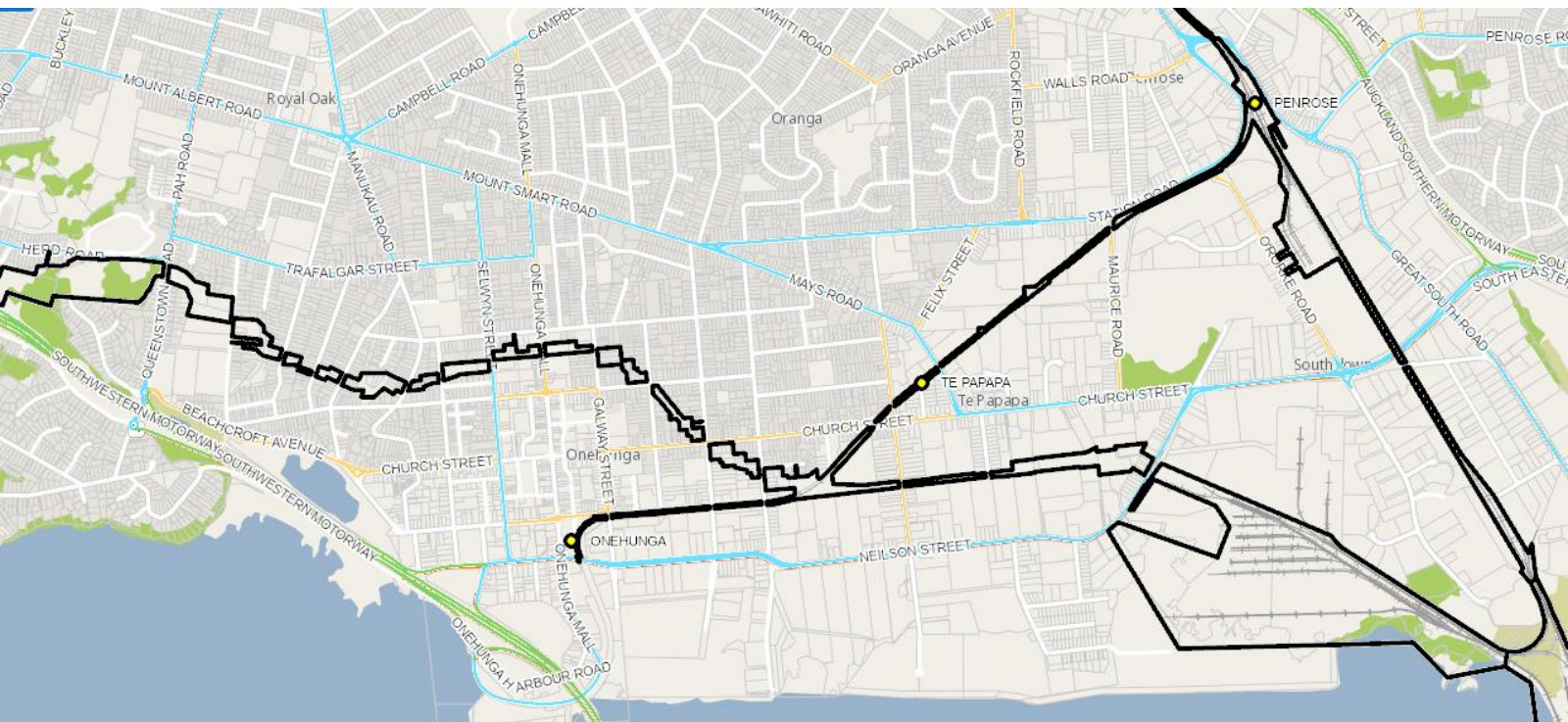


Current Transport

- Slow journey times
 - Long circuitous routes
 - Onehunga Transport Centre – poor layout and operations
- Long circuitous routes – Onehunga Transport Centre
- Effectively zero bus priority



KiwiRail Exploratory Design Summary Map



KiwiRail Property Holdings in Onehunga

AVONDALE SOUTHDOWN

- In exploratory design phase
- Alignment through Onehunga is extremely complex
- Integration with existing public transport network is unclear.
 - Connectivity Study
 - 'Further work on potential level crossing solution through Onehunga area'

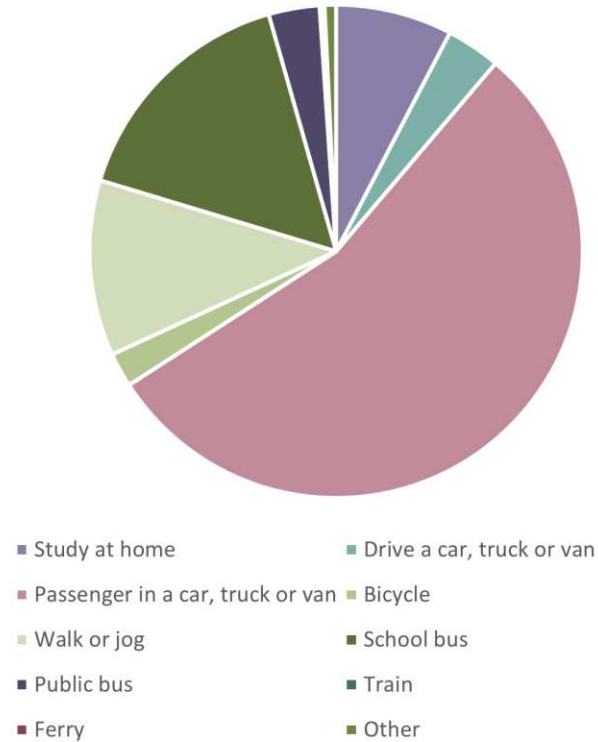


EAST WEST LINK

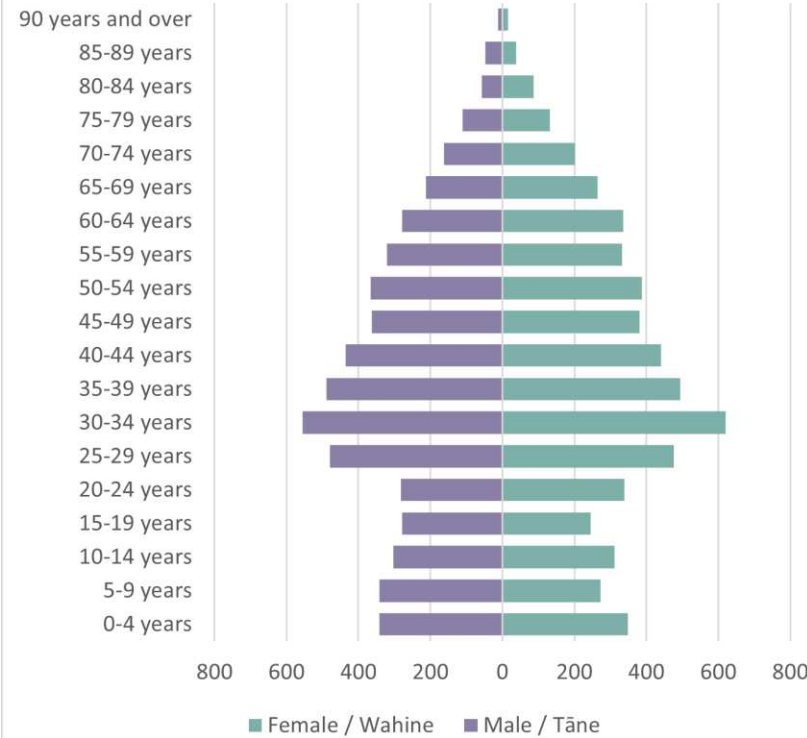


- Road of National Significance
- Resource consent ordered reassessed by Supreme Court
- Project development and property purchase underway
- \$1.25 - \$1.85b cost
 - 2017 cost estimates
 - Revised costs likely to be far higher

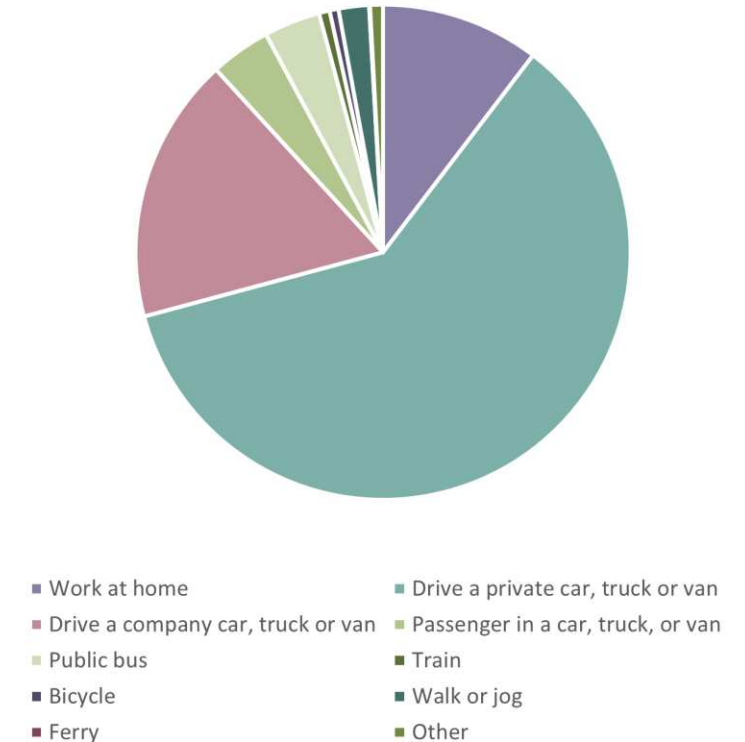
Onehunga Central & North & West & Te Papapa Main Means of Travel to Education



Population Pyramid for Onehunga Central & North & West & Te Papapa

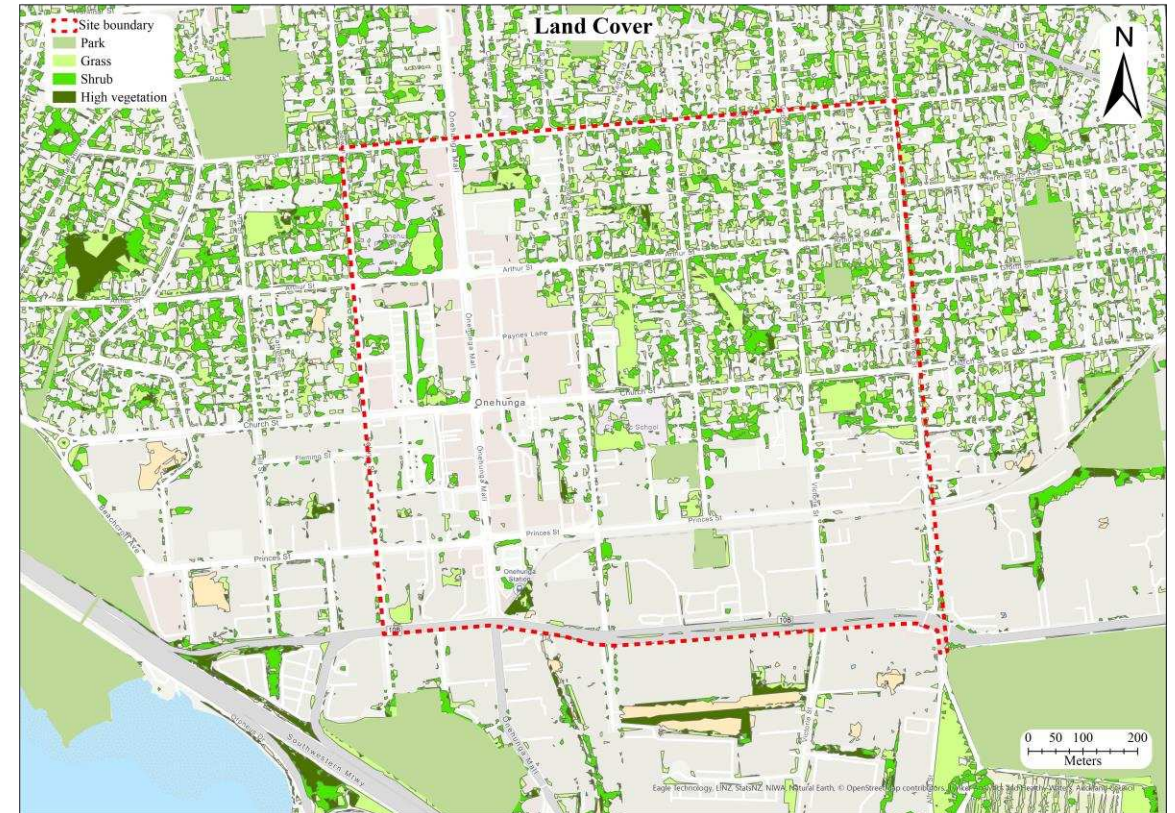


Onehunga Central & West & North & Te Papapa Main Means of Travel to Work



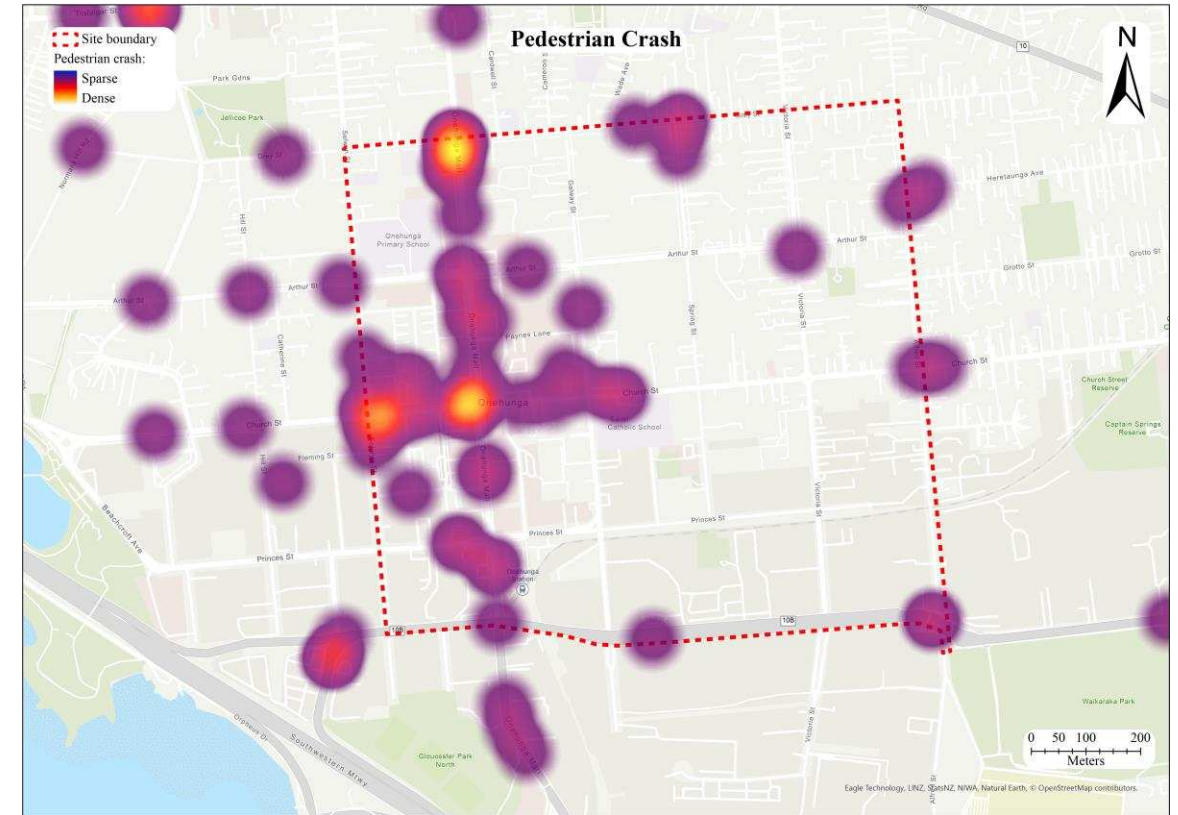
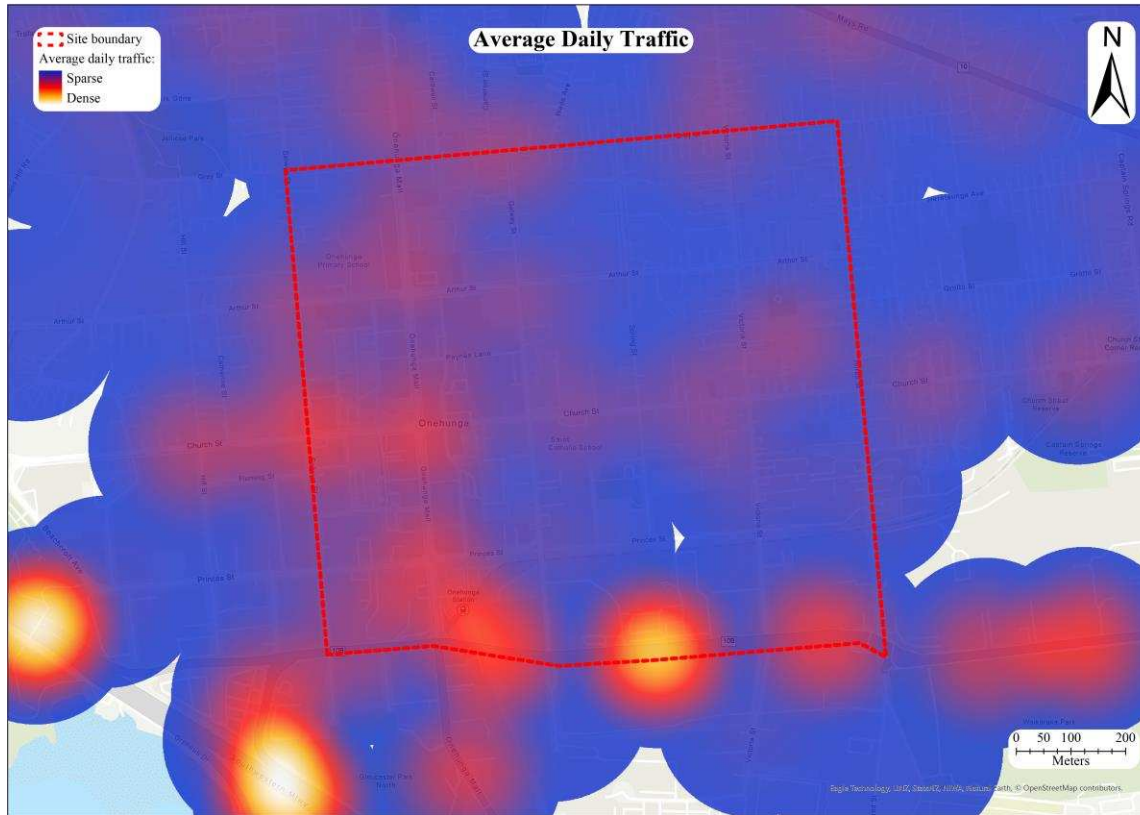
Census

- Most of the population is working age, though there is a significant school age population due to nearby schools
- Most residents are heavily dependent on private vehicles for transport



Land Use & Cover

- There are various schools within the precinct and nearby
- There is an abundance of parking, some of which is being redeveloped by Eke Panuku and Dress Smart
- Most green space is privately owned (including Avondale-Southdown corridor), except grass berms

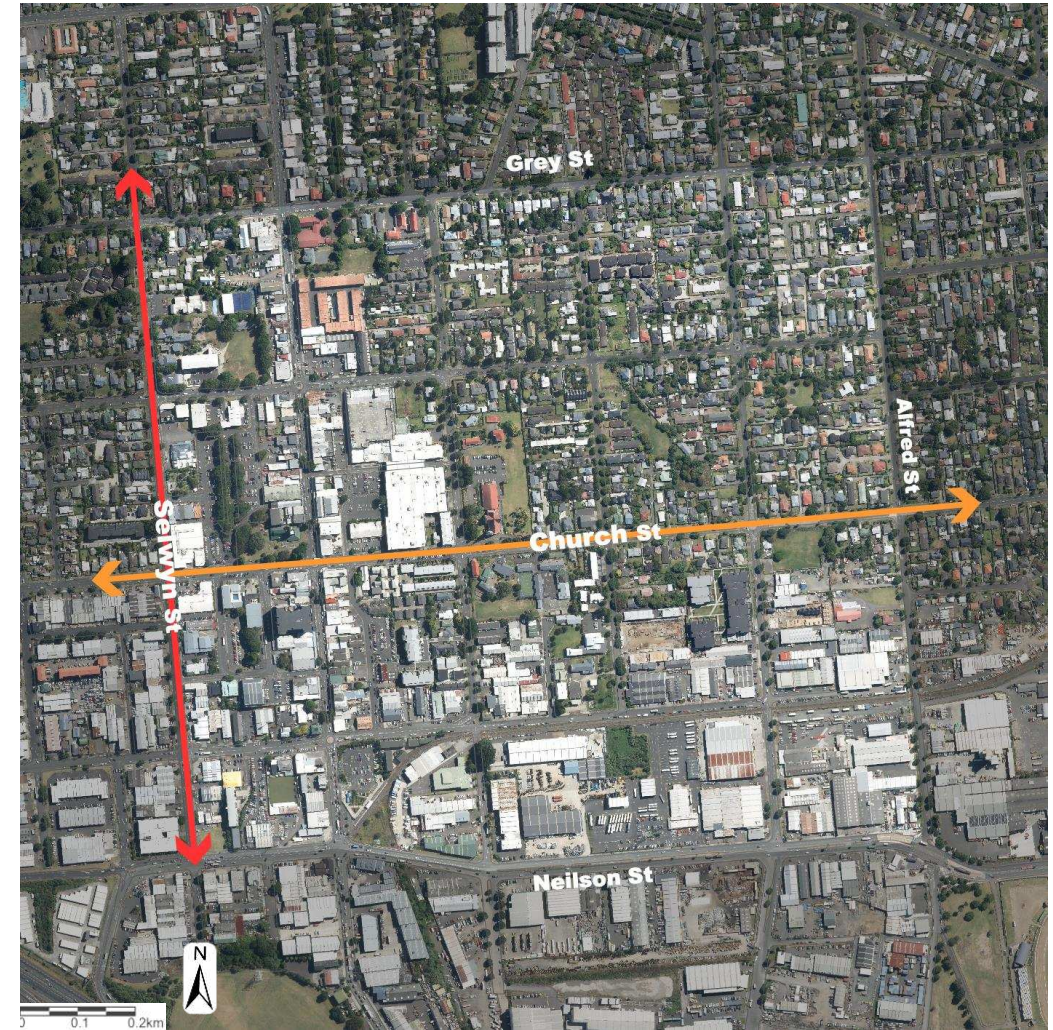


Observations

- North-south traffic is concentrated on Onehunga Mall, despite only Selwyn Street being classified as an arterial
- Grided pattern is causing spread out traffic pattern for east-west streets
- This creates unsafe intersections on Onehunga Mall and in residential precinct.
- Large blocks and no mid-block crossings encourage unsafe crossing
- Lack of signalised intersections and badly designed roundabouts cause congestion and an unsafe pedestrian environment

Public Transport Key Move

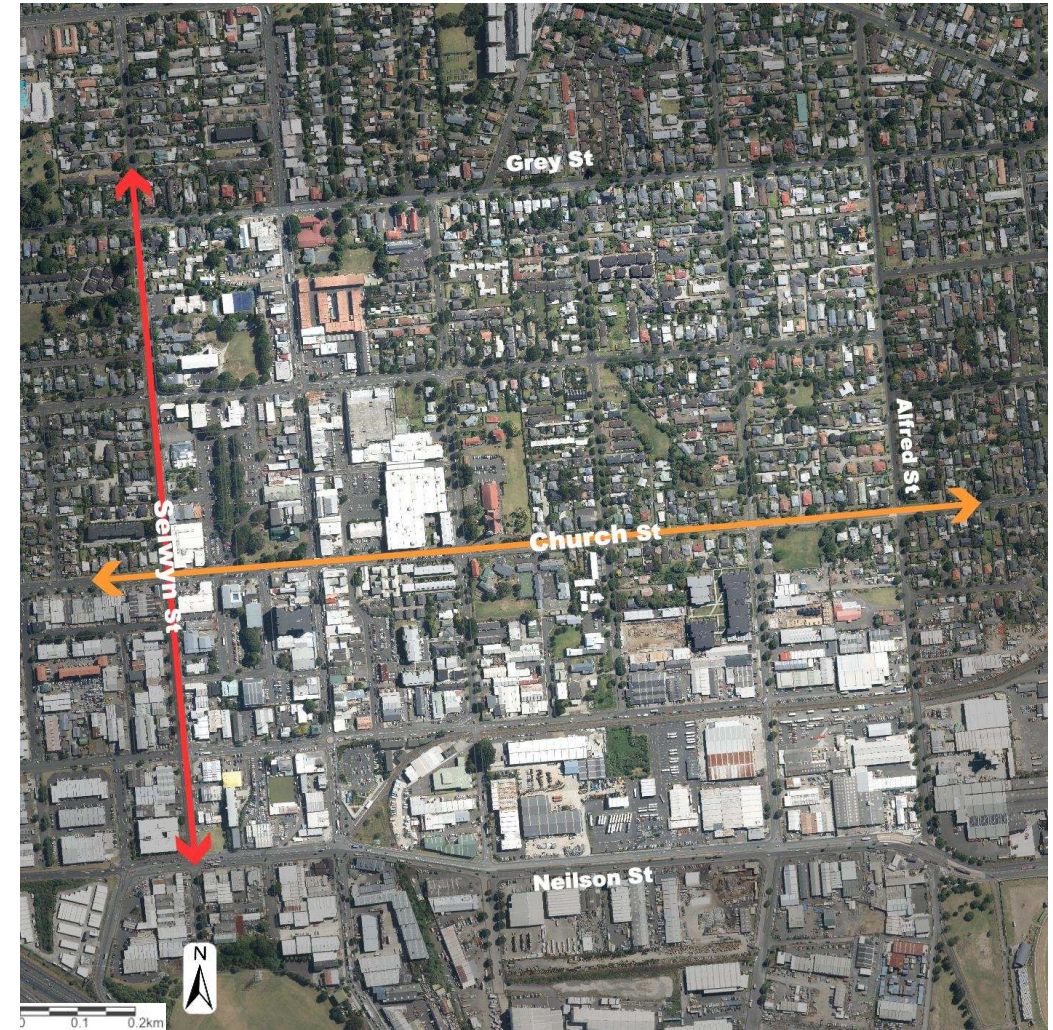
- Centralise Bus operations around a purpose built bus station
- Three Options
 - Onehunga Railway Station
 - Onehunga Town Centre
 - Future Avondale-Southdown Onehunga Mall station



Source: Auckland Council. Modified by author

Traffic Flow Key Move

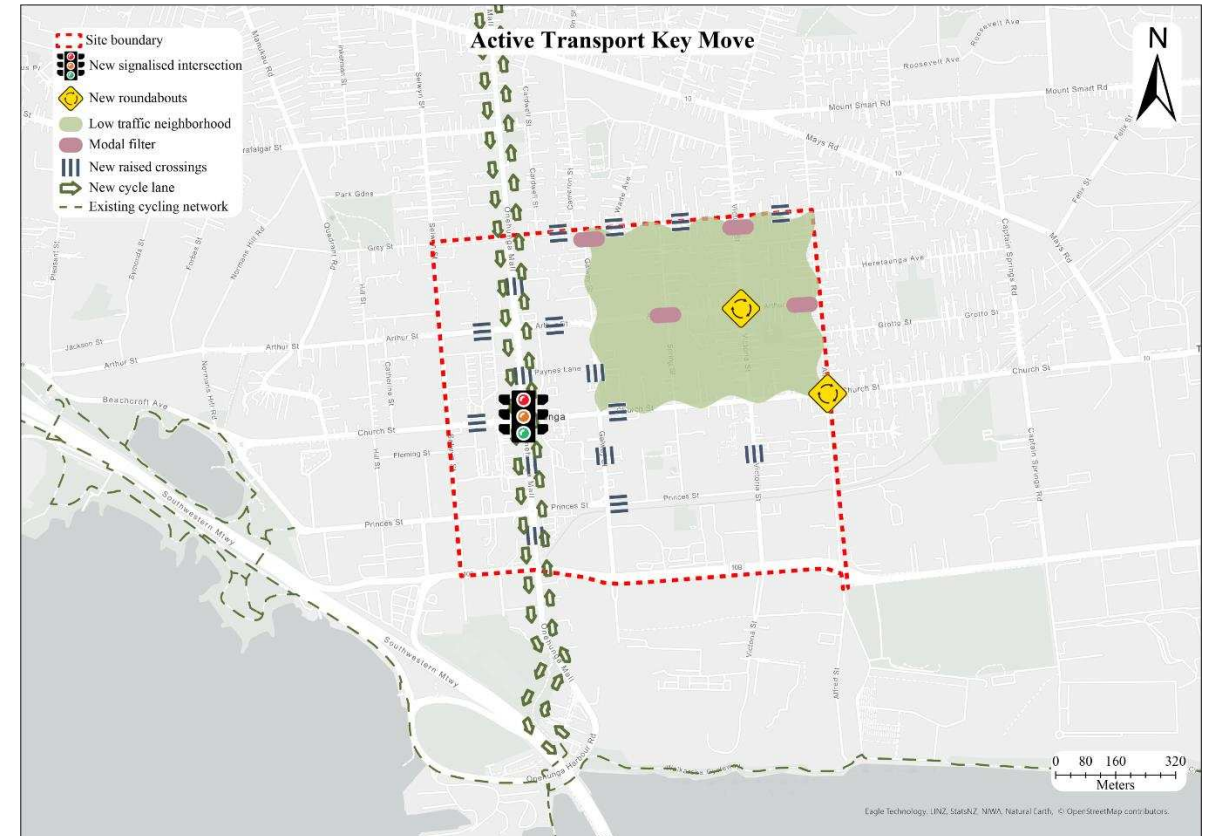
- To accommodate increased demand from new development, traffic will be diverted from local streets onto designated through routes
 - East-west movement on Church Street
 - North-south movement on Selwyn Street
- Achieved through:
 - Dynamic parking/driving lanes
 - Clearway, T2/3
 - Converting Parking into permanent bus lanes
 - Strategic signalized intersections



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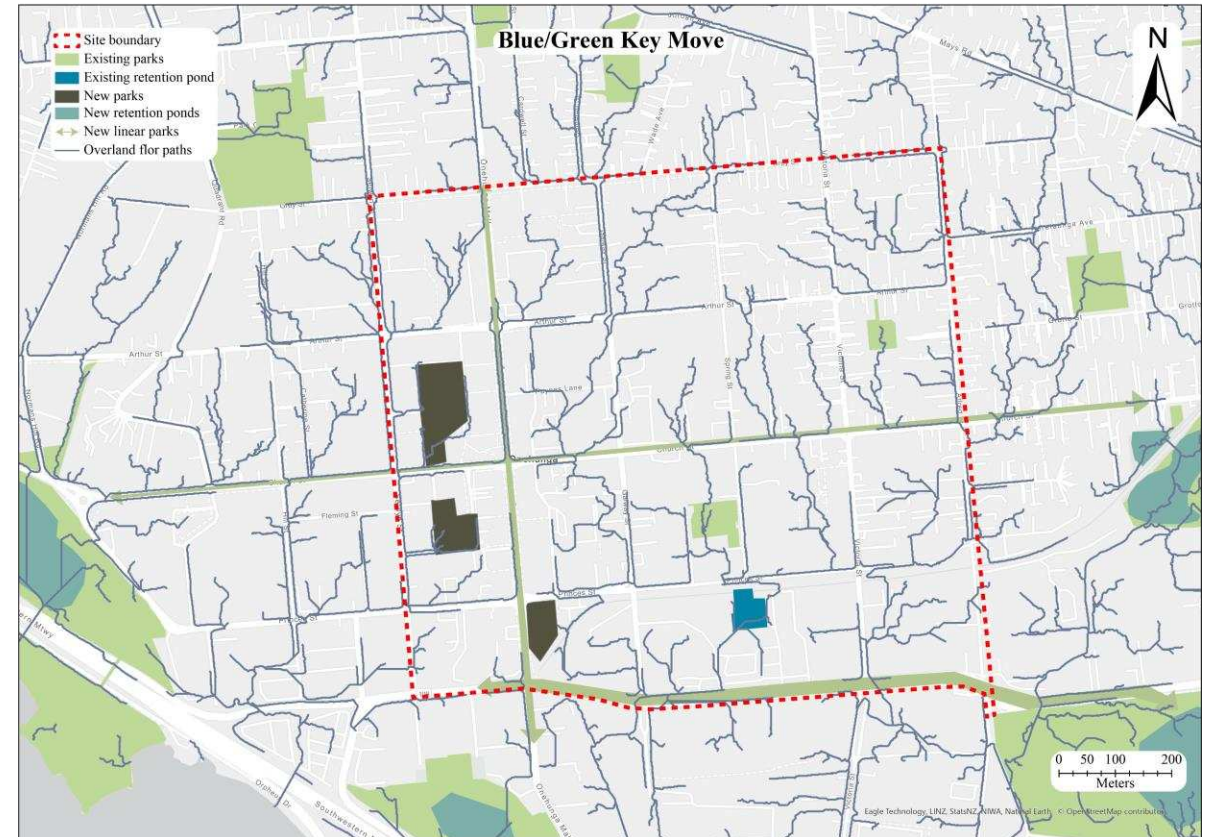
Active Transport Key Move

- A low traffic neighbourhood, using modal filters, will discourage through traffic and increase safety whilst still retaining vehicular access.
- New raised crossings will provide mid-block crossings and improve safety.
- New roundabouts will address congestion whilst improving pedestrian safety by addressing running stop signs.
- A new signalised intersection at Onehunga Mall & Church Street can address the most significant point of congestion and pedestrian crash risk.
- A new bi-directional cycle lane on Onehunga Mall will connect to the wider cycling network and promote the use of micro-mobility



Blue/Green Key Move

- Access to greenery in the site is limited, and there is little public owned land to redevelop except Waiapu Precinct, Municipal Place & Onehunga Park & Ride
- A linear-park model can be embraced to bring greenery into the precinct whilst improving access to reserves outside the precinct
- The linear park can be constructed along ridgelines to provide a conduit for overland flow paths to be directed towards designated retention ponds
- Municipal Place & Onehunga Park & Ride can be redeveloped utilising the Waiapu Precinct model to further integrate greenery and public plazas into the town centre



Key move 5

- Patrick
- Social infrastructure



A Future Ready Onewhanga

- A unified vision for Onewhanga, Tūhoto 2055 will direct development to create:
 - A safer, more accessible street network and pedestrian realm, promoting active transport
 - A more reliable and legible public transport network, that will encourage mode shift following population increase, curtailing increased congestion
 - A greener public realm and clever stormwater solutions that will increase resilience
 - A consolidated east-west vehicular axis that will increase safety and address congested intersections throughout the precinct
 - Sufficient social infrastructure to support a healthy and thriving population