

Attachment

Overview map of the proposed improvements



More detail on the proposed improvements

| Location | Proposed improvements |
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| Seabrook Avenue between Willerton Avenue and Margan Avenue | <p>Seabrook Avenue shared path and cycleway</p> <ul style="list-style-type: none"> New 3m wide shared path and cycleway, separated from the road, on Seabrook Avenue (berm side) between Willerton Avenue and Margan Avenue. <p>The proposed shared path would start at Willerton Avenue alongside Lawson Park and end at 58 Seabrook Avenue (end of Lawson Park). At this point, cyclists would transition to a newly constructed two-way cycleway that would continue along Seabrook Avenue, close to the kerbside, to Margan Avenue. Pedestrians would continue walking on existing footpath.</p> <p>The cycleway would be designed to continue behind bus stops along Seabrook Avenue.</p> <p>Seabrook Avenue cycleway would connect to the existing shared path along Margan Avenue and Rankin Avenue.</p> |

| Location | Proposed improvements |
|--|---|
| Willerton Avenue and Seabrook Avenue intersection | <p>Willerton and Seabrook Avenue intersection improvements</p> <ul style="list-style-type: none"> • Raised intersection platform (height 100mm) • Kerb buildouts with low level planting • Paved footpath with tactile pavers • Non-signalised pedestrian crossing on Willerton Avenue next to Lawson Park. <p>The proposed pedestrian crossing would connect with the existing footpath and proposed shared path to provide a safe crossing point for both pedestrians and people on bikes.</p> |
| Gardner Avenue and Seabrook Avenue intersection | <p>Gardner and Seabrook Avenue intersection improvements</p> <ul style="list-style-type: none"> • 3 new pedestrian crossings • Raised intersection platform (height 100mm) • Kerb buildouts with low level planting • Paved footpath with tactile pavers. <p>The kerb buildouts will improve safety by reducing the crossing distance and slowing vehicle speeds when approaching the intersection.</p> <p>The proposed pedestrian crossing would connect with the existing footpath and proposed cycleway to provide a safe crossing point for both pedestrians and people on bikes.</p> |
| Margan Avenue and Seabrook Avenue intersection | <p>Margan and Seabrook Avenue intersection improvements</p> <ul style="list-style-type: none"> • Speed table (on west side close to St Austells Presbyterian Church) • Re-alignment of the existing triangle island kerb to straighten the intersection • New splitter (traffic island) to help align traffic approaching the intersection. <p>These improvements would make the intersection safer for pedestrians, people on bikes and motorists by increasing visibility and lowering speed of turning vehicles.</p> |
| Rankin Avenue / Clark Street / Totara Avenue intersection improvements | <p>Rankin Avenue, Clark Street and Totara Avenue intersection improvements</p> <p><u>Rankin Avenue</u> – install cycle detectors on the two existing advanced stop boxes, install a new hook turn box with detectors, remove the existing flexi posts on Rankin Avenue crossing and replace with a cycle hold rail for better support.</p> <p><u>Clark Street (west end)</u> – install a new cycle crossing (2.5m wide) parallel to the existing signalised pedestrian crossing on Clark street, existing pedestrian crossing to be widened to 2.5m, install a new hook turn box with detectors and move the vehicle limit line back to accommodate new cycle crossing.</p> <p><u>Clark Street (east end)</u> – install a new advanced stop box.</p> <p><u>Totara Avenue</u> – install a new signalised pedestrian crossing with tactile pavers and two new advanced stop boxes with detectors.</p> <p>Add new way finding signs at the intersection.</p> |
| 6, 44, 62A Seabrook Avenue | <p><u>OTHER ADDITIONAL IMPROVEMENTS</u></p> <p><u>Bus stop improvements</u> – 3 existing bus stops</p> <ul style="list-style-type: none"> • Addition of bus shelters and concrete platforms (waiting area for passengers at bus stop) |

| Location | Proposed improvements |
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| | Bus stops close to 6 and 44 Seabrook Avenue will be relocated a few metres from their current locations to accommodate the proposed cycleway. The bus stop close to 62A Seabrook Avenue will stay in its current location. |
| 2A, 4, 24, 55 and 67 Seabrook Avenue | <p>Traffic calming treatments – 5 new speed cushions along Seabrook Avenue</p> <ul style="list-style-type: none"> • 2 speed cushions on either side of the existing pedestrian refuge crossing close to New Lynn school at 2A and 4 Seabrook Avenue • 1 speed cushion close to Denyer Place at 24 Seabrook Avenue • 2 speed cushions, one each at 55 and 67 Seabrook Avenue <p>Traffic calming treatments, such as speed cushions, help to reduce vehicle speeds by slowing them as they approach the treatment. Slower speeds create a safer environment for pedestrians, people on bikes and motorists.</p> <p>Seabrook Avenue is on a bus route in one direction only, with three bus stops along it. Bus route 186 is a South Lynn loop from the New Lynn train station.</p> <p>Speed cushions are preferable to full-width speed tables or humps on bus routes. Bus wheels move through the gap in the speed cushions, ensuring a smooth ride. Other vehicles have to slow down as they approach speed cushions, because their wheels are not far enough apart to move through the gaps.</p> <p>The speed cushions will be 1.8m wide, 75mm high and made of asphalt concrete.</p> |
| Seabrook Avenue | Protected cycle crossing – adjacent to 61 Seabrook Avenue to help on-road cyclist's transition onto the proposed two-way off-road cycleway. |
| Denyer Place | Kerb buildout extensions - on Denyer Place (side street) at the intersection with Seabrook Avenue, to narrow crossing distance and improve safety. |
| Throughout New Lynn town centre | Additional Bike racks - Replace existing lollipop bike parking racks outside the New Lynn War Memorial Library with new Sheffield bike racks. We will also install new bike racks in other locations throughout New Lynn town centre where they are needed. Please include in your feedback where you think bike racks are required. |
| Along the proposed route | <p>Street lighting upgrades - at intersections and along the proposed cycleway.</p> <p>Way finding signs - at intersections and along the proposed cycleway.</p> |

| Changes to parking | Changes to on-street parking on Seabrook Avenue |
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| Existing car parks | 126 car parks are currently available along Seabrook Avenue from Margan Avenue to 74a Seabrook Avenue. |
| Proposed changes to car parks | 86 car parks will be retained. A total of 40 car parks will be removed near the proposed intersection improvements and traffic calming locations on Seabrook Avenue and side streets to improve visibility and lower traffic speed. Please refer to the parking assessment plan available at https://at.govt.nz/haveyoursay |
| Parking demand survey (2017) | We have carried out a survey of parking demand at peak hours, off-peak hours and on weekends. The results indicate that parking demand is low (a maximum demand of 29 spaces), and the proposed car park removal will not affect current usage along Seabrook Avenue. |