

Summary of your feedback on Seabrook Avenue Cycleway and intersection improvements New Lynn



Total number of submissions received = 127

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Summary

Auckland Transport is proposing a new 3m wide off-road cycleway and shared path on Seabrook Avenue and improvements to four intersections between the New Lynn train station and Willerton Avenue, New Lynn. We consulted on this proposal from 1 May to 4 June 2017 and received 127 submissions. We also consulted with directly affected residents on an existing bus stop relocation from 62A Seabrook Avenue to 64 Seabrook Avenue from 1 to 14 August.

Key feedback

Your feedback indicated:

- A high level of support for the proposal overall (70% of all submitters)
- A high level of support (70%) for the proposed cycleway and shared path
- More support (35%) than opposition (6%) for the proposed intersection changes

Outcome

We have used your feedback to help us improve and finalise design of the proposed improvements. As a result, we have decided to:

- Make improvements to four intersections between the New Lynn train station and Willerton Avenue, New Lynn
 - Rankin Avenue, Clark Street and Totara Avenue intersection at the New Lynn station
 - Intersections of Seabrook Avenue with Margan Avenue, Gardner Avenue and Willerton Avenue.
- Install an off road 3m wide two-way cycleway on Seabrook Avenue (berm side) between Margan Avenue intersection and start of Lawson Park. Install a two-way shared path from start of Lawson Park to the intersection of Willerton Avenue with Seabrook Avenue
- Upgrade and relocate existing bus stops, install traffic calming treatments (speed cushions), extend kerb build outs, provide bike racks, upgrade street lighting and install way finding signs
- Remove 40 car parks close to the proposed intersection improvements and traffic calming locations (speed cushions) along Seabrook Avenue between Margan Avenue intersection and 74A Seabrook Avenue.

In addition to above we will be making the following changes:

- On the Gardner Avenue intersection, we will be relocating proposed pedestrian crossing at 27 Seabrook Avenue to 29 Seabrook Avenue in front of dairy.

- On the Willerton Avenue intersection, we will be providing two additional pedestrian crossings, one at 91 Seabrook Avenue and the other at north end of Willerton Avenue.
- Remove the proposed new protected cycle crossing and cycle holding rail adjacent to 61 Seabrook Avenue
- Relocate the existing bus stop at 62A Seabrook Avenue to 64 Seabrook Avenue with concrete bus platform. Removal of two trees outside 64 Seabrook Avenue. We will plant two native trees in the nearby parks reserve

Next steps

Construction is planned to commence in early November 2017 and be completed by June 2018.

Background

Project overview

We want to provide safer and more convenient cycle routes throughout New Lynn giving people more travel options to get to work, school and local attractions such as shopping centres, cafes and parks. We are already working on the New Lynn to Avondale and Waterview Shared Paths, and Te Whau Pathway, and want to build on these improvements to encourage more walking and cycling trips in the area.

Following a period of public feedback in June 2016 about cycling improvements in New Lynn, Avondale and surrounding areas, we received a high level of feedback suggesting potential cycle routes and identifying problem areas. Taking public feedback into account, we are currently focussing on cycling projects close to the New Lynn and Avondale train stations. New Lynn train station is the third busiest station in Auckland and will be only 26 minutes' train ride from the city once City Rail Link is constructed. We believe New Lynn has good potential to get more people travelling to the train station by bike.

The Seabrook Avenue cycleway will use local funding combined with funding allocated from the government's Urban Cycleway Programme to provide better cycling connections within communities.

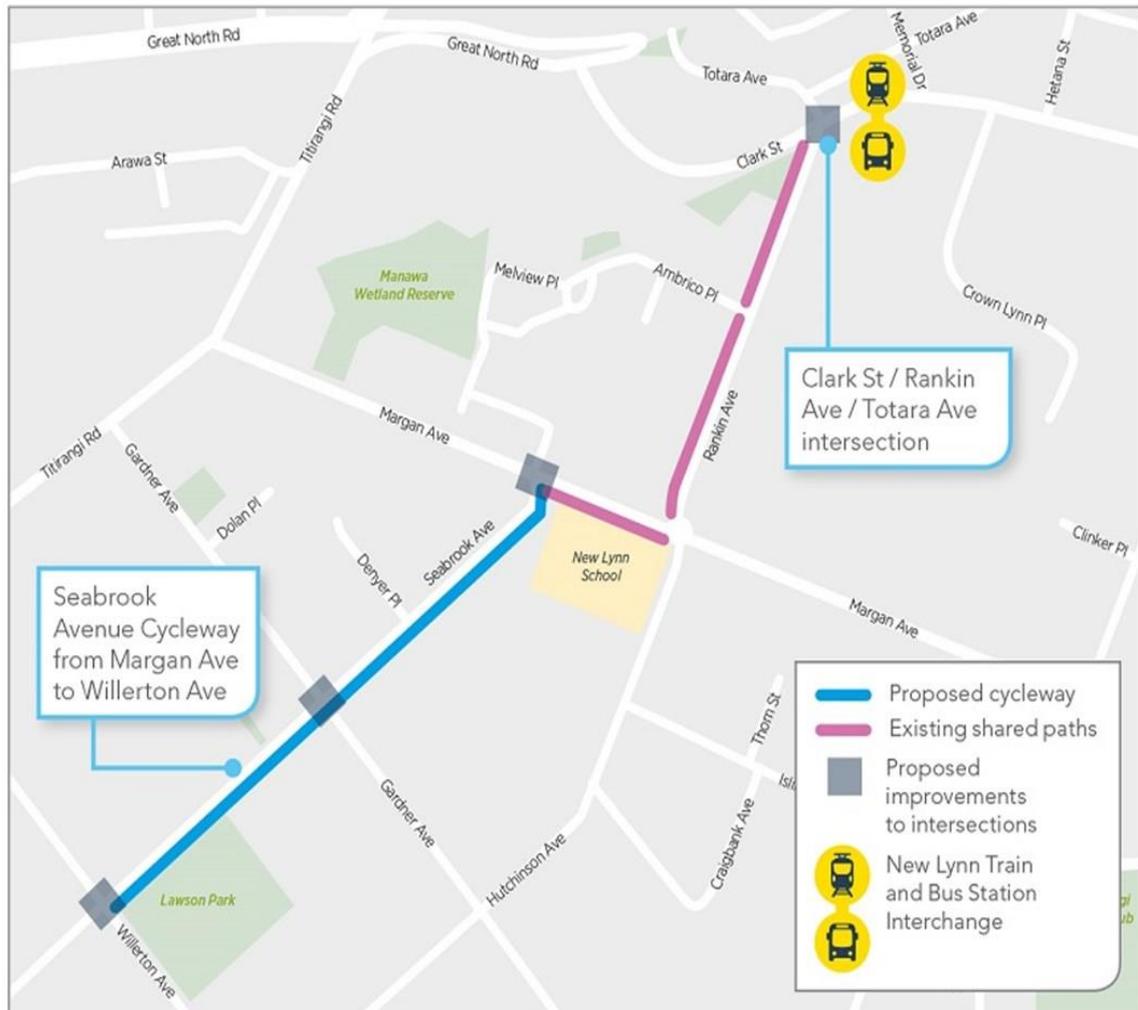
The 3m wide off-road cycleway will start at the intersection of Willerton Avenue and Seabrook Avenue (next to Lawson Park) and run along Seabrook Avenue. It will connect with the existing shared paths on Margan Avenue and Rankin Avenue, providing access to the New Lynn train station and town centre. The cycleway will also make it easier for children to cycle to New Lynn Primary School.

This route along Seabrook Avenue was preferred over other routes in New Lynn as it is the most cost-effective option. Other options included land purchase or significant roadworks, and could not be delivered with the funding available.

We also propose improvements for three intersections along Seabrook Avenue as well as the intersection of Rankin Avenue, Clark Street and Totara Avenue at the New Lynn train station. We want to reduce the speed of vehicles entering and exiting intersections, and prioritise the movement of pedestrians and people on bikes. Slower vehicle speeds should also help to make the area more appealing to pedestrians and residents.

Proposed improvements

Map of proposed improvements:



Details of proposed improvements

We proposed:

- A 3m wide off-road shared path and cycleway on Seabrook Avenue (berm side) between Willerton Avenue and Margan Avenue
- Raised platforms at the intersections of Seabrook Avenue with Willerton Avenue and Gardner Avenue, as well as low planted kerb buildouts and non-signalised pedestrian crossings.
- A speed table at Margan Avenue and Seabrook Avenue intersection. The existing triangle island kerb will be realigned, straightening the intersection, and a new splitter traffic island installed

- Pedestrian and cycle crossings at the intersection of Rankin Avenue, Clark Street and Totara Avenue at the New Lynn train station. A new cyclist advanced stop box will be installed on Totara Avenue and all advanced stop boxes fitted with cycle detector loops
- A protected cycle crossing adjacent to 61 Seabrook Avenue
- Removal of approximately one third of on-street parking at proposed intersections improvements and traffic calming treatment locations between Margan Avenue and 74a Seabrook Avenue
- Bus shelter and concrete platform additions to the existing Seabrook Avenue bus stops, and minor relocations of two of these bus stops
- Additional bike parking at various locations around New Lynn town centre
- Traffic calming measures such as speed cushions and a speed table along Seabrook Avenue
- Way finding signs and upgraded street lighting.

You can find further details of these improvements in Attachment 2, as well as the detailed design plans in Attachment 3.

Consultation

The consultation period ran from 1 May to 4 June 2017.

To let you know about our consultation, we:

- mailed consultation letters, consultation plans and feedback forms to 2445 property owners and occupiers close to proposed improvements along Seabrook Avenue and Clark Street/Rankin Avenue intersection at the New Lynn train station. Additional copies were provided to the New Lynn Business Association, the Whau Local Board, New Lynn School and the New Lynn Library. Some of the mailed out consultation letters were returned back to us by NZ post as the mailing address was insufficient. We organised hand delivery of consultation letters to letter boxes along those streets and extended feedback period to 4th June 2017 from initial 21 May 2017
- provided posters about the consultation to the Whau Local Board, New Lynn School, New Lynn Business Association, New Lynn Library and New Lynn RSA
- emailed/posted the consultation letter to the Whau Local Board, New Lynn Business Association, New Lynn School, New Lynn RSA, Bike Auckland, Greater Auckland (formerly known as Transport Blog), Generation Zero and New Lynn Library
- set up a [project webpage](#) and an online feedback form on our website. Consultation plans and parking plans were also available on our website
- advertised in the Western Leader newspaper on 9 May 2017
- distributed a media release on 1 May 2017 and published articles on the [Bike Auckland](#) website
- posted information on Facebook through the Whau [Local Board](#) and [Auckland Council](#) pages, as well as on Neighbourly, Twitter and LinkedIn
- held an open day at the New Lynn Library meeting room on 11 May from 3pm to 6pm

Giving feedback

You could provide feedback using an online feedback form (on our [Have Your Say](#) website) or a hard copy form included in the consultation letter.

In our consultation we asked you the following questions:

- What do you think about the proposal in general?
- What do you think about the proposed off-road cycleway on Seabrook Avenue?
- What do you think about the proposed intersection improvements? (Please specify which intersection.)
- What do you think about the other additional improvements?(Please include in your feedback where you think bike racks are required in New Lynn town centre.)

Your feedback

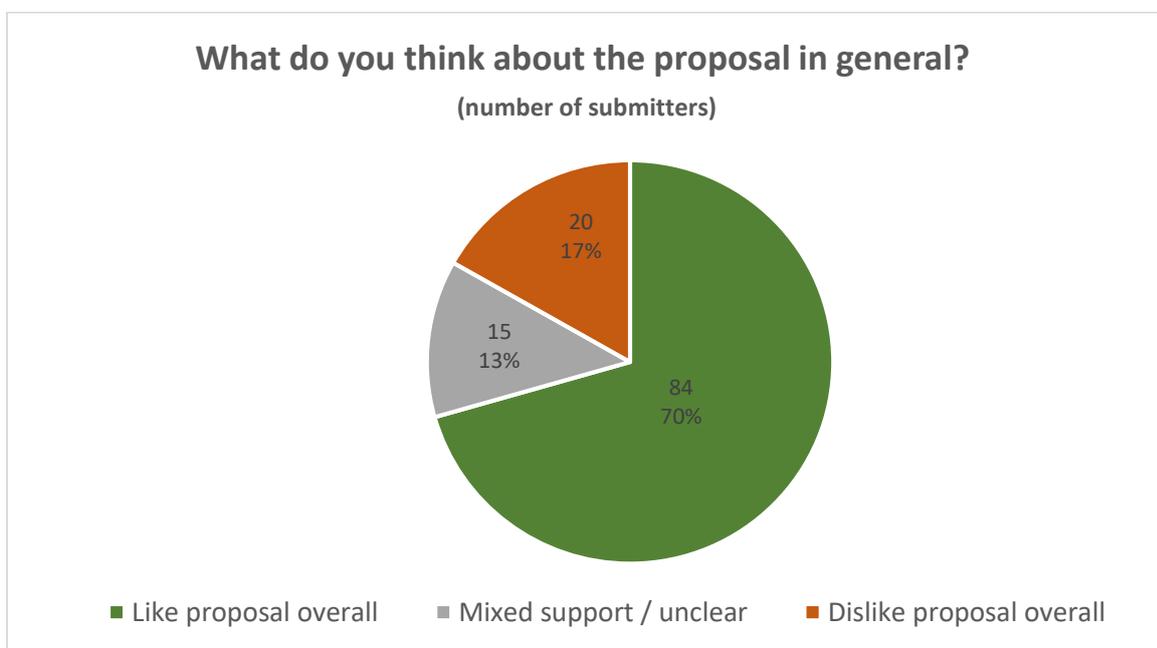
Overview

We received public feedback on the proposal from 127 submitters:

- 57 people submitted online
- 70 people submitted using the hardcopy feedback form.

Overall support for proposed improvements

Your response to our question “what do you think about the proposal in general” indicated the majority of submitters (70%) like the proposal. In contrast, 17% of submitters indicated they don’t like the proposal, and 13% expressed mixed (or unclear) views.



Themes in feedback / comments

We have analysed your feedback, identifying the following key themes based on what you like or don't like about the proposal, as well as your comments and suggestions:



Proposed cycleway, shared path design and route -

- 84 submitters specifically indicated they **like/support** an aspect of the proposed cycleway and shared path
- 20 submitters indicated they **do not like/do not support** an aspect of the proposed cycleway and shared path
- 15 submitters indicated **mixed support** (or were unclear about their support) for the proposed cycleway and shared path

The key reasons people **like the proposed cycleway and shared path** are:

- Increases safety (through separated/off-road cycleway)

“I love seeing dedicated cycle lanes allowing people to cycle safely on a busy road.”
- Encourages more cycling and walking (and families to cycle)

“Any improvements to make cycling or walking more enjoyable are most welcome.”
- Provides connections to schools, New Lynn town centre, transport, other cycling networks

“It’s great that this route links to schools and open spaces, and back to the town centre and transport interchange.”

The key reasons people **don’t like the proposed cycleway and shared path** are:

- Cycleway not needed (not enough cyclists to justify, waste of money)

“The proposal is insane & a total waste of public money. Take a look as to how many people use this existing cycleway, Clark Street, before you can start the work.”
- Shared paths don’t work

“Don’t agree with the shared path. It should be redesigned as an on-road physically separated cycleway.”
- Street is too hilly to cycle up

“How many people/kids do you think will really cycle up a huge hill!”

The key suggestions to **improve the proposed cycleway and shared path** are:

- Widen Seabrook Avenue

“Widen Seabrook Avenue to allow vehicle parking & traffic flow.”
- Build protected, one-way cycle lanes on each side of the road

“Don’t agree with the shared path. It should be redesigned as an on-road physically separated cycleway.”
- Align cycleway next to road to make motorists more aware of cyclists

“I would align it next to the road so residents are already looking for traffic rather than setting it back where the footpath is.”
- Provide more clearance between parked cars and cyclists (to avoid dooring)

“The new two-way paths should be at least 0.5m away from the kerb (the car door zone)! Otherwise it will be risky for those riding near parked cars.”

The **key issues** people identified for the cycleway and shared path are:

- Parking, cycle ramps, cycle crossings near Lawson Park
“Cycle crossing at the bottom of Lawson Park is unnecessary & redundant; cycles can enter the cycleway at Willerton Ave or enter/leave unassisted.”
- Shared path conflict
“I think that the design should have included fully separated cycle lanes to minimise conflicts between different user groups.”
- Parked car-cyclist conflict
“There should also be more clearance between the vehicle carriageway and the two-way path to ensure that vehicle users cannot open doors directly into the path of cyclists.”
- Cyclist safety
“I am a little concerned - some people still back out onto the road - we have seen several near misses!”

Proposed intersection and crossing improvements-

- 44 submitters specifically indicated they **like/support** an aspect of the proposed intersection design
- 8 submitters indicated they **do not like/do not support** an aspect of the proposed intersection design, or that intersection improvements are not needed
- 8 submitters indicated **support** for raised platforms and speed tables
- 7 submitters indicated **opposition** to raised platforms and speed tables

The key reasons people **like the proposed intersection improvements** are:

- Increases safety
“Support the raised intersections and traffic calming at Margan Avenue, Gardener Avenue and Willerton Avenue – traffic calming is great for both pedestrian & bike safety!”
- Increases visibility
“Increased visibility at intersections is good.”
- Slows traffic
“All speed bumps are essential in Margan/Seabrook Ave to slow speed of traffic down especially adjacent to St Austell’s Church corner.”

The key reasons people **don't like the proposed intersection improvements** are:

- Waste of money

"Not really necessary, better [to] spend the money on other things."

- Not needed

"Many intersection changes and traffic alterations proposed for Seabrook Ave are excessive and unnecessary."

- Don't like speed cushions

"Please "no more" judder bars New Lynn is over-run with traffic lights & speed humps."

Parking -

- 4 submitters indicated **support** for the proposed parking loss

"I think the reduction in parking spaces in Margan, between Gardner and Seabrook is badly needed as it is difficult at times for buses and traffic to flow."

- 11 submitters **raised concerns** about parking loss

"The removal of parking will infuriate locals."

- 5 submitters **suggested removing parking** on one side of the road by Lawson Park

"Please add "New No Stopping At ALL Times Road Marking" through all Lawson Park area on Seabrook Avenue. Please mark yellow line on the road at least one side!"

Other comments include -

- 10 comments and suggestions on bus stop improvements including-
 - 4 submitters concerned about bus stop relocations, and
 - 2 suggestions to install or improve bus shelters.

"Please do not move bus stop [on Seabrook Avenue]. We are all senior citizens that live here and enjoy having it there."

"The moving [of] the bus stop is a good decision making sure it has a shelter. Make it wheelchair friendly as I could be using it regularly."

- 9 submitters concerned about tree removal

" Please keep all the trees - this is a beautiful street you are dealing with."

- 5 comments on general safety

“The street is also very dark, and it's scary walking it at night, so I think proposed intersection improvements will make it safer for pedestrians too.”

- 7 comments on footpaths and lighting

“We are supportive of upgrades to street lighting which is currently very low and unsafe for walking and cycling, especially around the pedestrian crossing on Seabrook Avenue.”

- 4 comments relating to other parts of Seabrook Avenue

“Should be extended along Seabrook all the way to West Lynn to Titirangi Road.”

- 9 comments about connections to other places and upgrades

“Would like it to link up to Glen Eden eventually.”

- Comments about more bike racks outside Lynn Mall (especially on the southern side) and at the train station if possible.

Please see Attachment 4: Auckland Transport's responses to concerns/suggestions/issues raised by those who had provided feedback.

Attachment 1: Feedback form questions

Feedback form

Seabrook Avenue Cycleway and intersections improvements



You can also provide your feedback at AT.govt.nz/haveyoursay
If you fill in this form, please return it by **Sunday 21 May 2017**.

1. What do you think about the proposal in general?

2. What do you think about the proposed off-road cycleway on Seabrook Avenue?

3. What do you think about the proposed intersections improvements? (Please specify which intersection)

**4. What do you think about other additional improvements? (refer to attachment for more details).
Please include in your feedback where you think bike racks are required in New Lynn town centre**

PRIVACY: Auckland Transport recognises privacy is an important matter. You can be assured any information you share with us will be treated with strict confidence, and will only be used for the purpose of this proposal.
Find out more: AT.govt.nz/haveyoursay

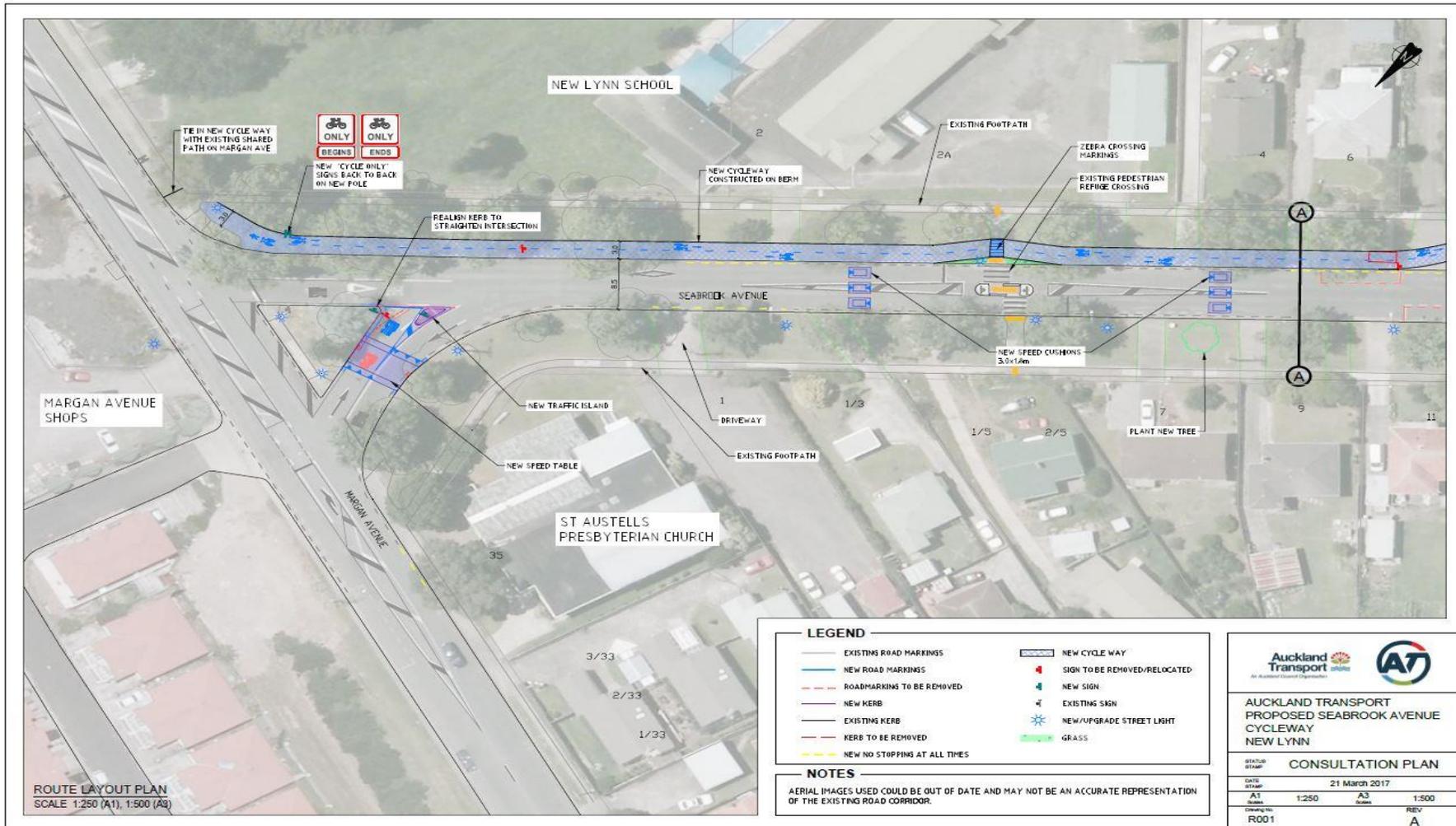
Attachment 2: Proposed improvements

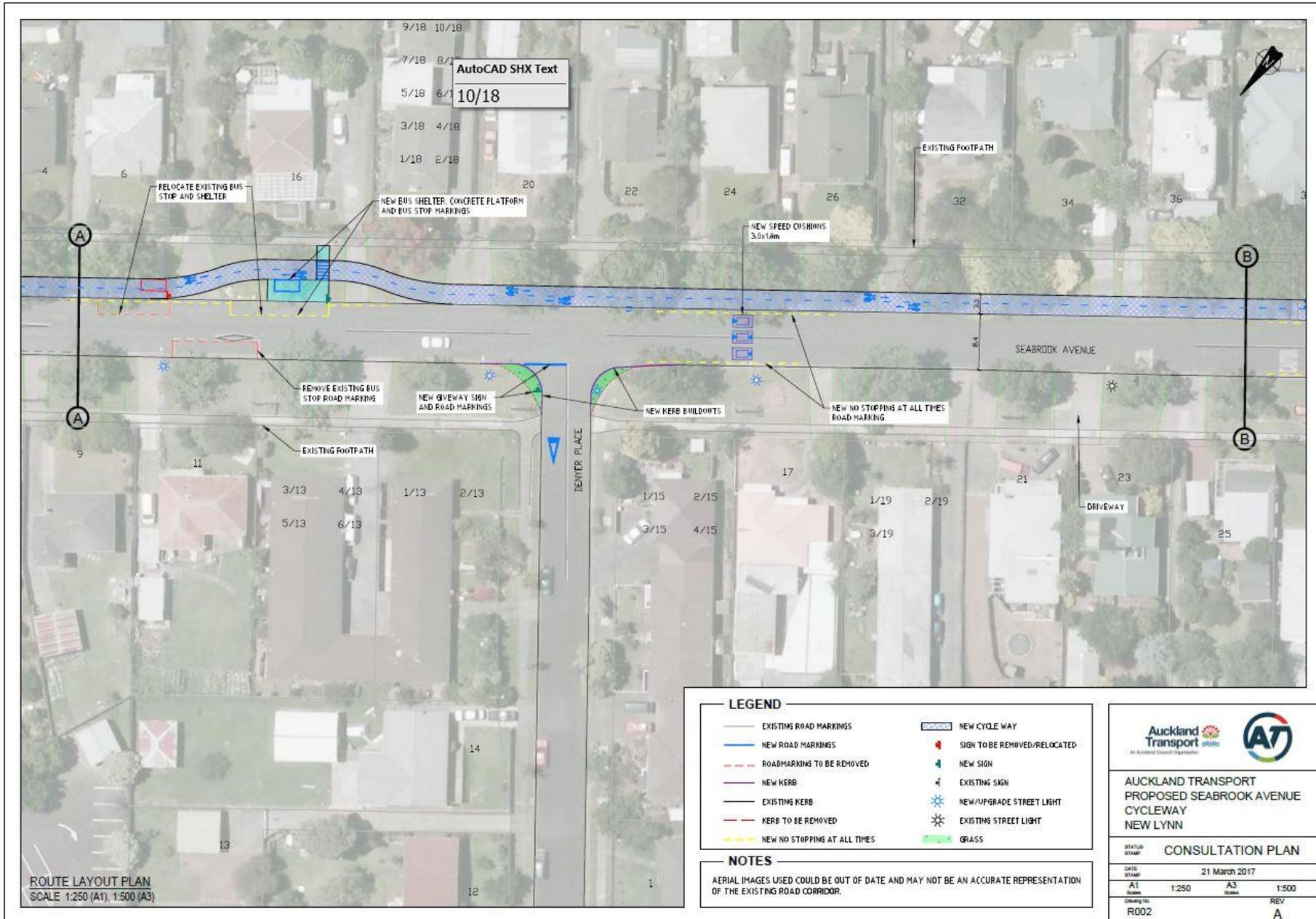
Intersection and crossing improvements	
Location	Proposed improvements
<p>Seabrook Avenue between Willerton Avenue and Margan Avenue</p>	<p>Seabrook Avenue shared path and cycleway</p> <ul style="list-style-type: none"> • New 3m wide shared path and cycleway, separated from the road, on Seabrook Avenue (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>
<p>Willerton Avenue and Seabrook Avenue intersection</p>	<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>
<p>Gardner Avenue and Seabrook Avenue intersection</p>	<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>
<p>Rankin Avenue / Clark Street / Totara Avenue intersection improvements</p>	<p>Rankin Avenue – 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>Clark Street (west end) – 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>Clark Street (east end) – install a new advanced stop box.</p> <p>Totara Avenue – 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>

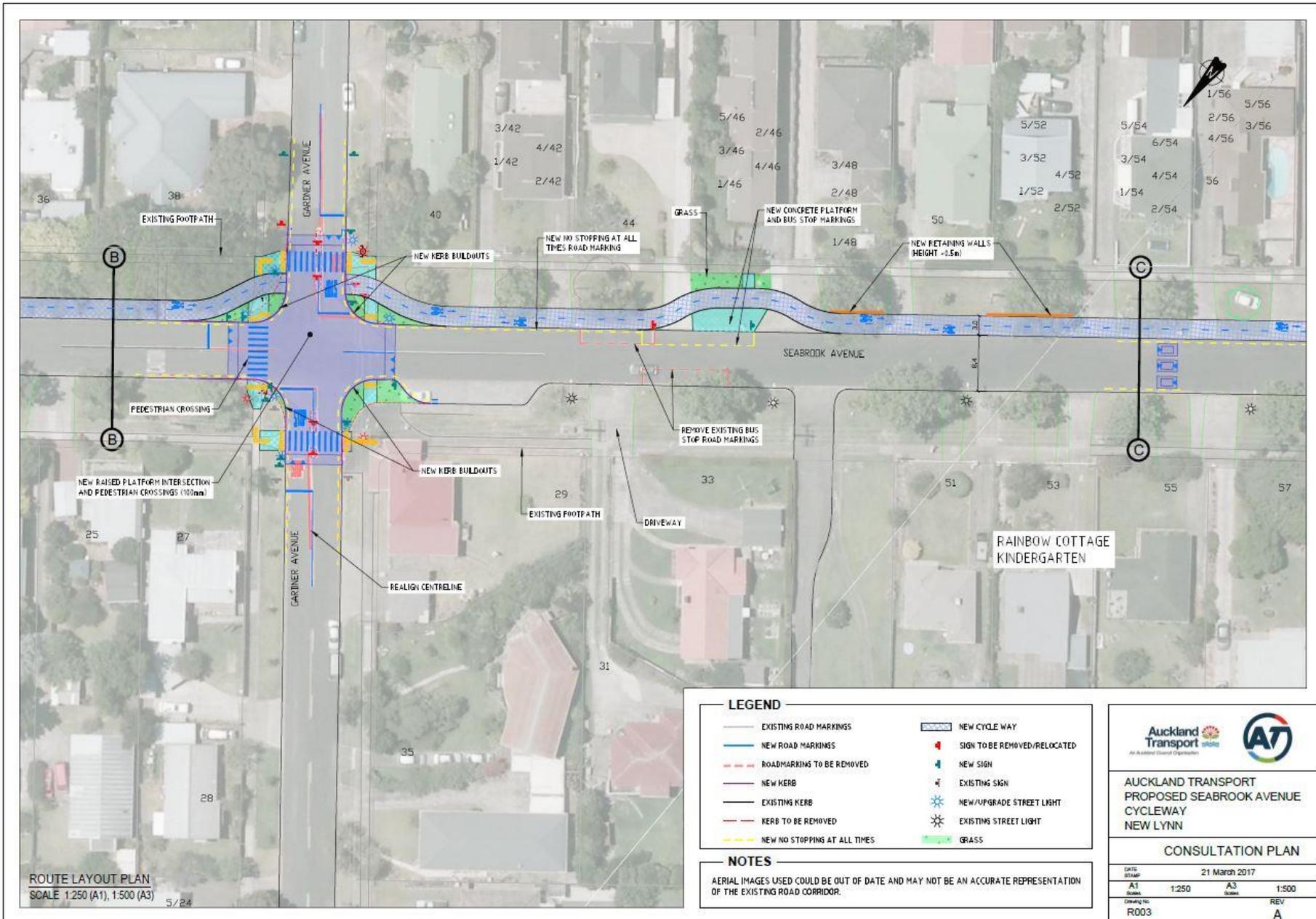
Bus stop improvements	
6, 44, 62A Seabrook Avenue	<p>Bus stop improvements – 3 existing bus stops</p> <ul style="list-style-type: none"> • Addition of bus shelters and concrete platforms (waiting area for passengers at bus stop) <p>Bus stops close to 6 and 44 Seabrook Avenue will be relocated a few metres from their current locations to accommodate the proposed cycleway. The bus stop close to 62A Seabrook Avenue will stay in its current location.</p>
Traffic calming treatments	
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. 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>
Protected cycle crossing	
Seabrook Avenue	<p>Protected cycle crossing – adjacent to 61 Seabrook Avenue to help on-road cyclist's transition onto the proposed two-way off-road cycleway.</p>
Kerb buildout extensions	
Denyer Place	<p>Kerb buildout extensions - on Denyer Place (side street) at the intersection with Seabrook Avenue, to narrow crossing distance and improve safety.</p>
Additional bike racks	
Throughout New Lynn town centre	<p>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</p>

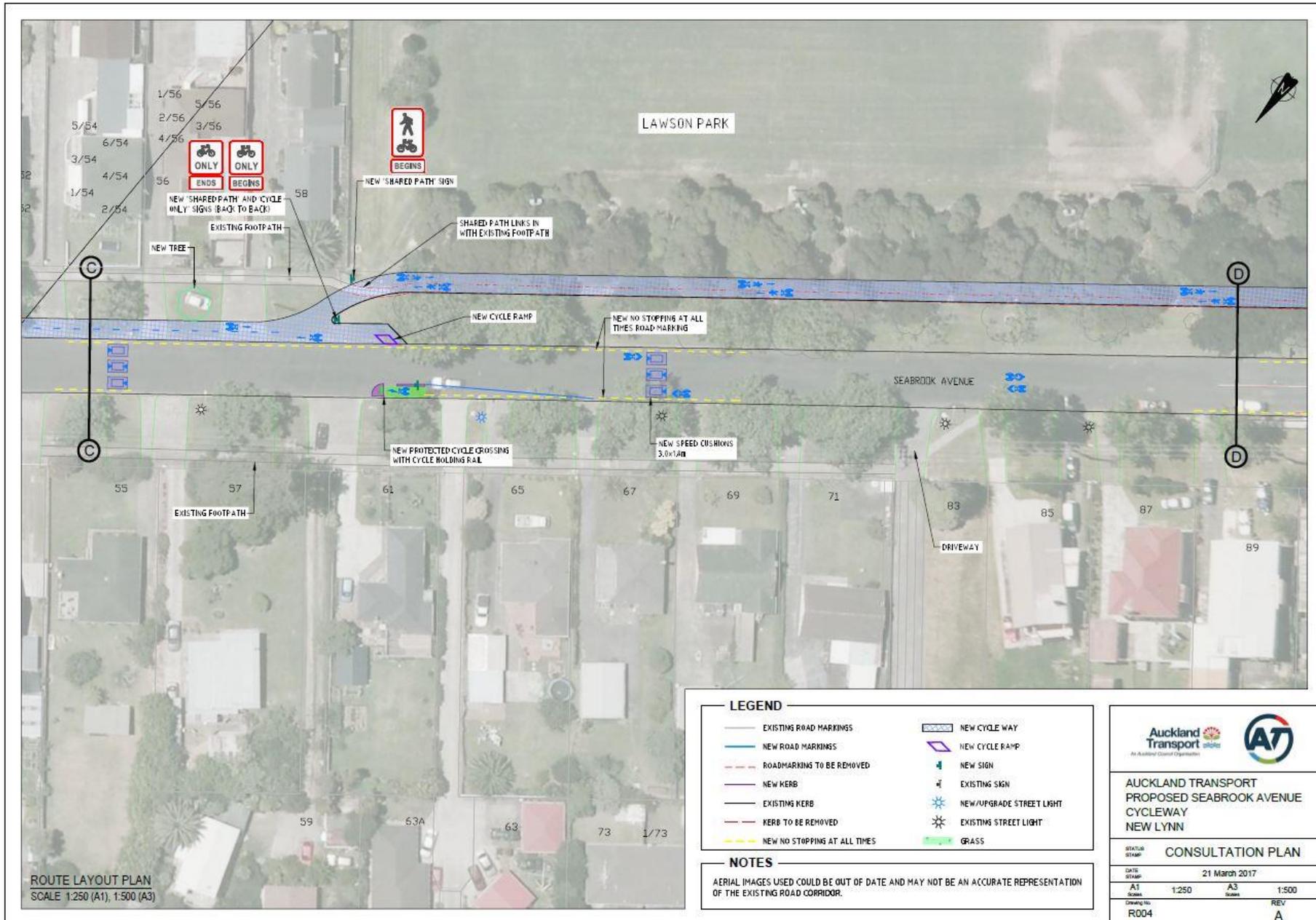
	centre where they are needed. Please include in your feedback where you think bike racks are required.
Lighting and signage	
Along the proposed route	<p>Street lighting upgrades - at intersections and along the proposed cycleway.</p> <p>Way finding signs - at intersections and along the proposed cycleway.</p>
Changes to on-street parking on Seabrook Avenue	
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 plans.
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.

Attachment 3: Consultation plans







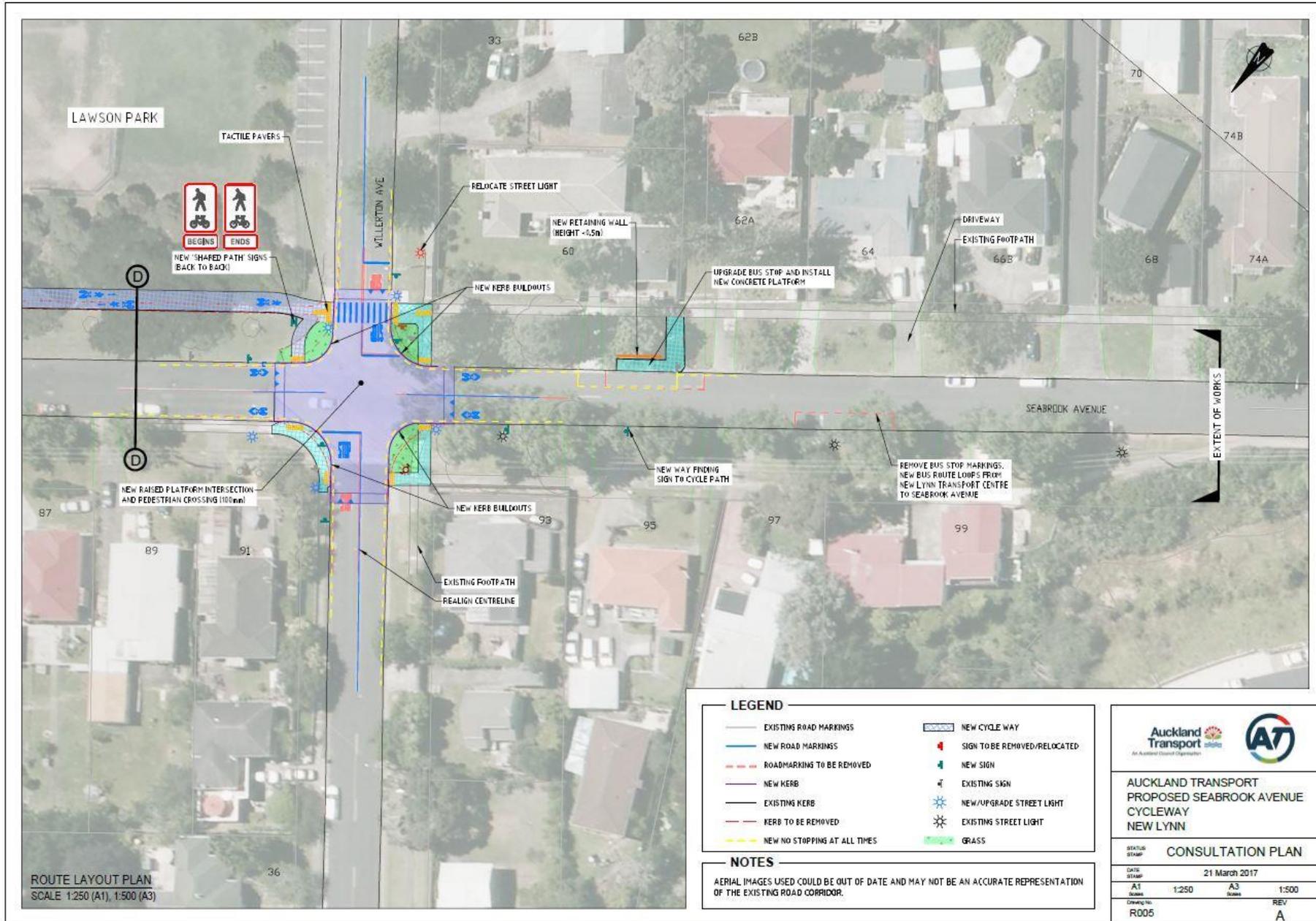


ROUTE LAYOUT PLAN
SCALE 1:250 (A1), 1:500 (A3)

LEGEND	
	EXISTING ROAD MARKINGS
	NEW ROAD MARKINGS
	ROADMARKINGS TO BE REMOVED
	NEW KERB
	EXISTING KERB
	KERB TO BE REMOVED
	NEW NO STOPPING AT ALL TIMES
	NEW CYCLE WAY
	NEW CYCLE RAMP
	NEW SIGN
	EXISTING SIGN
	NEW/UPGRADE STREET LIGHT
	EXISTING STREET LIGHT
	GRASS

NOTES
AERIAL IMAGES USED COULD BE OUT OF DATE AND MAY NOT BE AN ACCURATE REPRESENTATION OF THE EXISTING ROAD CORRIDOR.

AUCKLAND TRANSPORT PROPOSED SEABROOK AVENUE CYCLEWAY NEW LYNN	
STATUS STAGE	CONSULTATION PLAN
DATE ISSUED	21 March 2017
A1 SCALE	1:250
A3 SCALE	1:500
Drawing No	R004
REV	A



ROUTE LAYOUT PLAN
SCALE 1:250 (A1), 1:500 (A3)

LEGEND

— EXISTING ROAD MARKINGS	NEW CYCLE WAY
— NEW ROAD MARKINGS	SIGN TO BE REMOVED/RELOCATED
- - - ROADMARKINGS TO BE REMOVED	NEW SIGN
— NEW KERB	EXISTING SIGN
— EXISTING KERB	NEW/UPGRADE STREET LIGHT
- - - KERB TO BE REMOVED	EXISTING STREET LIGHT
- - - NEW NO STOPPING AT ALL TIMES	GRASS

NOTES

AERIAL IMAGES USED COULD BE OUT OF DATE AND MAY NOT BE AN ACCURATE REPRESENTATION OF THE EXISTING ROAD CORRIDOR.

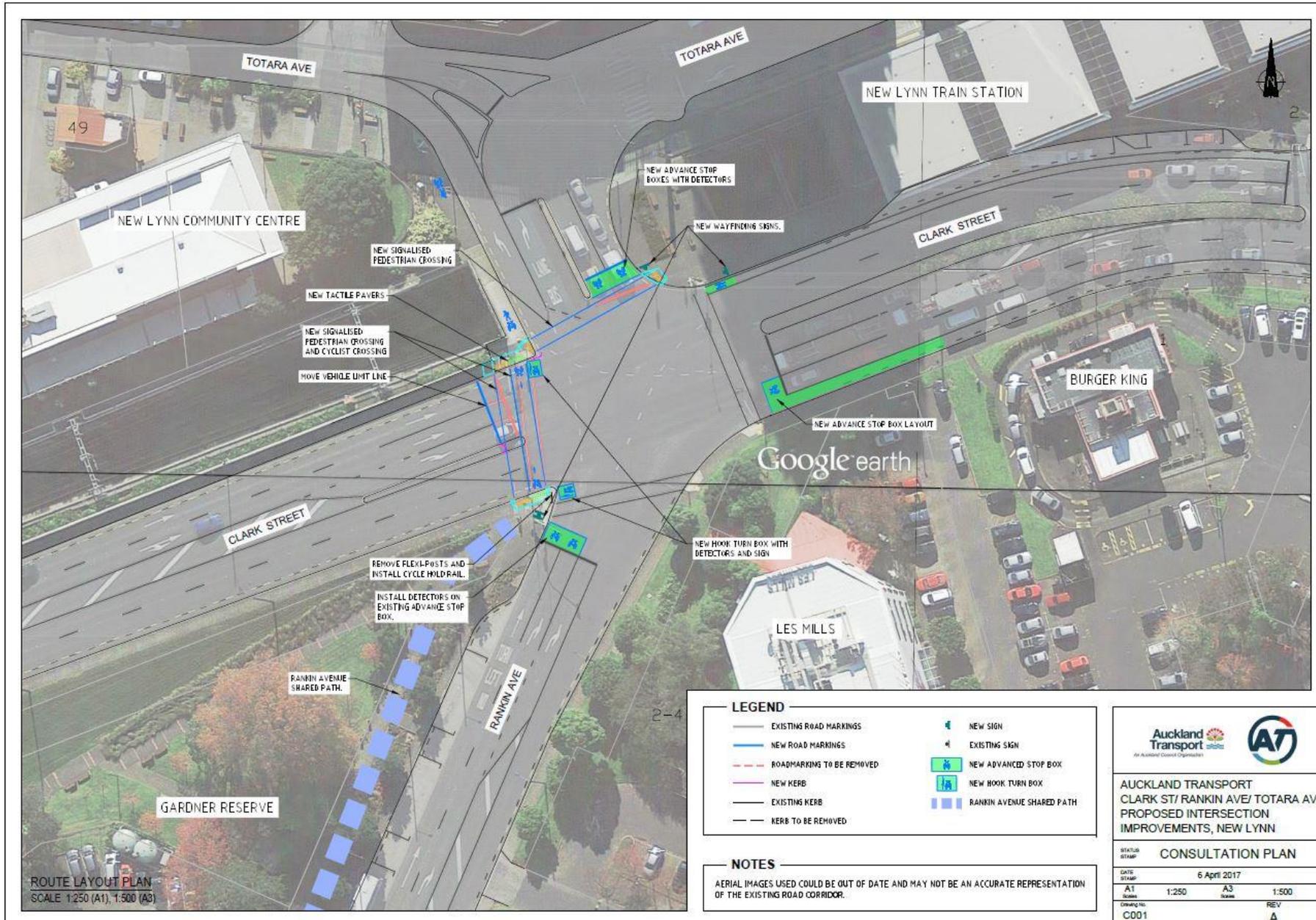
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Auckland Transport
PROPOSED SEABROOK AVENUE
CYCLEWAY
NEW LYNN

STATUS: **CONSULTATION PLAN**

DATE: 21 March 2017

A1	1:250	A3	1:500
Scale	Scale	Scale	Scale
005		REV	A
R005			



ROUTE LAYOUT PLAN
SCALE 1:250 (A1), 1:500 (A3)

LEGEND

— EXISTING ROAD MARKINGS	NEW SIGN
— NEW ROAD MARKINGS	EXISTING SIGN
- - - ROADMARKINGS TO BE REMOVED	NEW ADVANCED STOP BOX
— NEW KERB	NEW HOOK TURN BOX
— EXISTING KERB	RANKIN AVENUE SHARED PATH
— KERB TO BE REMOVED	

NOTES

AERIAL IMAGES USED COULD BE OUT OF DATE AND MAY NOT BE AN ACCURATE REPRESENTATION OF THE EXISTING ROAD CORRIDOR.

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AT

AUCKLAND TRANSPORT
CLARK ST/ RANKIN AVE/ TOTARA AVE
PROPOSED INTERSECTION
IMPROVEMENTS, NEW LYNN

STATUS
STAGE: CONSULTATION PLAN

GATE
DATE: 6 April 2017

A1 SCALE: 1:250	A3 SCALE: 1:500
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Drawing No: C001
REV: A

Attachment 4: Auckland Transport responses

Suggestion/question/issue	Auckland Transport response
1. Cycleway, shared path design and route	
Support cycleway and shared path design	
<p>"Excellent that more dedicated cycleways are being built, and the area is in much need of one! Shared paths, especially around school areas are ineffective as they quickly become unusable with a few kids not very aware of their surroundings walking along it."</p> <p>"Links school, town centre etc. "</p> <p>"The location of the shared cycle and pedestrian path along the Lawson park seems sensible."</p> <p>"Good idea. I would align it next to the road so residents are already looking for traffic rather than setting it back where the footpath is."</p> <p>"Fantastic idea, as I bike along Seabrook Avenue every day. Dangerous road at present - so yes, great. BUT the part up from Seabrook to Titirangi Village would be as important!!"</p>	<p>Thanks for your support.</p>
Don't support cycleway and shared path	
<p>"Big Fat "No". Bad; more ugly cycle lanes less greenery."</p> <p>"With the present traffic congestion and poor lights phasing, the last thing we need is more cycles on the road."</p> <p>"I don't consider the cyclepath is necessary - I seldom see cyclists in the street. I think there are insufficient cyclist using Seabrook Avenue to warrant it. More cyclist use</p>	<p>AT carried out an area wide public consultation in June 2016 for New Lynn, Avondale and surrounding areas. We requested feedback from local residents to help us identify and improve the key cycle routes that connect people to their places of work, local trains stations, shops, schools, parks and other community facilities.</p>

Suggestion/question/issue	Auckland Transport response
<p>Margan Avenue, so extend this to Titirangi Road. Also more people use Hutchison Avenue than Seabrook - it is a through route to Titirangi."</p>	<p>We received 556 feedback responses where people had identified 260 routes and 570 issues or concerns along those routes. Of these, there were 37 different types of issues or concerns raised at 244 various locations. We used feedback to develop cycle network for New Lynn and surrounding areas which will form part of Auckland Cycle Network (ACN).</p> <p>Installation of cycling facilities along Seabrook Avenue will provide an option for active modes of travel and contribute towards reducing traffic congestion. This will create an integrated cycling network given the proximity of the New Lynn train station, the Lynn Mall and community facilities.</p>
Separated cycleways - issues and suggestions	
<p>"Don't agree with the shared path. It should be redesigned as an on-road physically separated cycleway."</p> <p>"Maybe make the Lawson Park section a protected on road path? The priority should be a protected cycleway to get to Lynn Mall, especially from the Avondale side."</p> <p>"Please put in protected one-way cycle lanes on each side of the road."</p> <p>"Ideally it [cycle lane] would be more comprehensive lanes – e.g. Copenhagen style."</p>	<p>Seabrook Avenue is 8m wide. To provide good amenity to cyclists we would need to allocate at least 3.4 metres of the carriageway for cycle lanes on both sides of the road. This would reduce space for motorists to 5 metres which is considered too narrow.</p> <p>To accommodate on-road cycle lanes without reducing space for traffic, kerb changes would be needed and partial removal of berms. This would incur significant costs and tree removal. Without kerb changes, there is only sufficient width to provide an on-road cycle lane in one direction. AT did not consider this to be a satisfactory level of service.</p> <p>On-road cycle lanes on Seabrook Avenue would also result in loss of on-street parking on both sides of the</p>

Suggestion/question/issue	Auckland Transport response
	road. As this is a residential area, this was not considered appropriate.
Alternative location for cycle route - suggestions	
<p>"There needs to be one on Astley Ave too please. This is a great road for people from Green Bay/Golf Road to use to get to New Lynn train station."</p> <p>"Should be extended along Seabrook all the way to West Lynn to Titirangi road "</p> <p>"Should be located on southern side to avoid conflicts with bus stops. Install '<i>No Stopping At All Times</i>' lines on one side so parking is restricted to one side. At present cars have to swerve to avoid parked cars and oncoming traffic. Ensure cycleway is finished in high quality muted materials, not uncoloured concrete. Also reduce signage clutter. Seabrook is a high amenity street so design should reflect this."</p> <p>"Can you put the shared path on Les Mills side of road."</p>	<p>In June 2016, AT carried out an area wide public consultation about cycling improvements for New Lynn, Avondale and surrounding areas.</p> <p>We asked local people where they would like to cycle to get to destinations such as New Lynn and Avondale stations, New Lynn town centre, local shops, schools, local parks and reserves, community and cultural facilities.</p> <p>Based on the feedback received, AT proposed a cycle network for the area to be implemented in phases over the next 10 years.</p> <p>An indicative programme for New Lynn and Avondale (pre-2019 and subject to funding and investigation outcomes) has identified several projects.</p> <p>Seabrook Avenue cycleway is the first cycling project that we are seeking community feedback on. This route was preferred over other routes as it will connect with existing shared paths on Margan and Rankin Avenues that further connects with the town centre and New Lynn transport interchange</p> <p>For this particular project, we are unable to extend scope to other nearby streets or areas. AT's proposed cycle network map does identify future cycle routes in the wider area which are long-term 2019 and beyond (subject to funding).</p>

Suggestion/question/issue		Auckland Transport response
Parked car/cyclist conflict – issues and suggestions		
	<p>"Stop putting bike lanes in between the road and places where car parks. Where am I supposed to give the 1 metre clearance when overtaking a cyclist?"</p> <p>"Please also ensure that there are adequate door zone buffers and that the curb between the roadway and cycleway are high enough, or protected, to prevent cars from mounting it."</p>	<p>The proposed cycleway is off-road. We will be providing 0.7m wide buffer zone (painted) along the kerb at the points of conflict between cyclists and motorists.</p> <p>There will be standard kerb height difference that will prevent vehicles from mounting the cycleway.</p>
Shared path conflict – issues and suggestions		
	<p>"I'm disappointed to see shared paths here. Given that the road reserve is so wide and that there are schools in the area, I think that the design should have included fully separated cycle lanes to minimise conflicts between different user groups."</p> <p>"New shared paths, even short ones, are not great – so please review the section alongside Lawson Park, maybe redesign this as a (protected) on-road path? The new two-way paths should be at least 0.5m away from the kerb (the car door zone)! Otherwise it will be risky for those riding near parked cars."</p>	<p>AT considered a shared path from Lawson Park to Willerton Avenue to be most appropriate for this section. Steep gradients and trees limit the space available to continue with the bidirectional cycle path. While it is not feasible to provide a separated cycle facility in this section, there is sufficient width to widen the existing footpath with minimal impact to vegetation.</p> <p>Seabrook Avenue is 8m wide. To provide good amenity for cycling we need to allocate at least 3.4 m of the carriageway for cycle lanes on both sides of the road, reducing space for motorists to 5 m. To accommodate on-road cycle lanes without reducing space for traffic would require kerb changes and partial removal of berms. This would incur significant costs and removal of trees.</p> <p>On-road cycle lanes on sections of Seabrook Avenue would also result in loss of on-street parking on one or</p>

Suggestion/question/issue	Auckland Transport response
	<p>both sides of the road. As this is a residential area, we considered this was not appropriate.</p> <p>We will be providing a 0.7m wide buffer zone (painted) along the kerb at the points of conflict between cyclists and motorists.</p>
Cycleway and shared path - surface and width	
<p>"The one major point to bear in mind with separate cycleway beside road is that if it becomes covered in glass through lack of routine sweep/maintenance schedule it will not be used by cyclists e.g. like Triangle Road, Massey (the worst)." Please ensure the footpaths, shared paths and cycleways are kept clean. Litter and leaves could be a hazard."</p> <p>"Ensure cycleway is finished in high quality muted materials, not uncoloured concrete. "</p> <p>"Would have been better if it's tar-sealed"</p> <p>"I would just hope that the surface is treated in an aesthetic manner and it is properly painted/signed so people stick to their side and there is enough room for all users, including commuters and local residents."</p>	<p>Auckland Transport undertakes regular maintenance of its shared paths, footpaths and cycleways to ensure these facilities are safe and free of hazards.</p> <p>If you think these facilities require sweeping, please report to AT via Report a Problem https://at.govt.nz/about-us/contact-us/report-a-problem/</p> <p>We are using concrete to minimise damage to the paths from tree roots . The cycleway will have a black oxide finish.</p> <p>We will have way-finding signs at intersections and along the proposed cycleway. The shared path will have markings to indicate to all users that it is a shared space for both pedestrians and people on bikes.</p> <p>The cycleway will be built to AT standards and provide a safe and an attractive route.</p>

Suggestion/question/issue		Auckland Transport response
	<p>"Enlarge the cycleway."</p> <p>"The new two-way paths should be at least 0.5m away from the kerb (the car door zone)! Otherwise it will be risky for those riding near parked cars."</p> <p>"You do not need to have a very wide cycleway for cyclists."</p>	<p>The proposed off-road cycleway will have a width of 3m which meets Auckland Transport's Code of Practice standards for two-way operation of cycle paths.</p> <p>We will be providing a 0.7m wide buffer zone (painted) along the kerb at the points of conflict between cyclists and motorists.</p>
Other cycleway design suggestions		
	<p>"I am unsure why the cycleway has to be separate from footpath. It will be shared in front of Lawson Park and is shared along Margan Ave. My concerns relate to when cars are exiting or entering driveways, having to check once for the pedestrians and then stop to check again for the cyclists will make entering and exiting a property more difficult. Many properties have multiple dwellings and therefore a higher number of cars entering and exiting a single property. Often when there are games on a Lawson Park visibility to get out of a driveway is difficult due to the parked cars. If cars now have to stop before the cycleway then visibility will be decreased. If the path was shared at the same location as the footpath, then cars could stop for both and then be able to move to the end of the driveway to assess when to safely enter the road without blocking the cycleway."</p> <p>"what about interactions with driveways? how has this conflict been assessed? - what protection is there between the cycleway and vehicles? are they on the same level or will the cycleway be fully within the berm area?"</p>	<p>We have considered several design options for the cycleway such as on-road cycle lanes, one-way off-road cycleway, two-way off-road cycleway and shared path in order to determine the most appropriate design.</p> <p>The cycleway is designed to ensure safe speeds are maintained by cyclists using the path and drivers crossing the cycleway to access private properties.</p> <p>Within the existing site constraints, design options were assessed in terms of the safety, convenience and comfort they would provide for cyclists and the potential for conflict with other users.</p> <p>From Margan Avenue/Seabrook Avenue intersection to Lawson Park, the road width is generally 8m. In order to provide on road cycle lanes 3.4 metres of the carriageway would need to be allocated for cycle lanes on both sides of the road, reducing space for motorists to 5 metres. To accommodate on-road cycle lanes without reducing space for traffic, kerb changes would be needed and partial removal of berms. This would incur</p>

Suggestion/question/issue		Auckland Transport response
	<p>"Consider all transitions between curbs, crossing pedestrians etc. ... should be smooth and allow for speed to become a 'cycle-super highway'."</p> <p>"Can it not be made shared pathway (wider) further up Seabrook."</p> <p>"Make the gradient wheelchair friendly e.g. flat parts every so often. Good idea."</p>	<p>significant costs and tree removal. Without kerb changes, there is only sufficient width to provide an on-road cycle lane in one direction.</p> <p>On-road cycle lanes on the other sections of Seabrook Avenue would also result in loss of on-street parking on one or both sides of the road. As this is a residential area, this was not considered appropriate.</p> <p>AT considered a shared path from Lawson Park to Willerton Avenue to be most appropriate for this space. Steep gradients and trees limit the space available to continue the bidirectional cycle path. While it is not feasible to provide a separated cycle facility in this section, there is sufficient width to widen the existing footpath with minimal impact to vegetation.</p> <p>A shared path was not considered for the section from Margan Avenue intersection to Lawson Park. This section of the road has enough space to adequately provide separated off-road cycling facilities which are more desirable and provide a higher level of service for people walking and cycling.</p> <p>All road users, including people driving, people cycling and pedestrians, have a duty of care to look out for each other.</p>

Suggestion/question/issue	Auckland Transport response
Bike parking and bike rack suggestions	
<p>"I would encourage provision of more racks, and primarily right in front of key destination buildings where they can have good visibility and benefit from the security of many people passing by or using a space."</p> <p>"More bike racks outside Lynn Mall (especially on the southern side) and at the train station if possible. "</p>	<p>Thanks for your suggestions. We will consider suggested locations and will install bike racks where appropriate.</p> <p>Lynn Mall are responsible for cycle parking on their site. Please contact them to request cycle parking on their premises.</p>
Other comments in proximity to Lawson Park	
<p>"The new no stopping at all times signage on Seabrook will be good. Especially on Saturdays with Rugby at Lawson Park when people tend to park on both sides of the road."</p> <p>"I also have concerns about the likely level of compliance with the 'no stopping' areas shown on consultation plans (R004) on Sundays when the park is in use for organised sports."</p> <p>"Not really related however - I think that the opportunity is too good to lose - I believe the grass berm at Lawson Park should be cut back to provide parking as when sports are happening this is very congested."</p> <p>"this street has heaps of traffic, especially on rugby days - so those parking places will be missed. "</p> <p>"Please add "New No Stopping At All Times Road Marking" through ALL Lawson Park area on Seabrook Avenue. Please mark yellow line on the road at least one side!"</p>	<p>Thanks for your comments.</p> <p>Auckland Transport's Parking Compliance team will monitor drivers who don't comply with new 'no stopping at all times' road markings</p> <p>Along Lawson Park, the berm steeply slopes down towards Seabrook Avenue with trees lined along it. Due to this topography, earthworks would be required resulting in tree removal which is costly and not supported by local residents.</p> <p>We consider putting 'No Stopping At All Times' (NSAAT) road markings where deemed appropriate only.</p> <p>In order to cater to the parking requirements in the area we are providing NSAAT only where safety and visibility are a concern.</p>

Suggestion/question/issue	Auckland Transport response
Cycleway – all other issues and suggestions (including cyclist priority; protected crossing at #61)	
<p>"Add formal cycle priority to the crossings over Gardner Avenue and Willerton Avenue, so riders can ride across legally without dismounting"</p> <p>"Where the path crosses Gardener and Willerton the crossing should include explicit right of way for cycles as well as pedestrians; given that the geometry will slow down cyclists as they approach and as there is a raised table on approach there should be minimal safety risk to all users."</p> <p>"I think the bicycle crossings alongside the zebra crossings could be confusing or difficult to use while on a bike. It might be difficult to cross when cars can turn from any direction on the intersection with little warning. I would prefer if the road had give way signs leading into the bicycle crossing, giving bicycles priority. "</p> <p>"Good idea in principle, but the Auckland Council seems unable to build a connected-up cycle network - a part here, a part there."</p> <p>"Consider rush-hour, when cars are jostling with pedestrians and bikes. Please paint the crossing green so that the cars are aware they are crossing a dangerous area. Or create a hatches 'bike-crossing'."</p> <p>"The "protected cycle crossing" outside no 61 is an interesting idea, but I'd question how well it will really work, as cyclists will have to wait for a big enough gap in the traffic both ways. [better to] provide stopping area outside existing kerb line instead,</p>	<p>We are providing a paired pedestrian and cycle crossing across Gardner Avenue to give priority to pedestrians and people on bikes crossing the intersection.</p> <p>We are raising the intersection and extending kerb build-outs this will help increase visibility and reduce speed of approaching vehicles. The upgraded intersection will be safer for all road users. New way-finding and give-way signs will be installed at intersections and along the proposed cycleway.</p> <p>As a Council Controlled Organisation (CCO), AT is working on connecting Auckland's cycle network. This is an important part of prioritising projects. The cycleway on Seabrook Avenue will connect to existing shared paths on Margan Avenue and Rankin Avenue, and eventually on to the planned New Lynn to Avondale shared path which will be a traffic-free route connect a link all the way to the city centre.</p> <p>All crossings will provide right-of-way for people cycling as well as people walking.</p>

Suggestion/question/issue		Auckland Transport response
	and use that width for refuge in middle of road instead, unless [providing] a zebra crossing or traffic signals to allow cyclists to cross."	Based on your feedback received and our Road safety audit report, we have decided to remove the proposed new protected cycle crossing with cycle holding rail from outside 61 Seabrook Avenue. The new cycle ramp on the opposite side will remain, however.
2. Intersection and crossing improvements		
Support intersection design, raised tables and speed calming		
	<p>"I like the idea of improvements that facilitate alternative transport whether that is walking, cycling or public transport. This proposal falls in that category so I approve of it."</p> <p>"In general the intersection improvements are good, especially the realignment of stopping points on Clark Street and Totara Ave. Increased visibility at intersections is good."</p> <p>"Clark St/Rankin/Totara definitely needs improving as cyclists and pedestrians are not well provided for in the current set up."</p> <p>"I am very pleased that at Margan Avenue and Seabrook Avenue intersection, there will be a new splitter traffic island [that] will be installed. I find it hard turning onto Margan Avenue from Seabrook Avenue."</p> <p>"Support the raised intersections and traffic calming at Margan Avenue, Gardener Avenue and Willerton Avenue – traffic calming is great for both pedestrian & bike safety!</p> <p>"Speed cushions near the New Lynn School crossing are acceptable."</p>	Thanks for your support.

Suggestion/question/issue		Auckland Transport response
	<p>"I also support the general traffic calming and the facility to enable the transition of cyclists onto the path"</p> <p>"The speed cushions in Seabrook Avenue, will hopefully stop cars using Seabrook as a race track."</p> <p>"We walk through all these intersections between 6 and 7am most mornings & would welcome more pedestrian crossings and the raised platforms may hopefully ensure vehicles stop at signs."</p>	
Don't support intersection design, raised tables and speed calming		
	<p>"Many intersection changes & traffic alterations proposed for Seabrook Avenue are excessive and unnecessary. Given the low use of Seabrook Avenue by cyclists and pedestrians currently and the requirement to use ratepayer's funds wisely, the cycleway itself should be built but other elements scaled back."</p> <p>"I am not a fan of so called "traffic calming" measures when used excessively as they have been in that entire area of New Lynn. They have serious impacts on fuel consumption, noise, shock absorbers & brake life time of those of us who still drive in the area."</p> <p>"There is no problem with the existing intersections, all problems are caused by Seabrook Avenue not being wide enough - widen the road."</p> <p>"Would rather have a roundabout at Margan/Seabrook Ave."</p>	<p>The raised platform intersection already exists. We are making improvements to make it safer for motorists, pedestrians and people on bikes. Please note that raised platform intersections will have a gentle gradient or slope which will not impact vehicle function and not result in noise issue.</p> <p>The existing intersections do not provide an adequate level of service for people walking and cycling.</p> <p>We did consider a roundabout, but this layout would have required land purchase, and would have had a more negative effect on traffic flow on Margan Avenue.</p> <p>Widening Seabrook Avenue is outside the scope of this project. Kerb changes would be needed and partial removal of berms. This would incur significant costs and tree removal.</p> <p>A roundabout would also not have improved level of service for people walking and cycling,</p>

Suggestion/question/issue		Auckland Transport response
	<p>"I don't really like speed cushions as cars try to avoid them and drive on the flat bits and in doing so they drive on strange/unexpected angles. I think full-width platforms are better or full-width speed bumps."</p> <p>"Remove speed cushions. Replace with NSAAT lines and parking on one side."</p> <p>"I like the idea of the cycleway, but please "no more" judder bars, or whatever you want to call them. New Lynn is over-run with traffic lights & speed humps."</p>	<p>Seabrook Ave is on a bus route. Speed cushions, as opposed to speed tables or speed bumps, allow buses to travel without causing discomfort to passengers.</p> <p>We believe speed reduction is important for reducing the likelihood of crashes and to create a more pleasant walking and cycling environment. This is particularly true for young children going to New Lynn School.</p> <p>We are not installing any judder bars as a part of this project in New Lynn area.</p>
Willerton Avenue – Seabrook Avenue intersection - issues and suggestions		
	<p>"Please remove the raised platform intersection at Seabrook Avenue and Willerton Avenue "</p> <p>"Not clear what AT is doing with a new raised platform intersection at the intersection of Willerton and Seabrook. Isn't there already one there? Would be helpful to have a picture of what will change. Please issue a graphic of this as it's confusing and people may want to comment further."</p> <p>On consultation plans, proposed pedestrian crossing at the intersection of Willerton and Seabrook Avenue is not necessary as not many people using it and it will be safety hazard for cars turning in and out of Willerton Avenue. Cars don't have adequate time</p>	<p>Raised intersection platform improves visibility and makes the intersection safer for all road users.</p> <p>We are upgrading the existing raised platforms with kerb build-outs and steeper ramps to slow vehicle speeds on the approaches to the intersections. The existing ramps are shallow gradient and are less effective.</p> <p>AT carried out a pedestrian survey for this location which showed a pedestrian crossing is warranted. We have</p>

Suggestion/question/issue	Auckland Transport response
<p>to see pedestrians on the crossing. The pedestrian crossing should be aligned with Seabrook Ave, so all oncoming traffic can see pedestrians on the crossing."</p> <p>"The Seabrook/Willerton Avenue would be safer if parking was restricted to one side of the road. Very difficult for buses in particular when there are cars parked nose to tail both sides of the road."</p> <p>"Willerton - Seabrook intersection already has a raised section and has been good for reducing approach speed. This could be a great idea for Hutchinson Avenue too, as so many drivers are ignoring compulsory stops!"</p> <p>"Between Willerton Avenue & Seabrook Avenue, get traffic light."</p> <p>"Willerton Avenue intersection - if you plan to widen the road at any time please do it now rather than upgrade as proposed and then only a few years later to remove and waste all that was done."</p>	<p>aligned pedestrian crossings with existing footpaths which will improve the level of service for people walking.</p> <p>We do not believe removing car parking on one side is necessary.</p> <p>We believe our designs will ensure that people are driving sufficiently slowly to react to people using pedestrian/cycle crossings.</p> <p>Please note that location of all pedestrian and cyclist crossings are in accordance with Auckland Transport's design standards.</p> <p>There are currently no plans by Auckland Transport to widen Seabrook Avenue.</p>
Gardner Avenue – Seabrook Avenue intersection - issues and suggestions	
<p>"Where the cycle path crosses Gardner and Willerton the crossing should include explicit right of way for cycles as well as pedestrians; given that the geometry will slow down cyclists as they approach and as there is a raised table on approach there should be minimal safety risk to all users."</p>	<p>We are providing a paired pedestrian and cycle crossing across Gardner Avenue to give priority to pedestrians and people on bikes crossing the intersection.</p> <p>Please note that the locations of all pedestrian and cyclist crossings are in accordance with Auckland Transport's design standards</p>

Suggestion/question/issue		Auckland Transport response
	<p>On consultation plans, proposed pedestrian crossing at the intersection of Gardner & Seabrook is not safe and will be a hazard. Suggestion: move it further to 40 Seabrook side."</p> <p>"Support the raised intersections and traffic calming at Margan Avenue, Gardener Avenue and Willerton Avenue. Add formal cycle priority to the crossings over Gardner Avenue and Willerton Avenue, so riders can ride across legally without dismounting."</p> <p>"Gardner Avenue bike crossing strange. Why can't it be painted green or something? "</p> <p>"Please leave Gardner Reserve - we need reserves!! "</p>	<p>AT carried out a pedestrian survey for this location which showed a pedestrian crossing is warranted. We have aligned pedestrian crossings with existing footpaths which will improve the level of service for people walking.</p> <p>The crossing will indicate cycle right-of-way alongside the pedestrian crossing</p> <p>Gardner Reserve is on Rankin Avenue close to New Lynn train station. No changes are being proposed for Gardner Reserve as a part of this project.</p>
Margan Avenue – Seabrook Avenue intersection - issues and suggestions		
	<p>"Margan Avenue intersection is a particular problem. I drive this road regularly, and my observation is that the angle of the road layout and the sightlines around the intersection encourage dangerous driving behaviours. I would strongly urge consideration of a raised table on the "main" Seabrook leg of the intersection to help slow down vehicles entering and exiting Seabrook. Even though this is a bus route and raised tables are normally not contemplated, I note that such arrangements are used elsewhere in the West (e.g. just 100m to the east of the Seabrook intersection) where they are very successful in reducing vehicle speeds and avoiding rash driving decisions. Given that the buses will be stopping or negotiating the intersection slowly anyway, I do not see any strong argument why such a treatment may not be implemented."</p>	<p>Three different options were considered for the Seabrook Avenue / Margan Avenue intersection. We had considered providing a roundabout, signalling the intersection and intersection layout improvements (speed table on west side close to St Austell's Presbyterian Church, re-alignment of the existing triangle island kerb to straighten intersection).</p> <p>A roundabout layout was not appropriate as there are considerable costs associated with this option. Substantial kerb changes would be required that may require land purchase. This option wouldn't improve cycle and pedestrian amenity. It would also require tree removal in the central island.</p>

Suggestion/question/issue		Auckland Transport response
	<p>"Margan/ Seabrook intersection: better to remove island altogether and put pedestrian controlled lights. There are hourly near- misses from right turning traffic at this junction. As a pedestrian, walking along Margan Avenue on the church side, I have to cross two roads just to cross Seabrook Ave, dodging traffic from four directions. Hence the need for traffic lights or a proper island with a refuge. Not everyone rides a bike, or has a car and although New Lynn is improving, it is still not pedestrian-friendly "</p> <p>"Intersection: Seabrook/Margan Avenue. Question: Will there be 'no right turn' into Margan Avenue? (coming down Seabrook) This is a good idea - it is a dangerous turn. Then need directions for alternative e.g.: Turn right at Gardner Avenue."</p> <p>"I would agree with Margan /Seabrook intersection improvement; the view turning right into Margan is difficult. Do we need speed cushions (by the school)? Traffic is always stopping to give way to opposing traffic during the day.</p>	<p>Signalising the intersection would result in delay and queuing effects on Margan Avenue.</p> <p>We consider minor intersection layout improvements to be the best option. These improvements will increase intersection safety for all road users by increasing visibility and lowering the speed of turning vehicles. Additionally, this option does not require tree removal.</p> <p>The right turn into Margan Avenue stays as it is.</p> <p>Speed cushions are located before and after the existing pedestrian crossing to slow speeds on the approach to the crossing.</p> <p>The speed cushions with pedestrian crossing will act somewhat as a 'gateway' treatment for Seabrook Avenue, establishing that this road is intended as a slow speed environment in a residential area.</p>
Clark Street/ Rankin Avenue/Totara Avenue intersection (at New Lynn train station) - issues and suggestions		
	<p>Improvements are needed to allow the transition of bikes between the shared footpaths to the cycle lanes.</p> <p>Rankin Ave: Can a ramp be added to allow for bikes on the shared path to enter into the advance stop box?</p> <p>Clark Street corner with Totara Ave: If I am not able to access the stop box on Rankin Avenue, I will use the new cycle crossings to cross first Clark Street and then Totara</p>	<p>Advance stop boxes are provided for cyclists on road.</p> <p>Off road cyclists can use new cycle crossings provided at the intersection. People on bikes can use cycle hook turn boxes provided at the intersection to connect to New Lynn train station.</p>

Suggestion/question/issue	Auckland Transport response
<p>Street in order to continue east along Clark Street. This will place me temporarily on the footpath outside the train station, where I will have to push my bike out onto the road to enter the existing cycle lane. This will be difficult if there are pedestrians waiting to cross, and drivers who are dropping their children off in the train station (which happens continuously throughout the morning) also drive close to this corner. The length and manoeuvrability of bikes needs to be considered in how they will exist from footpath to cycleway.</p> <p>Clark Street westbound corner with Rankin: I welcome the new advance stop box. The entrance from the road onto the shared path on the opposite side of Rankin Ave is quite bumpy and both cars and pedestrians do not expect cyclists to enter in this manner. Please improve visibility and smoothness of transition. "</p> <p>"still not sure if the Rankin/Clark intersection will be safe - it's very difficult to go straight ahead from Clark heading west as car turning left onto Rankin cut you off unless you get to the head of queue when the lights are red."</p> <p>"Rankin/Clark/Totara. Please ensure the cycle hold rails are high enough (some in Grafton Gully are too low). For cycles turning right off Rankin onto Clark - would be good to have a painted line or lane to encourage cycles to take a wide arc and stay out of the way of cars. (there is plenty of room)."</p> <p>"Clark Street/Rankin Avenue - Why not make the green bike stop rectangles instead fill the whole triangle to the pedestrian crossing lane. Will give cyclists more visibility as cars speed through green + orange lights on Clark Street. Also cyclist will be just get going at part of pedestrian crossing lane."</p> <p>"Cycle detectors will be great, as automatic sensors are not triggered by bicycles, which is very frustrating."</p>	<p>A new advance stop box (painted green) will be provided on Clark Street East which will help cyclists to get ahead of traffic turning either left into Rankin Avenue or going straight ahead towards Clark Street West.</p> <p>Hold rails are designed to Auckland Transport's Code of Practice standards.</p> <p>Existing advance boxes will be equipped with detector loops.</p>

Suggestion/question/issue		Auckland Transport response
	Cyclists hold rails are a waste as extra street furniture + crash hazard. "	Hold rails help to provide support and balance to cyclists.
Kerb build-outs		
	"The build-outs on the corner of Denyer Place, will make the corners even tighter than they are now."	<p>Tightening kerb lines at intersections will improve pedestrian safety by reducing the crossing distance. Reducing the turning radius encourages slower speeds as vehicles need to turn more sharply.</p> <p>A standard car is still able to make it around the turn without mounting the kerb.</p>
Pedestrian crossings - general		
	<p>"I think the bicycle crossings alongside the zebra crossings could be confusing or difficult to use while on a bike. It might be difficult to cross when cars can turn from any direction on the intersection with little warning. I would prefer if the road had give way signs leading into the bicycle crossing, giving bicycles priority."</p> <p>"We feel very favourably towards proposed intersection improvements - particularly pedestrian crossings which will make walking around neighbourhood safer for all. (However will crossings force traffic to stop in the middle of an intersection?) (Possibly move them back slightly)."</p>	<p>Give-way and way-finding signs will be installed at the intersections and along the proposed cycleway.</p> <p>If there are unusually high numbers of traffic and high numbers of people crossing, then there is a possibility of cars queueing within the intersection. We consider that this situation is unlikely but we will monitor the situation post-construction to see if this becomes a significant issue.</p> <p>The location of pedestrian crossings has been carefully decided as per AT standards keeping in mind visibility, turning speed of vehicles and pedestrian desire lines.</p> <p>We believe people using driveways will have sufficient visibility and time to see anyone cycling.</p>

Suggestion/question/issue		Auckland Transport response
	<p>"The footpath on both sides of Seabrook Avenue needs to be improved for pedestrians first and foremost to make it safe to walk after dark."</p> <p>"We could do with a pedestrian crossing at bottom of walkway from Reiman Street across Seabrook Avenue to Ryehill Close."</p>	<p>We will refer your comments about the condition of Seabrook Avenue's footpath to our road corridor maintenance team.</p> <p>Budgetary constraints prevent us from extending the scope of the project to nearby streets. We hope to extend the cycle network in New Lynn in the future.</p>
Gardner - Seabrook intersection pedestrian crossing – issues and suggestions		
	<p>" On the consultation plans, the intersection of Gardner & Seabrook - the proposed pedestrian crossing is not safe and will be a hazard. Suggestion: move it further to 40 Seabrook side."</p> <p>"Provide paired pedestrian/cycle crossing at Gardner (Give way next to zebra)"</p> <p>"Because of the stop sign at Gardner I am not sure crossings are needed as it is never difficult to cross there."</p> <p>"Agree-especially the zebra at Gardner Avenue (dairy crossing). When Rainbow Cottage is open/closing that part of road constricts & had thought been given to it, [the sides should have had drop off bays] - but how to stop locals continually using as long parks."</p>	<p>Please note that locations of all pedestrian and cyclist crossings are in accordance with Auckland Transport's design standards and along desire lines.</p> <p>AT carried out a pedestrian survey for this location which showed a pedestrian crossing is warranted. We have aligned pedestrian crossings with existing footpaths which will improve the level of service for people walking.</p> <p>If people parking outside the Rainbow Cottage is a concern, please contact Auckland Transport. Our Parking team may be able to investigate the possibility of time-restricted parking to prevent long-stay parking.</p> <p>The intersection has been raised which improves visibility. Based on peer review and Road Safety Audit report, the pedestrian crossing will be moved on the dairy side at 29 Seabrook Avenue from proposed 27 Seabrook side.</p>

Suggestion/question/issue	Auckland Transport response
Willerton-Seabrook pedestrian crossing – issues and suggestions	
<p>"On the consultation plans, the intersection of Willerton & Seabrook - the proposed pedestrian crossing is not necessary. There are not many people using it and it will be a safety hazard for right turning cars."</p> <p>"The pedestrian crossing at Willerton Ave is dangerously located. Cars turning left into Willerton from Seabrook don't have adequate time to see pedestrians on the crossing. The pedestrian crossing should be aligned with Seabrook Ave, so all oncoming traffic can see pedestrians on the crossing."</p> <p>"Provide paired pedestrian/cycle crossing at Willerton (Give way next to zebra)"</p>	<p>Please note that the location of all pedestrian and cycle crossings is in accordance with Auckland Transport's design standards and along desire lines.</p> <p>AT carried out a pedestrian survey for this location which showed a pedestrian crossing is warranted. We have aligned pedestrian crossings with existing footpaths which will improve the level of service for people walking.</p> <p>Pedestrian crossing has been aligned with existing footpath at the Lawson Park end of the intersection. Pedestrian crossing will not interfere with traffic movement at the intersections or with people on bikes as this intersection has been raised to improve visibility and lower speeds for vehicles turning in and out of side streets.</p> <p>The crossings have been positioned along pedestrian movement (desire lines).</p>
Margan-Seabrook pedestrian crossing – issues and suggestions	
<p>"I use a scooter as I have a disability. I use the refuge crossing by 2a Seabrook so I can turn left at St Austell's onto Margan Avenue. It needs improving."</p> <p>"Margan/ Seabrook intersection: better to remove island altogether and put pedestrian controlled lights. There are hourly near- misses from right turning traffic at this junction."</p>	<p>We are upgrading the pedestrian refuge crossing by 2a Seabrook Avenue close to New Lynn School.</p> <p>Signalising the intersection has higher associated costs of construction compared to unsignalised intersections as signal aspects, loops detectors and a controller will need</p>

Suggestion/question/issue		Auckland Transport response
	As a pedestrian, walking along Margan Avenue, on the church side, I have to cross two roads just to cross Seabrook Ave, dodging traffic from four directions. Hence the need for traffic lights or a proper island with a refuge. Not everyone rides a bike, or has a car and although New Lynn is improving, it is still not pedestrian - friendly "	to be installed to operate the traffic signals. Signal aspects will need to be provided for the driveways opposite the intersection. This project has limited budget and we are not in a position to signalise this intersection.
Widen Seabrook Avenue		
	<p>"Widen Seabrook Avenue to allow vehicle parking & traffic flow, Margan Avenue to Willerton Avenue. "</p> <p>"Rather unambitious. Seabrook Avenue should be widened to a proper 4-way street with your cycleway as you indicate."</p> <p>"We don't need the cycleway but please make Seabrook Avenue more wider. Currently it's too narrow."</p> <p>"My biggest concern is that Seabrook Avenue is too narrow to accommodate parking on both sides of the road which happens. This leaves NO room for opposing traffic to flow freely. Please include the widening of at least the top end of Seabrook Avenue. There is plenty of land available to do so."</p>	<p>Widening Seabrook Avenue is outside the scope of the project. Kerb changes would be needed and partial removal of berms. This would incur significant costs and tree removal.</p> <p>Seabrook Avenue has got underground utility services which makes it difficult to widen it. This may require service protection or relocation of services and will have cost implications.</p> <p>AT has no plans to widen Seabrook Avenue.</p>
Other comments about intersections and crossings nearby		
	"My bigger concern, is the upstream/downstream aspects of Seabrook Avenue to get to the cycle path, a number of people will be coming down West Lynn and Upper/Mid Seabrook - and we have TERRIBLE speeding on this street, especially from Parker Ave intersection to up to 12 West Lynn Road. There is also no traffic calming from Willerton to Parker - and it's very easy for people to speed there too.	Project initially extended scope to West Lynn Road, but unfortunately due to budgetary constraints we had to restrict our scope.

Suggestion/question/issue	Auckland Transport response
<p>The Parker/Seabrook intersection is [also] deathly we [regularly] see people drive straight through the stop signs without stopping from Parker. This should become a roundabout if you want cyclists to feel confident here.</p> <p>"Remove speed cushions. Replace with NSAAT lines and parking on one side."</p> <p>"The roundabout needs to improve in Seabrook and Hutchinson Avenue."</p> <p>"Some more speed cushions going uphill to the shops from 74 ABC Seabrook. Traffic comes down so fast it's almost airborne! "</p> <p>"Willerton - Seabrook intersection already has a raised section good for reducing approach speed. Could be great idea for Hutchinson Avenue too, as so many drivers are ignoring compulsory stops!"</p> <p>"We need a roundabout at corner of Parker Avenue & Seabrook - bad, bad intersection!"</p> <p>"Make better footpaths so people can walk [rather] than cycling, observation is more people walk than cycle to the shop."</p> <p>"Intersection on corner Willerton, Lawson Park, Seabrook Avenue gets choked up with leaves from trees & opposite side when Autumn comes & rain. Would be a good idea for a good cut instead of a trim."</p>	<p>Speed cushions are used as a traffic calming treatment along Seabrook Avenue as they help in reducing traffic speed. Seabrook Avenue is a bus route where speed cushions are considered more appropriate than speed tables as bus can move over speed cushions easily. NSAAT lines are there where it is deemed appropriate.</p> <p>We are removing parking spaces where appropriate only.</p> <p>Hutchinson Avenue is outside scope of the project.</p> <p>Our Road Corridor maintenance team will look into this. Auckland Council Parks team and AT Road Corridor Maintenance team will ensure that streets are kept clean and free of debris.</p>

Suggestion/question/issue	Auckland Transport response
3. Parking	
Support proposed parking loss	
<p>"The removal of parking near the intersections will improve visibility."</p> <p>"I also support the reduction in parking"</p> <p>"I think the reduction in parking spaces in Margan, between Gardner and Seabrook is badly needed as it is difficult at times for buses and traffic to flow."</p> <p>"Car parks good as proposed"</p>	<p>Thanks for your comments.</p>
General parking loss concerns	
<p>"It is a good Idea for cyclists But removal of the on street car parks I don't agree with as my staff won't have anywhere to park. On the corner of Margan Ave & Seabrook Ave the removal of car parks I don't think is a good idea as my staff park there & walk to work @ Aussie Butcher New Lynn. there is probably about 50-60 people that work in these group of shops & they will have less places to park."</p> <p>"The removal of 40 car parking places along Seabrook will greatly impact on residents. At the moment, there are so many cars parking on the berms anyway that people may just park on the cycle way instead. "</p> <p>"Our main concern is parking and how it will affect our families (at Rainbow Cottage Kindergarten). (Also, on the weekend Seabrook Avenue is jam-packed with cars due to sports at Lawson Park - not sure about your parking demand survey?)."</p> <p>"Taking parking away on Seabrook is going to cause more blockage of grass verges and side streets - though I do agree keep 2-3 car distances clear of the intersection. "</p>	<p>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 usage along Seabrook Avenue.</p> <p>126 car parks are currently available along Seabrook Avenue from Margan Avenue to 74A Seabrook Avenue.</p> <p>86 car parks will be retained. A total of 40 car parks will be removed near the proposed intersection improvements and traffic calming locations (speed cushions) on Seabrook Avenue and side streets to improve visibility and lower traffic speed.</p>

Suggestion/question/issue		Auckland Transport response
		We have received feedback from residents in support of the parking removal.
Parking loss at Willerton / Seabrook intersection (including Lawson Park)		
	<p>"Parking around the park on league days (Saturdays in winter season) is in high demand and it seems totally unrealistic that a survey of peak time would show that there is a maximum demand in the entire study area of only 29 spaces. The conclusion that the loss of 40 street side parking spaces along Seabrook Ave will not affect current usage is challenged as inappropriate. Furthermore, the location of the yellow lines outside the park will further constrain and constrict traffic on Saturdays. As much safe parking as possible (while still allowing traffic to pass along Seabrook (as that's tough sometimes and the two do conflict)) should be retained around Lawson Park for sports purposes."</p> <p>"Lawson Park is a well-used sports field and parking outside there should not be removed. (Even though I don't play sports there myself). Parking in other areas is OK to be somewhat reduced."</p>	<p>We have installed broken yellow lines close to speed cushions and proposed intersection improvements for better visibility and safety reasons.</p> <p>Please note that we are no longer installing the new protected cycle crossing with cycle holding rail adjacent to 61 Seabrook Avenue so we will be gaining two car parks here.</p> <p>We have received feedback from residents in support of the parking removal.</p>
Parking loss (other than Willerton/Seabrook) and spillover effects		
	<p>"I have concerns regarding more cars parking in Denyer Place as they are losing parking spaces on Seabrook Avenue. Non-resident and resident cars line Denyer Place on both sides of road (dangerous)."</p> <p>"Also is there any way to stop people that live in units in Seabrook Avenue parking in Denyer Place on both sides & clogging up the road?"</p>	<p>On street parking is a public asset and serves a range of uses. The ability to park outside a particular residence is a convenience, rather than a right.</p>

Suggestion/question/issue		Auckland Transport response
	"Other concern is people parking in Denyer Place and riding their bikes to bus or train!! or other destinations!"	
Remove or reduce parking		
	<p>"In general a good idea & plan. However, on weekends the street area is very busy with sports parking on both sides of the road & at times it is jammed up as there is not enough room for two cars to pass. I suggest no parking on the side of the road with the bike lane. This will help traffic movement & safety on this part of the road."</p> <p>"I would look further into removing parking along Seabrook. Have you observed around 1pm on Saturdays during Rugby season by the park!! Absolute bedlam!!"</p> <p>"Please add "New No Stopping At ALL Times Road Marking" through ALL Lawson Park area on Seabrook Avenue. Please mark yellow line on the road at least one side!"</p> <p>"The Seabrook/Willerton Avenue would be safer if parking was restricted to one side of the road. Very difficult for buses in particular when there are cars parked nose to tail both sides of the road."</p>	<p>On street parking is being removed where deemed appropriate only.</p> <p>We have removed on street parking close to proposed intersection improvements and close to speed cushions (speed humps) to increase visibility and lower traffic speeds. Slower speeds create a safer environment for pedestrians, people on bikes and motorists.</p>
Other general comments and suggestions on parking		
	"It would be of a massive help if you could prevent parking out front of Clifford Court (37) 50m left and right. We can't see out of our body corporate driveway and I nearly get killed regularly by people speeding down Seabrook Ave"	<p>Traffic calming measures will reduce traffic speeds and increase visibility along Seabrook Avenue.</p> <p>Provision of additional parking is outside project scope.</p>

Suggestion/question/issue		Auckland Transport response
	<p>"Would like to see parking bays as provided on Seabrook Avenue outside dairy on corner of Gardner and Seabrook Avenue, in Denyer Place and Seabrook Avenue. Grass berms mowed and mostly un kept by council or residents could be used!"</p> <p>"Better parking around Lawson Park at weekends would be helpful."</p> <p>"Just do more parking around this area please."</p>	
4. Bus stops		
Bus stop improvements – comments and suggestions		
	<p>"Please make sure that the bus stops use glass or other see-through materials - pedestrians exiting the bus stop to move on to the footpath often forget to look for bikes."</p> <p>"The moving of the bus stop is a good decision making sure it has a shelter. Make it wheelchair friendly as I could be using it regularly."</p> <p>"Bus Shelters: 44 Seabrook Avenue, not metal back & not sides with holes to allow the wind to blow through and seating arranged so when seated a small person can see the bus coming."</p> <p>"The relocation of the bus stops and lighting are a good plan."</p> <p>"The bus-stop bypasses are great to see!"</p> <p>"I honestly think that one of the bus stops should be removed all together. 3 existing bus stops is too much. The bus stop that should be removed is the one furthest away from the intersection of Seabrook Avenue and Margan Avenue. "</p>	<p>All bus stops are being upgraded with bus shelters and concrete platforms which will improve safety of pedestrians and people on bikes. We will adhere to AT Code of Practise standards.</p> <p>We have kept accessibility in mind for new re-located bus stops.</p> <p>Thanks for your support.</p> <p>This is outside the scope of project.</p>

Suggestion/question/issue	Auckland Transport response
Bus stop relocation - issue	
<p>"The relocation of the bus stop at 16 will prevent ratepayers getting any sleep and at number 18 and at 13. My neighbours agree; some of us work long odd hours and can get woken by the fewer buses presently stopping outside 6 as it is - putting it outside us all with more services we won't get any flipping sleep!! How will we go to work with no sleep!! Abominable as Seabrook Avenue is a really nice green street and you want to take out the green and put in more asphalt and some ugly bigger bus shelter outside us! No relocation of bus stop closer to number 16; 13 and 18!! Put it where there are not a whole lot of home owners in units that need sleep!! Put it outside the school!! "</p> <p>"We don't necessarily have an issue with it (bus stop outside 62a Seabrook) being shifted slightly to accommodate a platform (but do not support it being moved unless both the upgraded bus stop and platform and the no stopping lines back to the intersection are retained)"</p> <p>"We don't want the bus stop at 6 Seabrook Avenue move closer to Denyer Place. Put it opposite the church outside the school where ratepayers don't get woken up by the loud bus engine stopping and starting. We already get woken by it outside 6 we don't want the bus stop closer to Denyer Place. "</p> <p>"Please do not move bus stop from outside No.8. We are all senior citizens that live here & enjoy having it there."</p>	<p>Seabrook Avenue will be part of a new bus network on Route 195, from the central Auckland New Network. As part of this project we are upgrading and relocating, bus stops between Margan Avenue and 64 Seabrook Avenue.</p> <p>Bus stop relocation is being proposed to upgrade existing bus stops and reduce points of conflicts between cyclists and pedestrians waiting at the bus stop.</p>

Suggestion/question/issue	Auckland Transport response
5. Trees, footpath, lighting, signage, links, road user behaviour	
Trees / vegetation / berm (including removal) - comments and suggestions	
<p>"Not really related however - I think that the opportunity is too good to lose - I believe the grass berm at Lawson Park should be cut back to provide parking as when sports are happening this is very congested."</p> <p>"If any of the beautiful trees by Lawson Park were being removed for the project, I would be upset."</p> <p>"Glad to see tree plantings - hope they are evergreen natives maybe even Pohutukawa as to mitigate Margan Avenue."</p>	<p>This is outside scope of the current project.</p> <p>We are removing trees at 64 Seabrook Avenue as we are relocating an existing bus stop from 62A Seabrook Avenue to this new location</p> <p>Tree species will be decided during detailed design stage. We consult with Auckland Council arborist on tree species.</p>
Footpath, lighting	
<p>"We are supportive of upgrades to street lighting which is currently very low and unsafe for walking and cycling, especially around the pedestrian crossing on Seabrook."</p> <p>"Upgrade the existing footpath, Seabrook Avenue to bus stop, 44 Seabrook Avenue."</p> <p>"Make better footpaths so people can walk [rather] than cycling, observation is more people walk than cycle to the shop."</p>	<p>Thanks for your support.</p> <p>We are improving walking and cycling connections through this project. We will inform AT's Road corridor maintenance team about Seabrook Avenue footpath condition. They will upgrade it as a part of their ongoing road corridor maintenance.</p>

Suggestion/question/issue	Auckland Transport response
Signage - comments and suggestions	
<p>"Way finding signs are a great visual clue for people to get on bikes."</p> <p>"Reduce signage clutter. Seabrook is a high amenity street so design should reflect this."</p>	<p>Way finding signage and traffic related signage will be installed where appropriate.</p>
Links/ Upgrades/Alternative routes/ Connectivity	
<p>"Need however to connect between New Lynn station and Avondale"</p> <p>"What about other improvements in the area such as a shared path on the north side of Margan alongside Manawa reserve? the footpath here is very narrow but this is a useful connection to the Rankin shared path"</p> <p>"I'd like to see at least an on-road cycle lane added from the Titirangi Road intersection of Seabrook/Hutchinson Ave down to your new proposed off road cycleway. This part of the road is quite narrow, has no footpath on one side for part of the way and has cars parked on both sides of the road narrowing the road even further. Please extend it up to Titirangi Rd even if it's a painted on road cycle lane. "</p> <p>"Should do the same for Margan Avenue/ Titirangi Road/Rua - Croydon Road/Fruitvale Road/ Northhall Road."</p> <p>"More cyclist use Margan Avenue, so extend this to Titirangi Road. I would prefer changes to New Lynn/Great North Road - 2 lanes to 1 causes traffic to be held up, especially with crossings."</p>	<p>Thanks for all your suggestions.</p> <p>AT is working on other projects in the area such as New Lynn to Avondale Shared Path (https://at.govt.nz/projects-roadworks/new-lynn-to-avondale-shared-path) and supporting Te Whau Pathway (http://tewhaupathway.org.nz/)</p> <p>Due to budgetary constraints current project scope can't be extended to nearby streets or areas.</p>

Suggestion/question/issue	Auckland Transport response
Other suggestions relating to Seabrook and surrounding areas	
<p>"I am also concerned about aspects of upper Seabrook and West Lynn roads. The street is also very dark, and it's scary walking it at night, so I think this will make it safer for pedestrians too."</p> <p>"Should be extended along Seabrook all the way to west Lynn to Titirangi road "</p> <p>"I think it's a good idea but should continue further up Seabrook to make it ideal. We need a roundabout at corner of Parker Avenue & Seabrook - bad, bad intersection!"</p> <p>"what about other improvements in the area such as a shared path on the north side of Margan alongside Manawa reserve? the footpath here is very narrow but this is a useful connection to the Rankin shared path"</p> <p>"Is the safety middle of road island going to be re-installed near 9 Margan Avenue? A lot of people cross here!"</p>	<p>Thanks for your comments. Due to budgetary constraints current project scope can't be extended to nearby streets or areas.</p>
<p>"Stop putting bike lanes in between the road and places where car parks. Where am I supposed to give the 1meter clearance when overtaking a cyclist?"</p> <p>"How are we ensuring bikes are out of the car door zone?"</p> <p>"In the written material entitled: Detail on the proposed improvements, it states that the bus stop outside 62A Seabrook Ave will stay in its current location. That is not what is shown on the plans. We don't necessarily have an issue with it being shifted slightly to accommodate a platform (but do not support it being moved unless both the upgraded bus stop and platform and the no stopping lines back to the intersection are retained) however we consider that AT should ensure its documentation is consistent and that people can be clear as to what they are commenting on. If someone has read only the plans or only the documentation they may not appreciate this part of the proposal</p>	<p>Please note that we are providing an off-road cycleway and shared path for Seabrook Avenue. There will be a painted buffer zone of 0.7m along the kerb between the cycleway and on-street parking at points of conflict.</p> <p>Thanks for your comments.</p> <p>Consultation plan drawing (R005) shows that we are upgrading bus stop and will install new concrete platform. Bus stop stays in its current location as per plan.</p> <p>Post analysis we have decided to relocate bus stop to 64 Seabrook Avenue. We have re-issued letters to properties close to bus stop relocation and have asked for feedback if any.</p>

Suggestion/question/issue	Auckland Transport response
<p>properly. AT needs to reissue the plans and clarify as people may want to comment further.</p> <p>"Please find out how many people could afford and would use a bike for shopping and visiting library in New Lynn then consider the need of bike racks. "</p> <p>"If I were to travel from West to South can you explain the bus route I need to take."</p> <p>"Bus improvements & free car parking where people can park & ride on public transport, Albany, Swanson, Sturges Road has a free park & ride. Why not New Lynn, Fruitvale Avenue do not have any such facility, even Mt Albert so how do you expect people to catch public transport."</p>	<p>Public feedback on this consultation supports proposed off-road cycleway and shared path on Seabrook Avenue.</p> <p>Please refer to journey planner link below which will help you to work out the bus route from West to South Auckland.</p> <p>https://at.govt.nz/bus-train-ferry/journey-planner/</p>

