



SURREY CRESCENT TO GARNET ROAD  
CLG PRESENTATION

Boffa Miskell



# SUMMARY OF ENGAGEMENT

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Methods of engagement included individual and group meetings with key stakeholders, customer travel surveys for local businesses, pedestrian intercept surveys in West Lynn village, residents' online and paper surveys and drop-in sessions for local people at Grey Lynn community centre. Dates and stakeholders engaged are set out below:

- 17 February – attended Bike to the Future as observers
- 19 February – attended Occupy Garnet Rd Supporters' Meeting as observers
- 22 February – cycled part of both routes 1 and 2 with Chris de Lautour reflecting on usability of routes from cyclist's perspective
- 25 February – created a visitor/customer travel survey for West Lynn and Grey Lynn Farmers Market to ascertain travel and retail patterns. Sent to GLBA joint chairs and GLFM manager
- 27 February – met with 5 representatives from West Lynn Businesses – co-ordinated by Jacob Faull (co-chair of GLBA) to gain business perspective on usability of centre
- 1 March – met with Lisa Prager and Penny Bright to discuss their concerns and the engagement process
- 2 March – intercept survey at GLFM from 8.30-10 am (106 people surveyed) Additional online survey on GLFM Facebook page – 47 responses
- 7 March – met with Chuck Joseph and Louise Rive of Edge City to discuss their concerns and observations
- 14 March – pedestrian intercept survey outside West Lynn shops Harvest and Presentz/Dear Reader from 11.45 am – 3.30pm – 52 responses + 2 online responses
- 14/15 March – residents' survey paper copy to approx. 1750 households + online survey. Live until 6 April – 679 responses (plus 12 additional submissions via an email from Occupy Garnet Rd – 5 had also responded to residents' survey)
- 17 March – pedestrian intercept survey outside West Lynn shops Harvest and Presentz/Dear Reader from 11.30 am – 12.30pm – 26 responses

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- 20 March – pedestrian intercept survey outside Harvest and Presentz/Dear Reader from 10.30am-3.45pm – 88 responses
- 21 March – met with 7 representatives from businesses from Old Mill Rd/Garnet Rd junction co-ordinated by Chuck and Louise
- 21 March – met with Irene King and spoke with Barry, business owners from Richmond Road/Surrey Crescent junction
- 21 March – met with acting principal of Westmere primary school
- 23 March - pedestrian intercept survey outside Harvest and Presentz/Dear Reader from 11am-2pm – 47 responses
- 23 March – met with Acting Manager from Lollipops Daycare on Surrey Crescent
- 23 March – met with Reverend Brent Swann from St Columba Church
- 26 March – met with Soala Wilson and Lisa Prager (Occupy Garnet Rd/Surrey Crescent Working Party)
- 28 March – met with 7 representatives from Grey Lynn Residents' Association – co-ordinated by Dan Salmon
- 29 March – met with business owners from City Liquor, Tom's Roast and Siostra
- 29 March – met with business owners from Presentz and Recorded Music NZ
- 29 March – met with Gary Dalhousie from Auckland Zoo regarding parking (NB he is also a local resident and parent of children at Pasadena and Western Springs)
- 4 April – met with Penny Sefuiva – regarding Sackville Street / Richmond Road
- 5 April – drop-in session – 14 attendees
- 10 April – drop-in session – 21 attendees
- 14 April – drop in session – 40 attendees
- 20th April – Site Walkover with Gael Baldock
- 20th April – Spoke with Ashleigh (458 Richmond Road) and email feedback

# CONSULTATION SUMMARY

## Key themes from Engagement

### 1. Make streets safer and more accessible for pedestrians

Many local people walk. Through both stakeholder engagement and the residents' survey, a safe walking environment was identified as of prime importance.

We need to consider the design of streets to reduce vehicle speeds and make roads safer for these more vulnerable users.

### 2. Cycleway design needs to be consistent and legible

Cycleways need to be safe, simple and intuitive for cyclists to use. They also need to be visible to pedestrians and to motorists. Geometry is important. The path needs to be as straight/linear and flat as possible

Different lengths of cycleways need to be better connected. Avoid visual clutter (e.g. hit sticks, different colours and signs). If cycleways are designed well, then visual cues should be simple and easy to interpret.

People neither want nor will use cycleways running through grass berms. However, wider footpaths may enable children to cycle with little conflict with pedestrians.

### 3. Increase street trees/vegetation

From discussions with key stakeholders as well as the residents' survey, an increase in street trees is widely supported. Key stakeholders consider there should be an overall gain in street trees and that any trees that are removed need to be replaced with mature vegetation.

Specific feedback was that in replacing trees, consider more appropriate species. The current planting in the build outs is not supported and people have commented on the ongoing maintenance.

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## Key themes from Engagement

### 4. Remember parking and loading, particularly for retail

Parking has been identified as problematic by local retailers and residents and also visitors to the area. Due to the development of Grey Lynn and Westmere, not all businesses (or residents) have dedicated off-street parking. Short-term/restricted time on-street parking is critical for the viability of local retail. Need to be consistent with the time extent. P90 or P120 work well when combined with P10 for most retail.

P10 and/or loading zones are needed at the key retail locations along the two routes – West Lynn village, Surrey Crescent/Richmond junction and Old Mill village.

Temporary loss of parking during works needs to be managed better. Clear signage is required for patrons to understand where they can park, particularly during construction.

### 5. Location and design of bus stops

There is quite some debate and no consensus about bus stop locations within West Lynn village in particular. This needs to be carefully thought through. Relocating bus stops inconveniences the elderly in particular.

Retailers note that buses are noisy and not good neighbours for most retail. However, bus stops locations need to relate well to the centre and be accessible for users. Ultimately bus users are a captive market for retail.

Arguably do not need bus shelters within the village centre as can shelter under verandahs. However, if locating bus shelters, these offer an opportunity to showcase local flavour/culture (including Maori and Pacific culture), but may not be necessary at the ends of routes.

Need a consistent and legible approach to cycleways adjacent to bus stops.

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## Key themes from Engagement

### 6. Streetscape design

Acknowledge the history of the area. The Old Mill Road Village and Richmond/Surrey Intersection are local destinations and strongly connected to the local communities, together with the wider Grey Lynn and Westmere, they have a rich history that should be reflected in these environments. The Maori and Pasifika history of Grey Lynn and the Tram Suburb heritage should be evident in the local environment. Street furniture, bus shelters and planting may offer opportunity to reference the history.

### 7. Consider ongoing operational and maintenance costs

Design for safe, legible aesthetics which consider ongoing operational and maintenance costs, in particular for vegetation. Limited resources should prioritise safety over beautification.

### 8. Road user education is critical

AT has a prime opportunity to collaborate with the safety focus of a new Minister and government. A combined central/local government funded campaign would support active transport, and also help all road users understand their responsibilities and how they can share the road effectively.

Along with this, there needs to be specific guidance around e-bikes in terms of where they can travel and appropriate speeds.

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## Key themes from Engagement

### 9. Listen to communities

Plans should be thoroughly consulted on and decisions fed back to the community before construction starts. People need good, clear communication during construction phases.

### 10. Engage with emergency services