

Come and talk to us

You can also speak to the project team in person at these public drop-in sessions:

- ◆ **Sunday 18 November**
Grey Lynn Community Centre, 8.30am – 12pm
- ◆ **Tuesday 20 November**
St Columba Church, 4pm – 7pm
- ◆ **Saturday 24 November**
Grey Lynn Park Festival, 9.30am – 5pm
- ◆ **Sunday 25 November**
Grey Lynn Community Centre, 8.30am – 12pm
- ◆ **Wednesday 28 November**
St Columba Church, 4pm – 7pm
- ◆ **Sunday 2 December**
Grey Lynn Community Centre, 8.30am – 12pm
- ◆ **Wednesday 5 December**
St Columba Church, 4pm – 7pm

Public feedback is open until
14 December 2018



Have your say...



on plans to make streets in Grey Lynn and Westmere safer, more attractive and more accessible for everyone.

Route 1 - Surrey Crescent to Garnet Road

Route 2 - Richmond Road



Public feedback is open until Friday
14 December 2018

Together, we will get it right

Work that was carried out on streets in and around West Lynn village and Surrey Crescent last year didn't live up to the community's expectations or the standards we hold ourselves to at Auckland Transport.

To make it right, we've spent a lot of time in recent months listening to your community about the improvements you would like to see.

We carried out a number of reviews which identified safety and design issues. We've met with key community members to discuss the important issues. We understand that people are concerned about more disruption. People want a safe space for pedestrians and people on bikes, but there are different opinions on how that should be achieved.

Feedback from key members of your community has informed the latest designs which we are now seeking your feedback on.

You can help us to get it right by letting us know what you think of the proposed plans in this brochure and outlined in more detail on the project website.



Why are changes needed?

As Auckland's population soars and traffic congestion gets worse, we need to find ways to make it easier and safer for people to walk and cycle. The cycleways proposed in this brochure will connect with the wider cycle network and will encourage more children and adults to get on bikes – getting cars off the road.

There are also a number of safety concerns in the area that need to be addressed alongside some issues brought about from the previous construction work.

Across Auckland, we are also working to create a more 'forgiving' road network that recognises people sometimes make mistakes, but the consequences don't have to be devastating. This involves reducing vehicle speeds in residential areas and making streets safer for everyone – particularly vulnerable road users like pedestrians and people on bikes.

The speed calming measures put forward in this proposal will also enable the speed limit in and around West Lynn village to reduce to 30km/h in the future – as part of any speed limit bylaw.



Route 1: Surrey Cr to Garnet Rd

Route 2: Richmond Rd



For more detailed information go to
[AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

What is planned?

We are proposing cycleways along routes one and two – with raised tables along every side street on each route to improve safety. However, this is a much improved design from the original project and is much more than just a cycleway. We want to create a safer, better connected Grey Lynn and Westmere by carrying out construction work which will:

- ◆ Make the streets safer for everyone

- ◆ Improve retail centres with better urban design
- ◆ Fix the stormwater issues
- ◆ Reduce the gradient of footpaths
- ◆ Improve the locations of bus stops and pedestrian crossings
- ◆ Add more trees and green space.

Safer streets

We are proposing to create a new, safe space for people on bikes. It's proposed to be located between parked cars and the existing kerb, and is always separated from the footpath. This means people travelling at different speeds will have their own space.

Areas that have high pedestrian numbers, such as outside schools, village centres and by other busy shops, are proposed to have a cycleway raised to the level of the footpath to promote slower speeds.

The physical separation proposed for these cycleways is a design that is used around the world and is proven to make streets safer for people of all ages and abilities.

The benefits include:

1. More safety for children and less confident riders
2. Better separation from parked cars and opening car doors
3. Better accessibility for pedestrians
4. Encourages more people of all ages and abilities to cycle.

Simply put, we want to make it safe and easy for children to walk or ride their bikes to school.



Location: Surrey Crescent towards Richmond Road. An example of a separated on-road cycleway

What are the benefits of this proposal?

Protected cycleways, raised tables and pedestrian crossings all help to make streets safer for everyone,

reduce the risk of crashes and encourage people to use active modes of transport.

Who benefits?

How?

People on bikes

With full physical separation, it will be safer and easier to cycle – encouraging more people to get on bikes.

People walking

Walking will be safer and more enjoyable and we are making it easier to cross the street.

Motorists

More people walking and on bikes means less cars on the road so less traffic congestion. And reduced speeds will make it safer for motorists by reducing the probability and impact of crashes.

Bus users

We are making new stops designed to allow the bus to pull in and out quickly, so less waiting time.

Businesses

Improved accessibility, safer and better connected streets will create more foot traffic and make for a more vibrant village.



Route 1

Surrey Crescent to Garnet Road

For more detailed information go to
[AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)

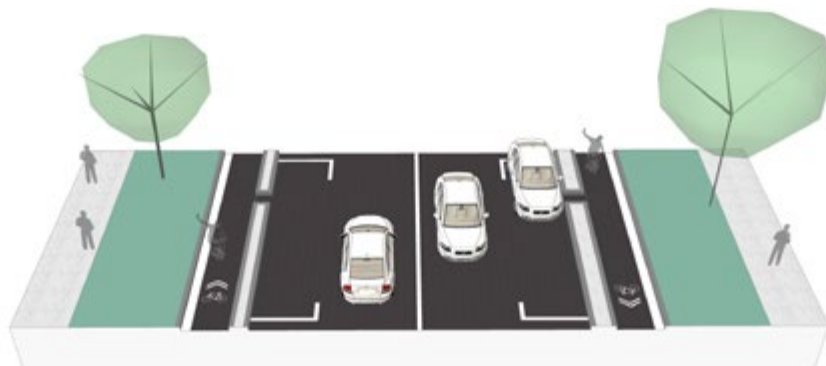
What is being proposed?

- ◆ Raised tables at side streets and at pedestrian crossings to slow vehicle speeds
- ◆ New pedestrian crossings
- ◆ A mix of on-road cycleways and raised to level of footpath cycleway
- ◆ A mix of bus stop layouts
- ◆ A raised separator between parked cars and on-road cycleway
- ◆ Significant planting to reflect local history.

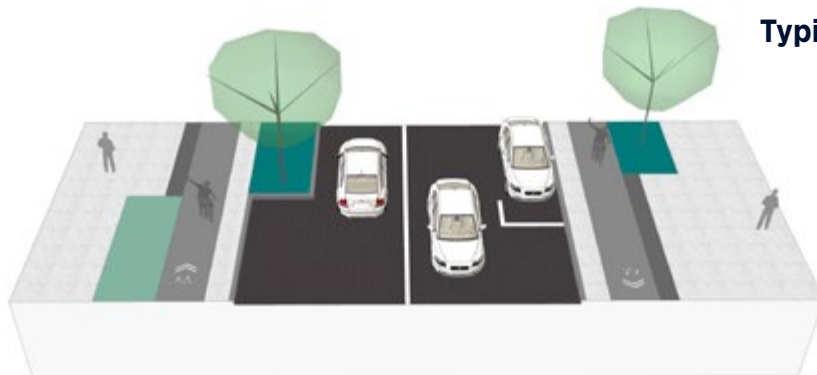
Surrey Crescent and Richmond Road intersection

There are a large number of school children in the area and, at present, this intersection is very difficult to cross. We propose installing some form of pedestrian crossing and other measures which will make it safer for people to cross here. We are currently investigating the best way to do that and would welcome your feedback on what you would like to see or the issues you currently face at this intersection.

Typical cross section from Surrey Crescent to Garnet Road



Typical cross section in Old Mill village



Route 1

Surrey Crescent to Garnet Road

For more detailed information go to
[AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)



Improved intersections

On each side street, we propose raised tables as indicated in this image of what the Cumberland Avenue / Garnet Road intersection would look like. A raised table is a raised section of the road, with ramps on each side, that aims to slow vehicles to a safe speed. These will also be used for pedestrian crossings to make it safer for people to cross. We are proposing raised tables along every side street on each route.

Old Mill village

Proposals include:

- ◆ Quality materials and increased landscaping to promote a village feel
- ◆ Keeping the existing Pohutakawa tree and adding other landscaping elements in the Old Mill traffic island to make it an inviting place to cross
- ◆ Providing a protected space for people on bikes and making it easier for pedestrians to cross the road.



Westmere School and Grey Lynn School

An overview of the proposed improvements outside Westmere School, similar changes are planned for outside Grey Lynn School.

Proposals include:

- ◆ Creating an area where buses can park/children can get on and off buses safely
- ◆ Cycleway outside the school is raised to the level of the footpath
- ◆ Restricted parking zones at peak drop-off and pick-up times.



Route 2 Richmond Road

For more detailed information go to
[AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)

Surrey Crescent to the village

We are proposing a cycleway on both sides of the road with raised tables at intersections, just like the image below.

Peel Street roundabout

We will finish what we started and make that a better intersection for vehicles, pedestrians, and people on bikes.

Peel Street to Parawai Crescent

Going down the hill, we suggest a kerbside separated cycleway at road level, which will then be raised to footpath level through the section of the bus stop, pedestrian crossing and entrance past Countdown. Going up the hill we are planning a cycleway adjacent to the footpath – within the berm. The route will connect to the Greenways Route, which we finished in 2017, to connect to local parks.



*An impression of the Richmond Road
– Baildon Road intersection after the
proposed changes.*

West Lynn village

Keep the character, improve the accessibility

Careful consideration has been given to the proposed changes to Richmond Road and West Lynn village to ensure the character, history and charm of the village and streetscape is kept. Proposed features include:

- ◆ Fixing the stormwater and ponding issues
- ◆ Re-positioned and in-line bus stops
- ◆ New and re-positioned pedestrian crossings – with better grades
- ◆ Measures to slow vehicle speeds
- ◆ Safe, separated and connected cycleways
- ◆ Enhance the sense of a green, vegetated streetscape.

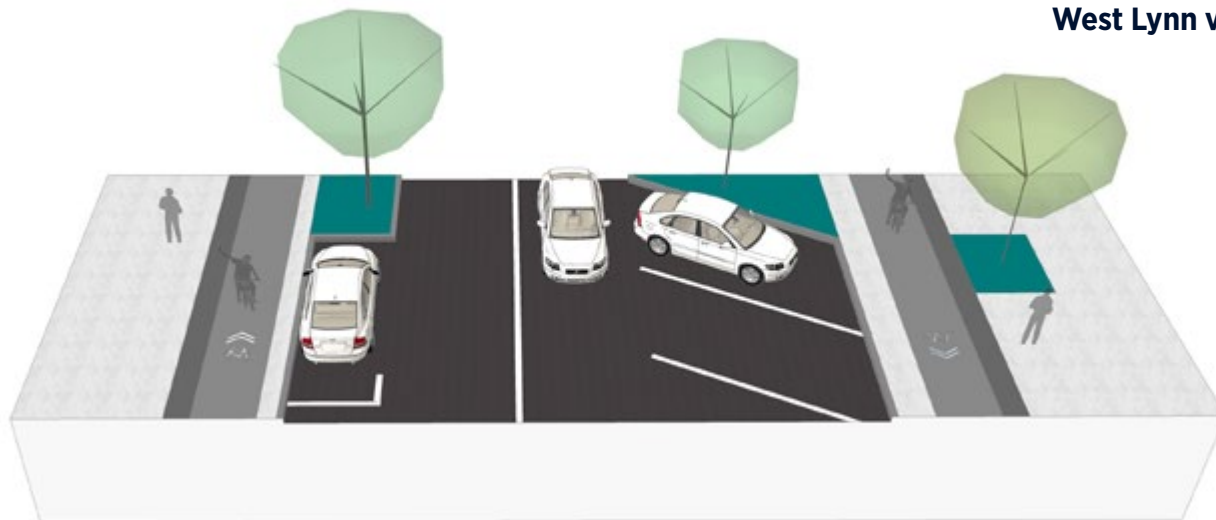
For detailed West Lynn village plans, please attend one of our drop-in sessions or visit our project webpage available via [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

How long will construction in the village take?

We've been speaking with the business owners and we understand that minimising disruption is critical to them. We've been re-looking at our plans to see where we can reduce construction requirements. But the truth is there are some issues that everyone agrees should be fixed, and getting that right will take a few months of construction.

We are seeking your feedback on the village centre to know what's important to you. Once we have that information we will process it into our designs and then begin a robust discussion about construction timelines and how we can reduce the impact.

Typical cross section in West Lynn village



Route 2 Richmond Road

For more detailed information go to
[AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

Options on bus stops in the village

Westmere-bound

We have heard that people are not in favour of the existing Westmere-bound bus stop in front of the liquor store. After considering bus user survey data, AT HOP card data and our urban design experts, we propose moving the Westmere-bound bus stop to 458 Richmond Road – opposite Gypsy Tea Room.

There are a number of reasons for this selection:

- ◆ The bus stop is centred within the village - statistics show a higher number of people use stops in the town centres
- ◆ Good proximity to proposed city-bound stop (outside Baby on the Move)
- ◆ No conflict with existing retail frontages.

We've also heard people want it back to the original location outside of Child Youth and Family (CYFs).

City-bound

We propose moving the city-bound bus stop to go outside Baby on the Move at 449 Richmond Road. This will bring the stop closer to the one in the opposite direction and help to reduce blockages from cars parked illegally outside convenience retail reliant on short-term parking.

What do you think of the options? Please tell us what you think of the options in the enclosed feedback form.

Pedestrian crossing relocation in the village

To improve the alignment, visibility and safety of the cycleway, we propose moving the pedestrian crossing further up – between Francis Street and Hakanoa Street.

There are a number of reasons for this selection:

- ◆ Better visibility of the crossing for drivers coming from Ponsonby
- ◆ Allows for a break in traffic for vehicles turning right into or from Francis and Hakanoa Streets
- ◆ Crossing location works better with existing levels.



An impression of what West Lynn village could look like following the proposed changes. Above is an example of in-line bus stops.

How long will construction take?

We will be able to provide more precise information around construction timelines and impacts after we have processed your feedback and made the necessary changes. But to build what's shown in this brochure and on the website will take over a year. However, please note, most residents will only see construction directly outside of their property for a few weeks. Construction in the village centres will take longer, even if we are just addressing some of the existing concerns.

We are very aware of the concerns of the businesses and residents about disruption during any construction. We are committed to keep listening and working with them to minimise any impacts going forward.

Will the number of parking spaces change?

In order to make these streets safer, more attractive and more accessible for everyone, some parking spaces will need to be removed. We will be able to provide information on the specific numbers at a later date. The project team is working on ways to maintain as much on-street parking as possible.



An impression of Surrey Crescent after the proposed changes. This is what a raised pedestrian crossing and separated on-road cycleway would look like.

How did we get here?



Why do we want to improve Auckland for people on bikes?

Auckland is growing and changing. Our roads are becoming increasingly congested and in many areas building and widening roads is no longer a feasible or cost-effective option. To keep Auckland moving, we need to give people more transport choices, which means using the space we have available carefully.



What are we seeking feedback on?

To help improve the designs, we would like your feedback on these two routes:

- ◆ Route 1: Surrey Crescent to Garnet Road
- ◆ Route 2: Richmond Road

We want your views on the proposed changes - namely any issues or concerns you would like to make us aware of.

For more information on the current proposal and previous consultations on these routes, please visit the project webpage:

[AT.govt.nz/projects-roadworks/grey-lynn-arch-hill-westmere-improvements/](https://at.govt.nz/projects-roadworks/grey-lynn-arch-hill-westmere-improvements/)

How do I provide feedback

There are several ways you can provide feedback:

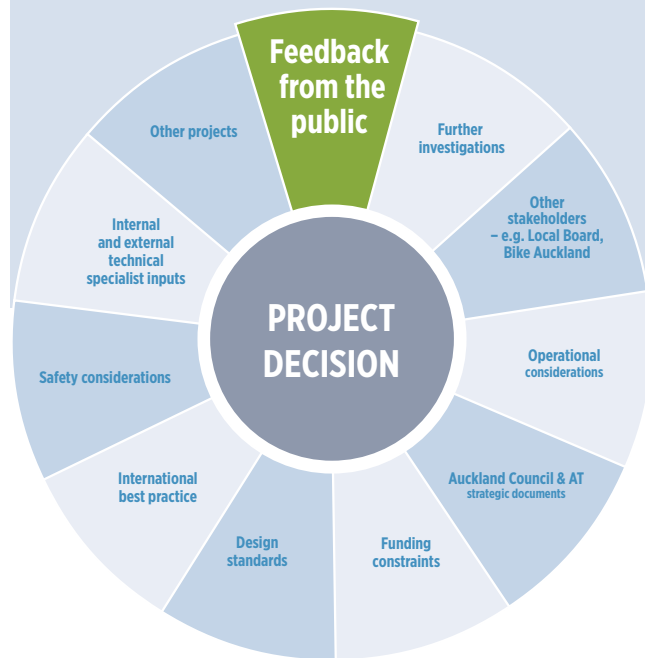
- ◆ Via our project webpage above, and: [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)
- ◆ By completing the feedback form enclosed in this brochure and returning it to us via FreePost
- ◆ If you have difficulty with either of these options, you can call us on (09) 355 3553 and our contact centre staff will fill in the feedback form with you over the phone.

Public feedback is open until
14 December 2018

What will we do with your feedback?

We will:

- ◆ Consider your feedback and see what changes we need to make. We will provide information on what we are changing. This will be done around February – March 2019
- ◆ Update the design based on the feedback to see what the new project will cost. Value and funding will be a key consideration before any final decision is made.
- ◆ Make a decision on what to do next and communicate that with the community.



For more detailed information go to
[AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

Personal information

Name

Business/organisation

Street address

Suburb

Postcode

Email

Phone

Providing personal details is optional. Providing your postal or email address ensures that we can contact you with updates to the project.

PRIVACY: AT is committed to protecting our customers' personal information.

What best describes your interest in this proposal? (PLEASE TICK ALL THAT APPLY)

- ☐ I live or own property in the project area
- ☐ I live or own property near the project area
- ☐ I own or run a business in the project area
- ☐ I own or run a business near the project area
- ☐ I walk/cycle in the project area
- ☐ I work or study in the project area
- ☐ I work or study near the project area
- ☐ I park on-street in the project area
- ☐ I pick up or drop off people in the project area
- ☐ Other (please specify)

PLEASE TAPE ALONG HERE TO CLOSE

FreePost Authority No. 233462



Consultation and Engagement Team
Auckland Transport
Private Bag 92250
Victoria Street West
Auckland 1142

Project: **WAITEMATA SAFE ROUTES**

Feedback form

Please complete this freepost form and return it to us by Friday 14 December 2018.

Alternatively, you can provide feedback online at [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)



If you need assistance completing the form, please call us on **(09) 355 3553** and our contact centre staff will fill in the feedback form with you over the phone.

If your comment relates to a specific location, please be sure to state where, number of residence/ nearest intersection/shop. You are welcome to attach additional pages (or provide feedback online) if you need more space.

Route 1 - Surrey Crescent to Garnet Road

1. What do you like about the plans for Route 1: Surrey Crescent to Garnet Road?

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2. What could we do to improve it?

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3. Do you have any issues or concerns with the proposed changes?

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Route 2 - Richmond Road

1. What do you like about the plans for Route 2: Richmond Road?

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Feedback form

Please complete this freepost form and return it to us by Friday 14 December 2018.

Alternatively, you can provide feedback online at **[AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay)**



2. What could we do to improve it?

[illegible]

3. Do you have any issues or concerns with the proposed changes? Or any thoughts about the bus stop locations or disturbance?

[illegible]

How did you hear about this project?

(PLEASE TICK ALL THAT APPLY)

- ☐ Information posted / emailed to me
- ☐ Auckland Transport website
- ☐ News article (paper or online)
- ☐ Newspaper advertisement
- ☐ Blog e.g. Bike Auckland, Greater Auckland
- ☐ Social media e.g. Facebook, Neighbourly
- ☐ Word of mouth
- ☐ Street signage
- ☐ Other (please state)

Please note: this information is for statistics purposes only, and does not affect your feedback.

