



Grey Lynn and Westmere Improvements: Community engagement report

May 2022

Executive summary

In advance of construction in late 2022, Auckland Transport publicly consulted on updated designs for walking, cycling and bus improvements along two routes within Grey Lynn and Westmere. Consultation ran from Monday 24 January to Sunday 27 February, promoted through a brochure delivered to the project area and conducted through an online survey and Social Pinpoint site. Submitters were asked for feedback on the updated design, the Safe School Speeds trial, and how to best support the community through construction.

A total of 232 survey submissions were received and 246 comments within the Social Pinpoint site. Additionally, the project team met with key stakeholders such as the Grey Lynn Business Association coordinator, who also provided feedback.

Public and key stakeholder feedback covered a wide range of topics, including general support for or opposition to the project, comments regarding the reduction in on-street parking, design improvement suggestions, comments specific to the Safe School Speeds trial, and feedback on how the project should be delivered.

All feedback has been assessed and considered by the project team, informing design development and construction planning.

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Introduction

Project overview

Auckland Transport (AT) is delivering walking, cycling and bus improvements along two routes within Grey Lynn and Westmere. The improvements include 5.6km of protected cycleways, new pedestrian crossings, bus stops and raised speed tables at intersections. These changes make it safer and easier to move around the area however people chose to travel.

Route 1 – Garnet Road, Old Mill Road, Surrey Crescent

Route 2 – Richmond Road, Surrey Crescent

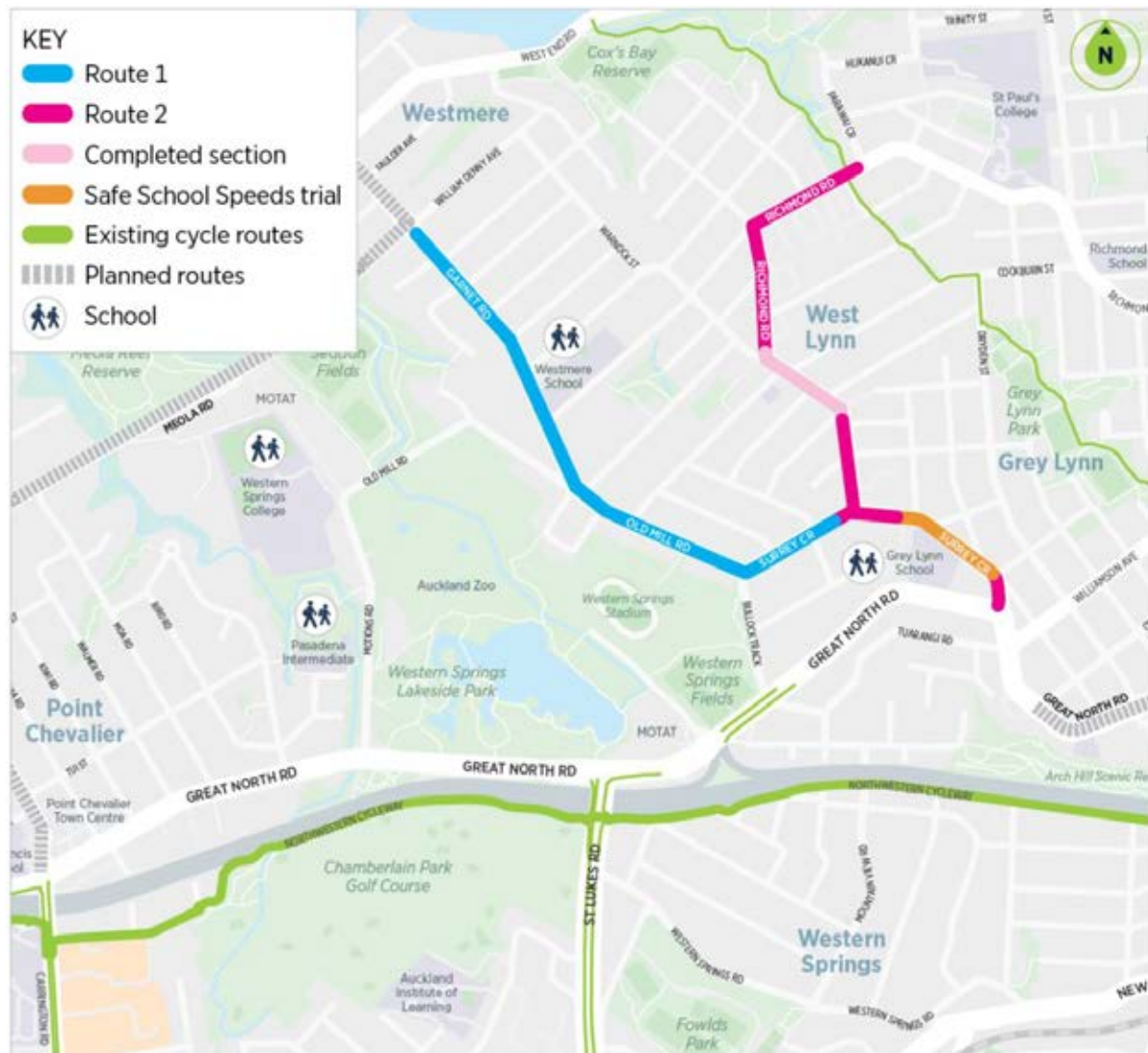


Figure 1: A map of the two routes comprising Grey Lynn and Westmere Improvements

The project includes the following improvements:

- Cycleways separated from traffic
- Inline bus stops
- Raised table pedestrian crossings
- Raised tables across side streets
- New roundabouts
- More trees and planting along the route

Most sections of the cycleway will be on-road, physically separated from vehicles and pedestrians. Within areas that have high pedestrian numbers, the cycleway will be raised to the level of the footpath to promote slower speeds. Some areas of shared path are proposed around intersections, where there is insufficient space for separated lanes.

Construction is planned for late 2022.

Engagement report

This report describes how we engaged with the community and what they told us. An in-depth public consultation was undertaken in 2018, analysing people's response to the proposed design. This report reflects the current project status, moving into construction, with a focus on the response to new aspects of the design and how the project can support the community and deliver a successful project.

Project history

2016

AT sought public feedback on potential cycle routes between Pt Chevalier and the city fringe, an area bounded by the Northwestern motorway and the sea. In total, 865 people submitted feedback on ways by which AT could improve cycling in the area.

Under the banner Waitematā Safe Routes, AT further consulted on the two proposed routes that comprise Grey Lynn and Westmere Improvements, along with other cycle routes.

2017

Construction was halted after local concerns and design issues were identified with the completed West Lynn Village section.

2018

A redesign process was undertaken, and the community re-engaged through a series of Community Liaison Group workshops. In late 2018, AT sought public feedback on revised designs, receiving 1,084 submissions.

2020

The project was paused following the Covid-19 emergency budget.

2021-2022

The project recommenced. In early 2022, public consultation was undertaken on the updated designs, in advance of construction.

Safe School Speeds trial

AT trialled the Safe School Speeds pilot programme in the area around Grey Lynn School. The aim of the trial was to reduce vehicle speed and the associated risk of death and serious injury, using temporary changes. Covid-19 delayed a community survey regarding trial, so feedback was collected as part of the Grey Lynn and Westmere improvements project public consultation in 2022.

Project delivery

The project is refining the street design and making final changes based on community feedback and further investigation. Later this year we will appoint a contractor, with construction planned to begin in late 2022.

The delivery of this project is being considered alongside the Pt Chevalier to Westmere Improvements project and the Great North Road Improvements project, in regard to how we

mitigate the impacts of construction. A Development Response plan will outline the way in which AT will support communities living and working along the project routes.

Information about all three cycleway and street improvement projects can be found at www.AT.govt.nz/bikeinnerwest.



Figure 2: Three cycleway and street improvement projects with similar delivery timeframes

Community engagement

Overview

The Grey Lynn and Westmere Improvements project is readying for construction, but the length of time since the previous public consultation made it appropriate to share the updated designs for public review and comment. Additionally, feedback had not been previously sought on the Safe School Speeds trial.

Consultation ran from Monday 24 January to Sunday 27 February. It had several purposes:

- Refresh people's awareness and understanding of the project.
- Collect any final thoughts on the design, before construction gets underway in late 2022.
- Better understand what aspects of the Safe School Speeds trial have been successful and what hasn't worked as well, from the community's perspective.
- Tap into local knowledge to help manage construction impacts.

A project information brochure provided key information about the project, its history, and what had changed since previous public consultation in 2018. A survey accompanied the brochure and was also available online. It asked five questions:

1. The cycleways and street improvements are nearly ready to be built. Do you have any comments on the design before it is finalised for construction?
2. Do you have any comments relating to the Safe School Speeds trial, within the area around Grey Lynn School?
3. Having a good understanding of the local community will help us manage and coordinate construction activity. Is there anything we should know when planning construction?

4. Construction can be disruptive, but early planning will help us mitigate its effects. How can we support the local community during construction?
5. Have you any other feedback for the project team?

Engagement methods

Due to raised Covid-19 alert levels and because engagement was primarily a project refresh, face-to-face engagement was limited. We engaged the community in the following ways:

- 7,900 brochures delivered to the project area and mailed to absentee landlords of properties along the two routes.
- Brochure bundles delivered to key locations within the project area, e.g. Grey Lynn Library.
- An electronic version of the brochure emailed to our stakeholder database.
- Updated project web page and Social Pinpoint site.
- Social media advertising.
- Ponsonby News advertorial.

During the consultation period, meetings were held with the following stakeholders:

- 8 February – The Waitemata Local Board
- 14 February – The Grey Lynn Business Association
- 22 February – Cohaus
- 11 March – Bike Auckland

On Friday 25 February, a door knock of 11 businesses was undertaken in the area around the intersection of Surrey Crescent and Richmond Road. This door knock was undertaken because the decision to install a roundabout at this location was taken subsequent to the 2018 public consultation and business owners might be unaware.

Engagement response

We received:

- 232 submissions to the formal survey.
- Two informal submissions received via email.
- 246 pieces of feedback through the Social Pinpoint site.
- Feedback through the meetings conducted with stakeholders and business door knocks.

Of those submitters who provided an address, 46% live in Grey Lynn and 26% in Westmere, reflecting local interest and a targeted engagement approach.

Feedback

Feedback collected during the consultation period has been assessed and considered by the project team. Based on feedback received, some aspects of the street and cycleway design are being reviewed, as part of design development. Feedback on the Safe School Speeds trial is also being considered as part of a lessons learned exercise, to inform future trials. Additionally, AT will consider feedback related to project delivery and community engagement in its construction planning.

Project partners and stakeholders

Mana whenua

The project has consulted mana whenua through the Central Hui.

The Waitematā Local Board

On Tuesday 8 February, project personnel attended a workshop with The Waitematā Local Board, providing a general project update. The project did not seek a formal response from the board, but addressed questions from individual members. Question topics included:

- Future connectivity to Wharf Road Greenway.
- Use of shared walking and cycling paths within the design.
- Absence of zebra crossings across side streets within the design.
- Tree removal and planting.
- Cycleway connectivity with Great North Road.
- Loss of on-street parking for businesses.
- Speed limits.
- Grey Lynn Safe School Speeds trial.

The Grey Lynn Business Association

Project personnel met with the Grey Lynn Business Association coordinator on Monday 14 February. The design was discussed and the project's engagement approach. The project team were encouraged to engage effectively with businesses, giving consideration to a challenging commercial environment and the capacity of businesses to spend time reviewing designs and providing feedback. Wide ranging feedback was provided on the design, including the following topics:

- The roundabout proposed for the intersection of Richmond Road and Surrey Crescent.
- Business engagement.
- The location of some bus stops.
- Trees and planting.
- Place making.
- Loss of parking.

Following the meeting with the Grey Lynn Business Association, the project undertook business door knocks around the Surrey Crescent and Richmond Road intersection, to ensure business owners were aware of the consultation and had opportunity to provide feedback.

Cohaus

On Tuesday 22 February project personnel met with representatives from Cohaus, a community of people who designed and self-funded a housing development in Grey Lynn. Their [feedback](#) included:

- Separated cycleways should be provided over shared walking and cycling paths.
- Reduce the median strip to enhance other aspects of the project, e.g. wider cycleways.
- Reducing carriageway widths could enable more street space for other uses.
- Where cycleway isn't greened may encourage people to use it for parking.
- Support for inline bus stops but request boarding islands widened.
- Separator set back at driveways could encourage higher speeds.
- The placement of raised table crossings at roundabouts could encourage informal crossing.
- 1.5m width of cycleway at some locations is inadequate.

The project is reviewing aspects of the design which may address aspects of Cohaus' feedback, e.g. the use of shared paths.

Bike Auckland

On Friday 11 March, project personnel met with representatives from Bike Auckland. This meeting went through the updated design in detail, spending time on the following four locations for which Bike Auckland had provided feedback in advance of the meeting.

- Richmond Road, opposite Hope Street – car door issue.
- Richmond Road near Countdown – vehicles exiting, interaction with cycleway.
- The intersection of Garnet Road and Old Mill Road – intersection safety.
- The intersection of Surrey Crescent and Great North Road – safe connection with Great North Road.

The project is reviewing aspects of the design which may address aspects of Bike Auckland's feedback, e.g. the area around Countdown.

Business door knocks – Surrey Crescent and Richmond Road intersection

Of the 11 businesses visited on Friday 25 February, most were aware of the project, with a mix of positive and negative sentiment towards it. A reduction in on-street parking was raised as a concern, in regard to both the cycleway and roundabout's impact. There was both comment that the current intersection was very unsafe and comment that the current intersection was very safe. Support was expressed for a review of parking time restrictions within the immediate area, to ensure they are meeting business needs.

Public feedback

Social Pinpoint

246 pins were added to the map from 36 different respondents, with one respondent adding 109 pins.

Feedback covered cycling, walking, bus and vehicle perspectives. Cycling feedback pointed out areas where geometry or alignment of the cycle path could be improved, where better connections could be provided for people on bikes, and where additional separation or protection would improve safety for people on bikes. Feedback for walking voiced support for pedestrian crossings with some suggestions for improved placement of these, and concerns about pedestrian crossing facilities especially around roundabouts. Many pins identified spots where potential conflicts could occur for people having to cross the cycleway to get to the footpath, including people alighting from buses at inline stops.

Vehicle-related feedback was mostly in relation to parking – concerns about loss of parking, interaction of parked cars and bikes, and cars parking on the cycleway or footpath. Narrower roads were both supported for slowing vehicles and criticised for being obstructive. Some frustration was expressed about the Safe School Speeds trial area around Grey Lynn School, particularly the speed bumps near Grey Lynn School.

Overall there was support for cycling and walking improvements, for more planting in more places including to deter illegal parking, and features that reduce traffic speeds.

The map featured clusters of feedback pins around:

- The Richmond Road, Peel Street, Kingsley Street roundabout
- The Richmond Road Countdown.
- The proposed Surrey Crescent, Richmond Road roundabout.
- The section of Surrey Crescent around Grey Lynn School.
- The intersection of Old Mill Road, Bullock Track and Surrey Crescent.
- The intersection of Old Mill Road and Garnet Road.

Based on feedback, AT is reviewing the street and cycleway design at the following locations:

- **Mill Road, Bullock Track, Surrey Crescent intersection**
 - We are considering adding a right turn pocket into Bullock Track and whether pedestrian safety and access can be improved.

- **398 Richmond Road (Methodist Church)**
 - We are reviewing the design for this location to ensure potential conflict between people cycling and church goers is minimised
- **11 Surrey Crescent**
 - Design to be amended, reflecting a change to a vehicle crossing.
- **Lollipops Grey Lynn**
 - We are reviewing the design in to ensure it is optimal and safe for everyone who uses this area – people on bikes, parents, and children.
- **The proposed Surrey Crescent, Richmond Road roundabout**
 - We are reviewing the design in to ensure it provides safety for everyone who uses this area and that footpaths can be kept clear of vehicles.
- **Richmond Road Countdown exit**
 - The current design is considered to deliver the best outcomes within site constraints. We are reviewing it on the basis of feedback received, to determine whether there are changes that could improve the design.

Public survey

Question one

The cycleways and street improvements are nearly ready to be built. Do you have any comments on the design before it is finalised for construction? This could include suggestions for minor improvements, future upgrades, or things we might have missed.



Figure 3: A word cloud generated from question one submissions

Question one received 213 submissions. Analysis below focusses on feedback relating to key design changes, made since the previous public consultation in 2018.

Increased setback for raised cycleway separators

- This design change did not receive significant comment, with the four mentions of bins relating to concerns with placement and interaction with the cycleway.

- One comment noted that Council may introduce additional bins, such as for food waste.
- Concerns were raised about visibility exiting from driveways.

Removal of zebra crossings from raised tables across side streets

- Four submissions outlined concerns about raised tables that might appear to be crossings but without the formalisation of a zebra crossing.
- Two of the four submissions noted that the rule change to give pedestrians right of way across side streets might not go ahead and if it did, should not be relied on to provide pedestrians with safe access. The project will review side street raised tables for safety.

Paired pedestrian and cycle crossings

- Seven submissions indicated support for paired crossings, there were no comments opposing.
- There were five requests for additional crossings, with three relating to the top of the Bullock Track. This is being investigated by the project team.

New roundabout at Richmond Road and Surrey Crescent intersection

- 31 submissions indicated support for the new roundabout.
- One submission described it as “excessive” and stated it would cause traffic queues.
- 18 submissions requested bikes be kept separated from pedestrians through the intersection. This is being investigated by the project team.
- The setback of crossings was queried. The project team notes the site is constrained and several driveways have been accommodated.
- One submitter queried whether the roundabout was suitable for larger vehicles. It has been designed to accommodate large trucks.

Bus stops

- Two submissions indicated support for inline bus stops, while five opposed, primarily due to impact on traffic flow.
- Concern was raised about drivers overtaking buses.
- Other comments questioned the location of specific bus stops, which have been moved to fit within the new street design or for service requirements.

Comments, questions, AT response

Comments and questions have been extracted from submitters feedback. We have edited for duplication and in some cases reworded or summarised.

1. The cycleways and street improvements are nearly ready to be built. Do you have any comments on the design before it is finalised for construction? This could include suggestions for minor improvements, future upgrades, or things we might have missed.		
Comments and questions	AT Response	Themes
There needs to be a right-hand turn lane for cars turning into Bullock Track.	There is insufficient space for a right turn pocket. Vehicles can pass informally on the left or wait for the vehicle to turn.	Road design
The asphalt strip along the berm of Old Mill Road needs to be removed.	It will be removed and replaced with berm.	Road design
Please ensure enough room is left outside ALL properties to accommodate 3x bins.	The design ensures at least x2 can be accommodated on each side of the driveway.	Sustainability
Minimise speed bumps for cycle lanes, can be risky on 2 wheeled vehicles especially in wet/windy conditions.	We're installing raised tables rather than speed bumps. These are more stable and have less impact on riders.	Traffic calming measures
I have heard that all the proposed cycleways are designed to be the same (slightly below standard) width. I think it is important to make them wider where possible, for comfortable overtaking opportunities for all abilities and bike types.	The cycleway width will be 1.5m-1.8m depending on available space.	Road design
Rather than breaking the TDM separated cycleway standard, which states shared paths are not a supported infrastructure type, please consider breaking the design vehicle standard instead. Buses and rigid trucks could navigate a roundabout with a protected bike lanes here, and it would slow down other vehicles making it safer.	We're reviewing the design of the roundabout at the intersection of Richmond Road and Surrey Crescent. We acknowledge the value of separated lanes over shared path and if we can accommodate them within the space available, we will do so.	Cycleway design

Please address the Grey Lynn shops gap asap.	The upgrade of Grey Lynn Village is part of the Connected Communities programme, expected to be delivered within the next 10 years, but could be brought forward.	General
The proposed inline bus stops obstruct the flow of traffic, and no analysis has been provided on the cost and safety issues created and there is no quantifiable analysis provided on the expected safety improvement.	We are using inline bus stops to enable a consistent, more efficient bus service. They are more accessible for passengers and prevent buses being delayed as they pull in and out of traffic. The time a bus is stationary to collect or drop off passengers can be as little as 20 seconds, and a minor inconvenience to other vehicles.	Bus stop
Comply with guidance for car door zones on Richmond Road, between West Lynn Village and Peel Street.	We have provided 600mm clearance, based on guidance within our Technical Design Manual.	Road design
Put the westbound cycle lane onto raised tables where it crosses Old Mill Road and Garnet Road.	We considered different options at this intersection. The layout includes four raised table pedestrian crossings, and the narrowed road environment will encourage slow vehicle speeds.	Road design
Start the protected bike lane earlier coming from Great North Road.	This intersection will be considered by the Connected Communities project. Our project will investigate extending the cycleway further back towards the intersection.	Road design
Put the left-turn slip lane into Surrey Crescent on a raised table.	This intersection will be considered by the Connected Communities project.	Road design
How many car parks will be lost?	As individual car parks aren't marked out on-street, we've calculated this in terms of the space available for parking on-street. Across the two routes we've made a 23% reduction to the space available for on-street car parks, to accommodate the cycleway,	Parking/construction

	pedestrian crossings, and bus stops. We've sought to balance the retention of on-street parking with the safety and accessibility gains delivered by the cycleway and street enhancements.	
Please remove the car parks on the opposite side of the road to the Countdown supermarket. This will allow the traffic lanes to be moved southward enough so drivers can wait fully off the eastbound bike lane.	We won't shift the road alignment at this location but will review placement of limit lines at the exit to Countdown.	Parking/construction
Minimise the shared path sections as they are not best practice.	We have looked to limit these as much as possible, using only where there are space constraints. These areas of the design are undergoing a review.	Cycleway design
Why have you decided to go with the raised tabled over tradition pedestrian crossings?	Raised tables slow vehicles, they are more accessible since they are typically level with the footpath, and they provide better visibility for people using them compared with a standard pedestrian crossing.	Traffic calming measures
What is the accurate number of trees being planted and why did you choose the trees you did?	We will plant around 100 trees, but won't have an accurate number until later in the design process. Species include Puriri, Titoki, Pohutukawa, and Nikau. Street trees are chosen in consultation with mana whenua and from an approved Council list and an assessment of which species will best suit the street. Find out more about Auckland's Urban Ngahere strategy: https://www.aucklandcouncil.govt.nz/plans-projects-policies-reports-bylaws/our-plans-strategies/topic-based-plans-strategies/environmental-plans-strategies/Documents/urban-ngahere-forest-strategy.pdf	Sustainability

Will there be a safe pedestrian crossing on Richmond Road between Peel Street and Hope Street?	The nearest formal crossing will be at the nearby roundabout.	Traffic calming measures
Speed on Richmond Road is concerning. Despite the 30kmph speed limit in the village area vehicles continue to speed. I think there needs to be more roadside signs and on the road surface too.	We're not lowering the speed limit along the route, but by narrowing the road and introducing more pedestrian crossings, the street design will encourage lower vehicle speeds.	Speed Traffic calming measures
It would appear from the drawings proposed, that there will be no centre median area for vehicles to turn into their respective streets/driveways off Surrey Crescent. This will create further congestion.	Traffic volumes indicate the number of vehicles turning are unlikely to cause congestion.	Road design
Can you bring colour to the entire cycle route?	We use greening where it's needed, to emphasise where drivers need to look for bikes.	Cycleway design
Extend the cycleway along the rest of Richmond Road towards Franklin Road or Picton Street.	We connect to the Greenway Route off Richmond Road. A future project may extend the route further along Richmond Road.	Cycleway design
How will AT ensure that illegally parking on Old Mill Road does not happen?	Once the cycleway is in place, we will monitor its use and any illegal parking or access by vehicles.	Parking/Construction
Using coloured asphalt like in the Netherlands would be a nice way of having lanes stand out and not be slippery in the rain like paint.	We will use grit to provide slip resistance, similar to bus lanes.	Road design
Can you explain how a 23% reduction in parking will benefit the surrounding streets like my own (Westmoreland Street East) which is already having issues with finding suitable parking?	The overall benefit to the community is a calmed street, improved bus service, safer crossings, and a protected cycleway. The trade-off is some loss of on-street parking.	Parking/Construction

Do not remove all the car parking along Garnet Road, by Westmere School. The cycleway should be built on the berm.	There is parking available outside the school. The cycleway is at footpath level at this location.	Parking/Construction
We would like consideration to some addition traffic calming solutions to be implemented along the length of Warnock Street between Warwick Avenue and Nottingham Street.	This is outside the scope of this project, but feedback for AT more generally.	Traffic calming measures
Can we keep the cycle path separate from the shared path when going through the Richmond Road/Peel Street roundabout?	At this location, there is insufficient space to achieve separation within the existing road corridor.	Cycleway design
The pavement along Richmond Road along Sackville Villas has a double pavement. Why not use both for a cycleway that is two ways?	We are making use of this pavement for the cycleway, but there is insufficient space for a two-way cycleway.	Cycleway design
Cycleways often following main roads, and cyclists, particularly school kids, inclined to take shortcuts, I assume there will be easy on-off ramps in logical places - e.g., opposite William Denny Avenue.	Driveways and the gaps between separators provide options for cyclists to enter/exit the cycleway.	Cycleway design
Replacement bollard for the one in footpath that is broken off at the Sackville Street end.	Thanks, we'll investigate.	General
Another tree in the berm outside Summerfield Villas, to replace the one that has rotted.	We will assess current trees' health.	Sustainability
More shrubs be planted in the berm at both ends outside Summerfield Villas to try and keep vehicles off the berm.	We will plant some areas with low level cover, but please report illegal parking to AT.	Sustainability
You have missed key links between Coxes Bay and Westmere shops on the West End Road as well as the opportunity for bike lanes on Jervois Road connecting through Herne Bay to Westhaven.	These would be great links and we expect to deliver them in future. Find out more: https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan/	Cycleway design

The current bus stop on the corner of Dorset Street makes exiting Dorset Street left or right is very dangerous. Can this stop either be changed to a stop where busses do not stop for long periods of time or moved?	This bus rest stop has changed should no longer be issue.	Bus stop
Is the Richmond Road roundabout big enough to handle the high volume of traffic?	Yes, we've modelled it to confirm.	Roundabout
Not sure that there is a need for the pedestrian crosses on both Surrey Crescent and the west and east side of the roundabout. I see those as unnecessary as there is little foot traffic along Surrey Crescent at that point.	The raised table would remain in place regardless of whether there was a crossing. We want to encourage more foot traffic and building more safe crossings is a great way to do so.	Traffic calming measures
Why has there been such a move away from using natural elements and creating more nature and plants in improvements and in slowing down roads?	We will be using natural elements such as trees and shrubs. It's also important that people are protected when cycling and using concrete separators is an effective way to achieve this.	Sustainability
I am concerned that there will still be noise because of the proposed raised table pedestrian crossing, because of the speeds people travel at and the need to rapidly decelerate to cross the table and then accelerate away.	The design of the speed tables we are installing encourages a slow speed on and off the table. The material from which they are constructed also promotes low noise compared with speed humps.	Traffic calming measures
We need a 30km speed limit for the whole of Surrey Crescent to ensure safety for its residents. I think there should be a screen to monitor people's speeds (like the one on Meola Road).	We're designing the street to encourage lower speeds but there is no current plan to reduce the posted speed limit on Surrey Crescent.	Speed
The proposed design needs to consider the fact that not all houses have parking spaces. It may be possible to leave enough space on the driveways to park.	Parking on driveways is not permitted, however there will remain parking on-street. Most houses have off-street parking, but where they don't, it is the occupier's responsibility to manage their parking requirements.	Parking/ Construction

Can we have smooth and wide paths for bike users?	The cycleway width will be 1.5m-1.8m depending on available space, and paved in asphalt.	Cycleway design
Could you paint the cycleway pink rather than green?	We are using green as it is the standard cycleway colour throughout NZ, acknowledging pink has been used in specific locations.	Cycleway design
Unrelated but would love a cycleway along Ponsonby to K Road?	Check out https://at.govt.nz/about-us/transport-plans-strategies/future-connect-auckland-transport-network-plan/	General
Do we need raised tables as this causes conflict with pedestrians and vehicles?	Raised tables slow vehicles, they are more accessible since they are typically level with the footpath, and they provide better visibility for people using them compared with a standard pedestrian crossing.	Traffic calming measures
Are the bikeways complying with AT standards?	Yes, we use the AT Technical Design Manual which outlines standards.	Cycleway design
Can the corner radius for side roads be reduced?	Yes, we have reduced the corner radius on side roads.	Road design
Why is the council not listening to the local community?	There is broad support for this project, reflected in this consultation and the one preceding: https://at.govt.nz/media/1980337/public-feedback-report-waitemata-safe-routes-17-july-2019.pdf	General
You are removing all the parking directly outside Westmere school, where parents can safely drop children on the same side of the road as the school.	There remains on-street parking outside the school.	Parking/construction
I think you should paint zebra crossings on the side road crossings.	At many side streets along the route, to meet the standards required to install a zebra crossing, we would need to upgrade street lighting. However, installing a raised table and reducing the corner radius will significantly reduce the speeds of vehicles turning into or out of side streets and improve safety for people crossing them.	Traffic calming measures

We really need Meola Road to be done, this is so dangerous I live in this area and dread going down Meola Road.	The Pt Chevalier to Westmere Improvements project will be delivered around the same time as this project. Find out more at www.AT.govt.nz/bikeinnerwest	General
Along the southern side of Old Mill Road up to number 78 there is already a new second footpath that could easily be used as a cycleway, saving a lot of cost and roadside parking.	This is an old design that was not completed and will be returned to berm. An on-road protected cycleway will be a safer, more consistent piece of infrastructure, consistent with current design best practice.	Cycleway design
Will there be a roundabout at Richmond Road & Kingsley Street?	Yes.	Road design
Will there be bike stands outside stores on the footpath?	Yes, we will install stands around shops and destination points.	General
Just ensuring that there is clear space and rules around placing rubbish/recycling bins, so they are also not placed over cycleways.	The design includes space for bin placement and concrete separators will prevent vehicle access onto the cycleway.	Sustainability
Please consider painted on warning signs for cyclists/scooter riders to remind them of the presence of elderly people and children.	Safe infrastructure over a lot of signage, but will consider around schools.	Traffic calming measures
Are you able to separate cycleways at footpath level as it will be much less complicated?	The cycleway is at footpath level in some locations, but there is insufficient room for this approach across the entire route and some advantages to a protected on-road cycleway.	Cycleway design
Make all ramps up to tables, as gradual as space allows. This is because a steepish ramp is uncomfortable to ride up and down on a bicycle.	The ramps are designed to slow all vehicles, including bicycles, on the approach to areas where there may be pedestrian movement across the path of the cycleway.	Cycleway design
Why is the residential parking being taken away between Peel Street and West Lynn Village?	We have allowed space for bins and driveway visibility. Residents will have parking off-street and on-street parking is available on the opposite side of the road and on side streets.	Parking/construction

There is a big setback of the bike and pedestrian crossing at the new Richmond Road and Surrey Crescent roundabout. How about making those closer and easier for pedestrians and bike riders?	Space is very constrained at this location. We've needed to make use of the space available, avoid driveways and provide a dual crossing.	Roundabout
Can see lots of improvements for cyclists, but nothing much for pedestrians.	The project delivers increased accessibility and safety for pedestrians, through the provision of raised table pedestrian crossings.	General
Smooth, unbroken sections where cyclists can maintain speed is essential.	Along the route there are long, consistent sections of cycleway.	Cycleway design
I would like for the raised pedestrian crossings to have a pedestrian refuge point in the centre of the road. I do not feel safe crossing pedestrian crossings that do not have a refuge.	Reduced road widths, raised crossings and a calmer road environment will slow vehicles, reduce crossing distances, and improve pedestrian visibility.	Cycleway design
The area around the school can be improved with the potential installation of traffic lights at the crossing to make it even safer	We aren't installing traffic lights, but the road environment will encourage slower speeds and additional crossing points will improve safety.	Traffic calming measures
It is not user friendly for cyclists to cycle between the cars/berm, as on Richmond Road, cyclists are expected to do abrupt turns to avoid street features and pedestrians are confused as to which path, they should use, creating additional obstacles.	For most of the route, the cycleway is on-road. Where there is a shift, we'll ensure it's as self-explaining as possible and clearly marked/signed.	Cycleway design
Please, please do something about the deadly roundabout at Garnet Road and William Denny. It is an extremely busy, terrifying intersection.	This intersection will be addressed by the Pt Chevalier to Westmere Improvements project. www.AT.govt.nz/bikeinnerwest	Roundabout
The different lanes, planter boxes, raised platforms, painting on the roads, plastic posts and speed humps are simply creating distractions for operators of all sorts of vehicles.	The design will take a consistent approach and the road environment will encourage slow speeds and be self-explaining.	Cycleway design

It would be good to also have a pedestrian crossing across the top of the Bullock Track at the intersection of Bullock Track and Surrey Crescent.	Thanks for the suggestion, we'll investigate this further.	Traffic calming measures
I am concerned that the cycleway is not raised enough to provide adequate protection to cyclists.	Where the cycleway is on-road it will be protected by concrete separators.	Cycleway design
There needs to be proper protection to stop vehicles mounting the kerb and parking on the shared path here.	Once the cycleway is in place, we will monitor the area. Illegal parking can also be reported direct to AT.	Cycleway design
Cycle paths need to be made clear, e.g., green paint along their entire way to clearly show they are cycle paths. This is not always done, e.g., some parts of K Road are just black, and pedestrians and others do not realise they are cycle paths and walk along them. Also, the green marking must also be used when the cycle path crosses other roads, i.e., the openings to side roads.	We won't use green paint along the entire cycleway length, but we will green them at key locations, such as where they cross side roads.	Cycleway design
The design still needs to allow for good flow of traffic.	The street design will encourage slower speeds but accommodates traffic volumes similar to the current.	Road design
Why are there narrow width speed humps on Surrey Crescent, make them full width.	The trial infrastructure around Grey Lynn School will be replaced with the permanent street design, with speed tables replacing speed humps.	Traffic calming measures
Bus shelters are not shown but should be provided.	We will be providing bus shelters.	Bus stop
Bus stops needed closer to Meola Road to allow people to transfer from the 105 to Outer Link.	We'll pass on this feedback to AT Metro, the team who manage the bus service.	Bus stop
I see that you want to put a cycle track between parked cars and the early childhood centre. Can you please explain how you are going to	The buffer zone between the separators provides space for children and caregivers to wait safely before crossing the cycleway.	Cycleway design

keep these young children and their caregivers safe as they get into and out of their cars?		
Please ensure separation is adequate - I do not support a painted separation.	Concrete separators will keep people using the cycleway safe.	Cycleway design
Paint a green cycleway outside the existing car parks and shrink the median strip to accommodate the lost space.	The planned design makes good use of available space. If the parking was located on the other side of the cycleway we wouldn't be able to protect the cycleway because vehicles would need to drive across it to access parking.	Cycleway design
Can we add plants to the roundabout at Surrey Crescent and Richmond Road?	This would be a challenge to maintain, but we will plant trees and low ground cover along the route.	Sustainability
Consider a roundabout to Bullock Track and Old Mill Road?	The road layout at this location doesn't support a roundabout. We are considering adding a right turn pocket into Bullock Track and whether pedestrian safety and access can be improved.	Roundabout
AT needs to finish the uncompleted work to West Lynn prior to starting more work.	West Lynn remediation is underway and will be completed before construction starts on this project.	General
Please can you look at parking outside Lollipops on Surrey Crescent? People continue to park and reverse on the footpath	We understand this is an issue and are considering it in our current review of the street design in the area around Surrey Crescent and Richmond Road intersection. Illegal parking can also be reported to Auckland Transport for enforcement.	Parking/construction
Have you considered that on route 2 has a high portion of traffic being service and construction vehicles?	Yes, the road will accommodate large trucks.	Road design

Are the larger trees on Richmond Road being preserved?	We'll have more information in the coming months. We're endeavouring to retain as many trees as possible and we will also plant up to 100 new trees.	Sustainability
Will you be putting the powerlines underground?	No, we are not undergrounding powerlines.	General
What signage will go up on the side streets to ensure cyclists are given right of way by cars from these streets?	Green surfacing and a raised table across side streets will indicate bikes have right of way.	Traffic calming measures
We live in a hilly city which experiences a lot of rain. Cycling is never going to take off.	Cycling has taken off in hilly cities, such as Lisbon in Portugal and in rainy cities, such as Vancouver in Canada.	General
What about parking at the dog park?	We are not adding parking at the dog park, but additional off-street parking will be available at MOTAT 2, or on-street within nearby side streets.	Parking/construction
The biggest risk for drivers exiting our apartment building is the set back from the driveway, particularly on the right as we exit.	Parking will be set back from driveways for visibility and in residential areas for rubbish bin collection.	Road design
Cyclists (for fitness) do not like the colourful grit on cycle paths. Make them smooth tar seal please.	The cycleway will be smooth, however their primary function is to enable people on bikes to safely travel to destinations, such as places of work, education, or retail, rather than for fast fitness riding.	Cycleway design
Can we connect these cycleways to neighbouring areas like Ponsonby Road?	Auckland Transport will continue building a connected network of cycleways across Auckland.	General
Cycle lanes should not be inside parked cars or bus stops. Especially dangerous downhill with people stepping off buses and cars pulling out.	The cycleway includes a buffer to protect people cycling from open car doors and provide people with space to stand after exiting their vehicle. The design encourages low speeds around bus stops.	Cycleway design

Cyclists don't pay to be on the roads - motorists pay tax i.e., petrol etc - a lot of money is being spent on a non-contributing minority.	The costs of building and maintaining local roads are shared between central Government (through Waka Kotahi NZ Transport Agency) and local councils. Both ratepayers and taxpayers pay for the cost of building and maintaining local roads, regardless of whether they walk, ride or drive. A person riding a bike is paying for the road they are riding on. Additionally, maintenance is usually the main cost for local roads and bicycles cause very little or no damage to roads, compared to cars.	General
Surrey Crescent/Richmond Road proposed roundabout is quite excessive and will cause more congestion. Three pedestrian crossings clustered together will cause long queues of vehicles	Removing a crossing would mean someone wanting to cross a leg of the roundabout would need to walk a considerable distance and cross two other legs to get where they wanted to go. More likely, people would cross informally without the protection of a raised crossing.	Roundabout

Question two

Do you have any comments relating to the Safe School Speeds trial, within the area around Grey Lynn School?



Figure 4: A word cloud generated from question two submissions

Question two received 207 submissions. Analysis below identifies key themes within submitter feedback.

Speed limits/restrictions

- 104 submissions supported lower speeds around the school area.
- Support for lower speeds did not always equal support for the trial infrastructure. Some submissions indicated a preference for speed camera warning signs, over physical speed restrictions.

Speed bumps

- Two submissions indicated support for the trial speed bumps.
- 31 submissions opposing speed bumps with 10 indicating their steepness causes noise, vibration, and air pollution. The project considers that replacing temporary humps with permanent high-quality speed tables will reduce issues of noise resulting from vehicle deceleration and acceleration.
- Submissions indicate people manoeuvre unsafely around the shorter length speed bumps rather than travel over them.

Trial area 'look and feel'

- Six submissions indicated the area looks messy. 'Orange sticks' were mentioned in several submissions.
- 18 submissions feel the trial street layout is distracting or confusing. This feedback was given by people driving and cycling through the area.

Safety

- 16 submissions stated they felt more safe travelling through the area, most indicating they were walking or cycling.
- Four submissions indicated they felt less safe, mostly in relation to driving through the area.
- 24 submissions indicated they felt the trial was working / achieving its aims.

Comments, questions, AT response

Comments and questions have been extracted from submitters feedback. We have edited for duplication and in some cases reworded or summarised.

2. Do you have any comments relating to the Safe School Speeds trial, within the area around Grey Lynn School? Find out more about the Safe School Speeds trial here.		
Comments and questions	AT Response	Themes
Could there be a reduction in the distractions in this area to help motorists?	The permanent design will be consistent with the rest of the route and provide a calmed, self-explaining road environment.	Road design
Install a proper raised pedestrian crossing and if there must be a speed bump, so it is easily recognised by motorists and cyclists?	A raised table crossing will replace the speed bump.	Traffic calming measures
Are you able to remove the chip seal and replace it with asphalt?	The project area will be resealed in asphalt.	Road design
There is no need for traffic calming measures other than at the crossing.	The project is taking a whole of route approach to safety and the permanent design will calm traffic and introduce more crossings along the entire route.	Traffic calming measures
Have you taken into consideration the Blind and Low Vision Foundation community with the current project?	The designs have been reviewed by an AT accessibility group which includes low vision representation.	General
Can you decrease the speed to 20kmph for at least 1km around the school?	The street design will create a lower speed, calmed road environment. In particular this will be supported by raised pedestrian crossings.	Traffic calming measures

Have you considered traffic lights instead?	A traffic-calmed street and raised pedestrian crossing will improve safety around the school and are a better solution for this location than traffic lights.	Traffic calming measures
Why are there two different sorts of speed bumps - one right across the road and one silly one in the middle?	We've trialled interventions around the school to reduce speeds and improve safety. The permanent design will be consistent with the remainder of the route and use raised pedestrian crossings in place of speed bumps.	Traffic calming measures
What was the research base / accident rate outside the school to justify these changes?	The trial is part of a pilot programme to reduce speeds and the risk of death and serious injury.	Speed
We consider a more effective approach for everyone in the area, would be to reduce traffic speed and install a solar-powered signage signal, as used on Curran Street.	Designing a street for low speed across its entirety is more effective than speed reduction signage in one location.	Speed
The Zones are currently confusing, and cars do not slowdown that much and bikes do not know where to go. Make it permanent and clearer how the road/pavement/cycleway is divided up.	The permanent design will be consistent with the rest of the route and provide a calmed road environment with space allocated for people travelling by foot, bus, bike, or car.	Road design
The real issue you cite of speeding outside of school hours would easily be addressed by a speed camera that accounts for traffic in both directions. \$50k would cover that and represent a permanent solution and pay for itself via fines and risk reduction.	Speed enforcement is undertaken by the NZ Police. The permanent street design will encourage low vehicle speeds and improve pedestrian and cycle safety along the entirety of the route.	Speed
Parking around schools for pickup and drop off is essential for children's safety.	Both the current trial and the permanent street designs provide some on-street parking. They also provide safer pedestrian and bike access, giving kids more options for how they get to school.	Road design

The plastic poles and road markings are ugly, excessive and look tacky.	They will be removed when the permanent street design is constructed.	Road design
As with much of the low-speed trials, signage feels perfunctory rather than pragmatic. Drivers need to easily be able to see signs in order to follow instructions.	We'll review the signage currently in place and what is to be delivered by the Improvements project.	Traffic calming measures
Put the speed bumps closer together, in eyesight, people do not know/forget there is a second.	When the permanent street design is constructed, the two speed bumps will be replaced with a single raised pedestrian crossing.	Traffic calming measures
The school is not using the main entrance of the school which they used to, children are now coming to school using the gate by the paddock which is 100 metres along Surrey Crescent.	Grey Lynn School was using this alternative entrance during the recent COVID-19 red traffic light setting. Now we are at orange, they are back to using the main entrance.	General
The maintenance of the infrastructure is appalling. There are branches on the coloured areas. There is a sign on the ground. There are at least 3 bollards down.	We recently completed maintenance to address these issues. If you notice anything further you can report damage or maintenance needs online at www.AT.govt.nz , or to their call centre on 09 355 3553.	General
Some of the entrances/exits into the green bike zone are too narrow, and rubbish and skid-promoting gravel builds up in these zones.	The permanent design will be of higher quality with bike lanes of at least 1.5m.	Road design
The noise all day and at night of cars, vans and trucks hitting the humps must be heard to be believed. We also must tolerate trucks engine-braking to the hump and then accelerating away.	The humps will be replaced with raised pedestrian crossings which will be less noisy. Because the entire route will encourage slower speeds, there will also be less noise from decelerating and accelerating vehicles.	Traffic calming measures

It would be nice to share with us some data on how effective this trial has been - reduced accidents, near misses etc.	We've recorded reduced vehicle speeds during mornings and afternoons, between two and 12 km/h depending on the location. Getting speeds down below 40km/h around the school is significant for the safety of kids. We'll soon share this and other findings with the community.	General
I would prefer speed limiting to pick up and drop off times only, like around Richmond Road School/St Paul's School.	The permanent design will encourage consistent, lower speeds across the whole of the route.	Speed
The narrowing of the roadways makes people do things faster and more dangerously.	The permanent design will narrow the road environment along the route. This will encourage slower rather than faster speeds.	Speed
The green area for cyclists needs to be made clearer, solid colours with a bike road marking, so you know it is a cycle path	The permanent design will include a clearly marked cycleway.	Cycleway design
You have installed speedbumps with no paint markings to indicate they are there in this area. Please can you add paint markings.	We recently refreshed paint markings and have also moved and added signage to improve visibility. Construction of the Grey Lynn and Westmere Improvements project gets underway later this year and will replace the two speed bumps with a single raised table.	Traffic calming measures
I would highly support lowering the speed limit at the school and having signs installed well before the school warning drivers and getting them to reduce their speed.	The permanent design will encourage lower speeds along the entire route. We will continue to monitor the road environment around the school and signed speed reduction could be implemented in future.	Speed
The safe speed area around Grey Lynn School is much too large. The speed bumps 100m either side, are very annoying, and seem to serve no purpose where they are positioned.	The aim of the trial is to reduce speeds in the area surrounding the school, where there is movement of pupils, parents, and vehicles.	Speed

Plastic wands are not effective as vehicles drive over them and do not provide any physical protection for children. Suggest permanent bollards installed.	The permanent design will use longer lasting materials, such as raised pedestrian crossings and concrete separators for the cycleway.	Sustainability
Drop off zones should be further away from the school to reduce the number of U-turns and parking movements being made in the area where the most kids will be running around. Design would need to reduce the width of the street so it will be impossible for people to stop without blocking the flow of traffic.	The permanent design for the street will be narrower and encourage slower speeds. There will be some on-street parking where parents can drop off children, but the safer street environment will also encourage more kids walking and cycling to school.	Road design
One school I saw overseas had a "kiss and go" spot for the parents who do drive their children.	Auckland Transport works with schools to manage traffic at drop off and pick up times. In some locations we have implemented P5 short term parking, where that meets the school's needs.	Parking/Construction
It needs to be better and easier to read who goes where. The bike lane needs to be protected so that children and parents can cycle and walk to school safely.	The permanent design will provide clearly marked areas for people travelling by foot, bike, bus, or car. The cycleway will be protected by concrete separators.	Cycleway design
A sign could be placed near the school judder bar and marked "school" on the roadway.	We'll review school signage as part of the final design.	Traffic calming measures

Construction

- 17 submissions indicated work should be done as quickly as possible.
- Some submissions suggested a seven-day construction week. This is unlikely to be practicable, but the project will require the contractor to be fast and efficient.
- Several submissions made suggestions regarding how the work should be staged.

Protest

- 23 submissions expressed that the project should not listen to protestors, or that they do not represent the community.

Access

- Access was a significant theme, often a part of comments on disruption.
- 21 submissions noted the importance of being able to walk or cycle safely through the construction area.
- Mention was given to ensuring safe access for people in wheelchairs, those less mobile, or with pushchairs and children.
- Suggestions for keeping accessways clear included:
 - Sweep footpaths and keep clean and free of tripping hazards
 - No signs obstructing footpaths
 - No parking on footpaths
- Access will be a key focus for the project. As we approach construction we will provide commitments to the community on how this will be managed.

Community engagement

- Community engagement and the need to keep people up to date was mentioned in 18 submissions.
- Within the feedback, suggestions on how the community should be engaged included:
 - Door-knocking
 - Street signs
 - Single project point of contact
 - Letter-drops
 - Local business advertising on hoardings
- One submission noted that project notifications should extend outside of the immediate project street.

Comments, questions, AT response

Comments and questions have been extracted from submitters feedback. We have edited for duplication and in some cases reworded or summarised.

3. Having a good understanding of the local community will help us manage and coordinate construction activity. Is there anything we should know when planning construction?		
Comments and questions	AT Response	Themes
Employ 2x as many contractors to get the job done 2x as quickly.	Our construction planning will consider the most economic and efficient way to complete the project.	Parking/Construction
There is the most beautiful vista of the harbour as you come around Garnet Road just past Chester Street, unimpeded lovely view. From what I can see looking at the plans, that will be lost in the build.	We are not building any structures that will obscure harbour views.	General
Try genuine engagement with community. Hold a public meeting and explain the technical aspects.	The team can be reached at projects@at.govt.nz and will discuss any aspect of the project.	General
Are you able to colour the cycleway coming to the roundabout at Surrey Crescent/Richmond Road?	The cycleway will be coloured green at key locations, including roundabout approaches.	Cycleway design

Night-time work should be avoided as lack of sleeps can affect the health of residents.	The vast majority of work will be carried out in daylight hours. We will avoid night time work wherever possible.	Parking/Construction
Put contingency plans in place for protestors.	We will ensure the work site is carefully managed.	Parking/Construction
Keep locals very informed on timing and extents of parts of projects. Street posters on bus stops etc	We will use a range of tools to keep the community up to date throughout construction, including regular email updates.	General
Please ensure safety planning around road works considers active transport, pedestrians and disabled persons. Too often no thought is given to this and road signs etc block footpaths.	This will be given special focus by the project and monitored throughout construction. We understand the importance of keeping accessways open and free from obstruction.	Parking/Construction
Please consider the Grey Lynn Market on Sundays when it comes to construction.	Thank you, we will work with the community to manage construction and ensure commercial activity can continue throughout.	Parking/Construction
It is important that people on bicycles, wheelchairs, scooters, mobility scooters and pedestrians can travel safely during road works.	This will be a key project focus during construction – ensuring streets are accessible to all.	Parking/Construction
If you can giveaway any of the tree that need be removed, that would be amazing and really appreciated by the community.	We're not removing many trees, but of those that are removed, most will not be in a suitable condition for replanting. They will be recycled by our contractor for mulch and use in gardens.	Sustainability
Make the cycleways future proof, allow for box bikes and big electric cargo bikes and allow for cyclists overtaking other cyclists.	We've made the lanes as wide as possible, varying between 1.5m and 1.8m.	Cycleway design

Notify side streets as well.	We will keep the wider community up to date throughout construction.	Parking/Construction
Do not construct during school terms.	We will need to construct during term time and will also plan carefully for how we work around schools, particularly during drop-off and pick-up times.	Parking/Construction
Plants everywhere! Natives please.	We will plant up to 100 new trees, all natives.	Sustainability
Tar seal condition on Surrey Crescent is extremely poor with the heavy traffic flow and it needs a carpet seal tar seal to cut down the noise factor and make it a lot safer in wet conditions.	The project area will be resealed in asphalt.	Road design
Communicate that this has wide-based support.	The project has been in planning stage for some time and each round of consultation has confirmed strong community support.	General
Be mindful that a lot of businesses have suffered serious disruption over the last couple of years and many will not be well placed to deal with further disruption due to physical works.	We'll engage early with businesses on how we can best support them through construction. This could include timing of construction activity, ensuring accessways are clear and accessible, business signage visible, and the area kept clean.	Parking/Construction
Considering where your construction workers will park and how that will affect the community.	Our contractors will develop a plan for where they park that keeps streets clear.	Parking/Construction
Please conduct outreach to help build support for safer cycling in this area.	We are engaging with advocacy groups such as Bike Auckland and the associated Bike Burbs.	Cycleway design
Separated cycleways - not just paint.	Where the route is on-road, we are using concrete separators.	Cycleway design

Many people use the Surrey Crescent, Richmond Road, Ponsonby Road and Great North Road loop as their walking, running or biking exercise loop 'track' - so think about this in the construction, how you keep all these people safe - especially in the dark mornings / evenings and potential trip hazards.	A key focus for our project team will be to ensure areas of construction are safe, well lit, and accessible by all.	Parking/Construction
Let us know when things are happening - and if it is at night.	We'll keep the community well-informed throughout construction, particularly if any works were required outside of normal working hours.	Parking/Construction
The local community in Grey Lynn are very green focussed and would like to see the use of sustainable products with an exceptionally long lifespan, as opposed to plastics and things that break and need replacement.	We will be using high quality materials with a long design life and increasing the number of trees along the route.	Sustainability
We would ride our bikes around much more if there were joined up cycleways.	This cycleway project will connect to others in inner west Auckland. Find out more at www.AT.govt.nz/bikeinnerwest .	Cycleway design
Avoid blocking whole lanes during peak hours.	Once we appoint a contractor, a plan for construction will be developed, striking a balance between fast, efficient, delivery and maintaining access and movement through the area.	Parking/Construction
Sweep the footpaths so there is minimal mess and tripping/skating hazards. Keep dust to a minimum where possible.	Our contractor will be required to keep the site clean, free from trip hazards, and have dust management plans in place.	Parking/Construction
Any ways of beefing up the signage? I like the way highway improvements are described in Australia.	We'll consider how best to use on-street signage, to communicate project information.	Parking/Construction

My concern is about the amount of cycling traffic that will move to the pathways through Coxes Bay reserve up to Grey Lynn Park. It would be good to install lots of signage on these paths during the period of construction, reminding people to keep to the left unless passing, to keep their pets on a short leash, and to be considerate of other users of the pathways.	We'll consider signage and other communications activity to support changes in travel patterns during construction.	Parking/Construction
With the best will in the world we cannot all cycle all the time. Please think of people who need cars to live their lives and cater for everyone not just cyclists.	This project will improve the road environment for all users, whether travelling by foot, bike, bus, or car.	Road design
The intersection and traffic lights outside the old cinema at Surrey Crescent are an issue. Traffic snarls from here back towards Richmond Road which will affect the Grey Lynn School.	We'll consider local traffic conditions and people movement when developing the traffic management plan for construction.	Parking/Construction
Do not listen to us! Listen to the cycle safety experts.	We do both. Consulting the community helps us understand what's important to them and we use that information alongside the expertise we consult.	Cycleway design
Congestion outside childcare centre near Richmond Road/Surrey Crescent Junction. Lots of car's parking/leaving in the morning and afternoons.	We'll consider local traffic conditions and people movement when developing the traffic management plan for construction.	Parking/Construction
In our 34 unit building lots of vehicles enter and exit at 7:30 - 8:30am and 4:30-6pm.	We'll consider local traffic conditions and people movement when developing the traffic management plan for construction.	Parking/Construction
Ensure there are adequate "safe" crossings for preschool/day care and school children.	Our traffic management plan for construction will take account of the schools and early childhood education centres	Parking/Construction

	within the community and the people and vehicle movements associated with each location.	
Ensure construction trucks/vehicles don't park on pavements.	Our contractors will develop a plan for where they park that keeps streets clear.	Parking/Construction
Surrey Crescent is very congested between the Bullock Track and Great North Road intersection.	We'll consider local traffic conditions and people movement when developing the traffic management plan for construction.	Parking/Construction

Question four

Construction can be disruptive, but early planning will help us mitigate its effects. How can we support the local community during construction?



Figure 6: A word cloud generated from question four submissions

Question four received 162 submissions. Analysis below identifies key themes within submitter feedback. Submissions thematically overlapped with question three submissions.

Communication

- 31 submissions indicated communication as important mitigation.
- Comments were similar as for question three, suggesting door-knocks, project signage, and regular updates.
- One submission suggested running a community BBQ as a way to thank people for their patience.

Business support

- 22 submissions discussed the importance of supporting businesses, with some suggesting ways this could occur.
- Suggested ways of helping businesses included:
 - Getting the work done quickly
 - Promoting local discounts or vouchers
 - Keeping businesses accessible and visible
 - Temporary enhancements such as flower boxes
- Several submissions suggested rates rebates or other financial compensation. The project cannot do this, but we will consider other suggested ways the local community can be materially supported.

Access

- Similar to the question three response, 22 submissions reflected the theme of access, often in regard to maintaining on-street parking availability during construction.
- Submitter feedback reinforces the need for the project to develop a contractor parking plan.
- Similar to the question three response, the need for clear footpaths was highlighted in submissions.
- One submission identified the project's Traffic Management Plan as key to keeping streets moving.

Construction approach

- 12 submissions commented on the approach to construction as a means to mitigate disruption.
- Six submissions stated that night works should not occur. There are some activities undertaken at night such as road marking, but project construction will otherwise occur during daylight hours.

Behaviour change

- Five submissions raised behaviour change as a way to mitigate disruption. These included:
 - Encouragement for people to leave the car at home
 - Make the 105 bus free
 - Organise safe cycle rides
 - Supportive project signage available for community use

Comments, questions, AT response

Comments and questions have been extracted from submitters feedback. We have edited for duplication and in some cases reworded or summarised.

4. Construction can be disruptive, but early planning will help us mitigate its effects. How can we support the local community during construction?		
Comments and questions	AT Response	Themes
Make sure that the limited public parking is not used by workers.	We will require our contractors to develop a parking plan and not utilise on-street parking around businesses.	Parking/Construction
Please plan construction in the business centres as much outside business operating hours as possible.	We will need to work during business hours, but will work with the business community to mitigate the impacts of construction.	Parking/Construction
Vouchers and draws for residents to visit affected businesses.	Working with the business community, we'll consider ways we can help promote local businesses.	General
Give some income to shops who suffer from construction downturn.	We can't offer financial relief to businesses, but will work with the business community to mitigate the impacts of construction.	Parking/Construction
Be considerate to the businesses and keep talking to the business operators to find how best to work with them.	We'll take the lead from businesses on how they want to be engaged.	General
Encourage locals to leave their car at home.	The construction site will be kept accessible for people travelling by foot, bike, or bus.	Parking/Construction

Communication and support local events.	We'll link up with community organisations to understand what's happening in the local community and how we can help promote and support.	General
A representative should be available at a community venue every day during construction to receive, log and follow up any concerns that occur in a timely manner.	We'll ensure community members have a project point of contact they can reach whenever required and is available at times for in-person engagement.	Parking/Construction
Signage about road works must be visible.	Construction signage will be visible and understandable. Additionally, where appropriate we'll make use of project 'general information' signs explaining what's being built and where to find out more.	Parking/Construction
Ensure that the construction is carried out as swiftly as possible.	We will aim to strike a balance between fast construction and minimising disruption to businesses and residents.	Parking/Construction
Give better timeframes that 18 months for the whole mix of projects /sub-projects.	As the project nears construction we will be able to give more certainty and detail around timeframes, including information about the order in which works will take place.	Parking/Construction
How about making the 105-bus route free for the duration of the disruption to build some goodwill and get people out of their cars and into the bus? Or hold a draw to win an e-bike for residents to raise awareness of and encourage enthusiasm for the new bike lanes.	Thanks for the suggestions. We'll work with the community on ways to mitigate the impacts of construction. One of the best things we can do to encourage use of buses during construction is to keep footpaths and bus stops clear and accessible.	Bus stop
Keep residents engaged and informed of timing - not just the businesspeople/association.	The area is a mix of business and residential. We'll be focussed on both parts of the community and will keep residents informed through regular letter-drops and emails.	General

Work should be carried out during normal daylight business hours, Monday to Friday. However, any major changes outside the school area could be considered for weekends, to avoid disruption to normal school activity.	Work will be carried out in normal daylight hours. We'll work with schools to ensure pupils and parents have safe access during periods we are working nearby.	Parking/Construction
Robust TTMP that makes it as safe as possible to keep walking, biking, rolling through will make it easier for locals to access their needs and support local businesses.	We agree, an effective plan for traffic management will be key to enabling local access and supporting the community through construction.	Parking/Construction
Please correct any misinformation in community discussions.	We'll ensure the project communicates widely and provides the community with timely, accurate information.	General
Keep traffic flowing during peak times.	We'll put in place effective traffic management that keeps things moving.	Parking/Construction
Maintaining footpath access is important. Plus, don't let contractors block driveways or destroy berms while working on site.	Access for people walking along the street will be maintained throughout. We'll engage in advance of any impact on access to properties and ensure residents needs are met.	General
Helping businesses to be seen on the street.	We'll do our best to keep business signage visible from the street.	General
Organizing some events during the construction again to support businesses.	Working with the business community, we'll consider ways we can help promote local businesses.	General
Free bike rides to encourage new users.	Great idea! We'll investigate this further for when the cycleway is built.	Cycleway design
Run a barbecue to thank people for their patience.	Everyone loves a free sausage, good idea!	General

Wayfinding for businesses.	We'll consider use of wayfinding and information signage to help people navigate through areas under construction and locate businesses.	Parking/Construction
AT should work on ways to educate communities on why this type of infrastructure is necessary. This will help to get communities to back these kinds of projects and facilitate mode-shift.	We'll provide the community with timely and accurate information on the what the project will deliver. We'll also consider promotional activities once the cycleway is open.	General
If it's near cafes, try not to have the loud construction stuff happening at the same time as the usual lunch rush.	We will need to work during business hours, but will work with the business community to mitigate the impacts of construction. This could include timing loud activities outside of a busy lunch hour.	Parking/Construction
These projects seem to happen at an unfathomable snail's pace and there is no communication about why or deadlines.	We'll ensure the project communicates widely and provides the community with timely, accurate information.	General
Provide alternative safe routes for cyclists during construction.	The construction site will be kept safe and accessible for people travelling by foot, bike, or bus.	Parking/Construction
Add detour signage to car parks NOT footpaths or in the way of on-street cycling.	We will keep streets accessible and clear.	Parking/Construction
Remove orange cones when work is not being done.	We'll aim only to use what is required.	Parking/Construction
Make sure you're only blocking one end of a road at a time.	Our construction plan will prioritise safety and access.	Parking/Construction

Do not disrupt parking around Westmere School. Do not do stop/go or major works between 8:00am-9:15am or 2:30pm-3:30pm due to the large amount of school traffic.	We'll aim to minimise impact on parking and will work with schools to ensure pupils and parents have safe access during periods we are working nearby.	Parking/Construction
Monitor traffic patterns and adjust plans if project causing issues.	Our traffic management plans will be flexible and will be adjusted if needed. Safety and access will be key aims of any plan.	Parking/Construction
Communications better coming direct from the contractor who will know what is happening when, and what the effects will be. Should use same controls as working in Downtown, e.g., noise enclosures for cutting pavers, dust control etc.	The contractor will communicate directly with the community regarding works activities. Similar controls will be used to Downtown, e.g. water spraying to control dust.	Parking/Construction
Talk to community leaders in advance and get their buy in to the project.	We are engaging with key organisations and community representatives.	General
Be sensible with the community's money.	We are minimising project costs in a variety of ways, while building something that is high quality and delivers safer streets.	General
Permit businesses to use some of the car park areas for their tables and chairs etc.	If this is something businesses support, we'll work with them to explore options for outdoor dining expansion.	General
Add lots of safe bike parking near all shops and parks.	We will install bike parking as part of the street improvements.	Cycleway design
Limit noise as much as possible.	Construction will be noisy at times, but we will keep it to daylight hours and let the community know in advance what to expect.	Parking/Construction

Can the construction be done in shortish chunks - might be 50 or 100 metres etc or between 2 to 3 side roads etc. Once that part is complete it is opened, and the next part is started.	Once we have a contractor on board, a construction plan will be developed. The plan will balance factors like time, cost, efficiency, and disruption.	Parking/Construction
Please can the construction be done over 7 days, so not just Monday to Friday.	Once we have a contractor on board, a construction plan will be developed. The plan will balance factors like time, cost, efficiency, and disruption.	Parking/Construction
Add speed cameras between Bullock Track and Francis Street.	During construction the posted speed limit will be 30km/h. Once the work is complete, the road environment will encourage slower speeds than currently recorded.	Parking/Construction
Maintain easy access to the only supermarket in the area.	We'll focus on maintaining safe access through the construction area and to local businesses and homes.	Parking/Construction
Keep our heritage curb stones.	We'll re-use existing kerb stones where possible. For much of the route we aren't moving the kerb line.	Road design

Question five

Have you any other feedback for the project team?



Figure 7: A word cloud generated from question five submissions

Submissions for question five lacked thematic consistency due to the open-ended question. We have focussed on responding to specific comments and questions within the table in the section below. Of the 143 submission, 58 (41%) indicated sentiment in line with “get on and get it done”.

Comments, questions, AT response

Comments and questions have been extracted from submitters feedback. We have edited for duplication and in some cases reworded or summarised.

5. Have you any other feedback for the project team?		
Comments and questions	AT Response	Themes
Please maintain regular communication and updates with the Grey Lynn Business Association and the Grey Lynn Residents Association. So, they can keep us updated.	Throughout construction, we'll keep key contacts like business and residents' associations up to date and informed.	Parking/Construction
Coordinating timing between Westmere, Point Chevalier, Grey Lynn and Great North Road is key to their combined success.	The three projects will be delivered in a similar timeframe.	General
I grew up in Grey Lynn and Point Chevalier and I have only become a regular cyclist as an adult - but these are such bikeable areas if they were safe. Kids should be able to ride to school and have independence without the risk of traffic accidents.	By installing a protected cycleway, this project will make it safer and easier for kids to ride their bikes to school.	Cycleway design
Advertise it as a viable mode of transport and work with local schools and businesses to encourage the students and workers to use it.	AT undertakes cycling promotion campaigns and has a team that engage directly with schools to encourage uptake of walking and cycling.	General
Encourage businesses to place bike parking outside their shops and get schools to supply secure bike parking for students.	We will install bike parking around the community as part of the street improvements.	Cycleway design
It looks like work has already started in Richmond Rd and this feedback period has not closed.	Remedial work within West Lynn Village is a separate project, though connected to this one.	General

Think about adding trees not plastic barriers.	We will plant as many as 100 new trees.	Sustainability
This is a great opportunity to make a real difference. We are facing a climate crisis and we need to reduce transport emissions, create liveable and sustainable towns, and adapt for the new climate - less tarmac more trees and green spaces.	Providing people with travel options other than private car is key to reducing our emissions and creating a safer more liveable city.	General
Children cannot all walk to school. We must drive and drop the kids off. Please do not remove all the parking outside the school.	There will remain on-street parking around the schools.	Parking/Construction
Please do Meola Road ASAP, then with the new cycleway through Cox's Park it should be all joined up.	Auckland Transport will deliver a cycleway and street improvements on Meola Road around the same time as this project.	Cycleway design
I am unsatisfied with the location of the in-line bus stop on Richmond Road opposite the entrance to Summerfield Villas at 386 Richmond Road. This can be a busy exit/entry from the complex and having a bus stop directly opposite will make exiting the complex dangerous. Additionally, or instead of relocating this stop, it would be beneficial to remove the (one) on-streetcar park between the driveways of 350 and 386 Richmond Road to improve visibility, where to see cars from the right a car must pull out into the road lane, meaning cars often must cross the centre line when coming from the right. I would consider this additionally dangerous with a bus stopped in-line directly across the road.	The road environment will feel different to the current. It will be slower and calmer, making entry and exit from adjacent properties safer and easier. Because bus stops are 'inline' with the lane in which they are travelling, buses spend less time picking up or dropping off passengers. As part of design development, we've reviewed sight lines for people exiting properties. We're comfortable that drivers turning out of 350 or 386 Richmond Road will be able to see oncoming traffic.	Traffic calming measures
I don't understand why part of Route 1 has been moved to form part of Route 2 "to balance the length of the two routes". What difference does that make to members of the public? And why is it	The project has been around for some time and was conceived of as two routes. For that reason, we felt it important to explain the change, to avoid confusion when people provided feedback, and	Cycleway design

broken into two routes in the first place when it's all one set of works?	because it could affect how they are constructed. Once constructed, they will just be part of a connected cycle network and the route number of no importance.	
Please start to realise that life has changed since 2020.	Work patterns have changed since 2020, with more people working from home. It's not clear whether or not this will be a long-term change. However, people still travel to places of work, education, or retail. This project gives them more options for how they travel.	General
Make sure you include regular sweeping in bike lanes. A lot of rubbish ends up in bike lanes, which is off putting for new, young and nervous riders.	The cycleway will be regularly swept, but users can also report issues to AT online at www.at.govt.nz/about-us/contact-us/report-a-problem .	Sustainability
Urge the team to use durable solutions that are robust to damage by cars.	We are using concrete separators to keep people on bikes safe.	Cycleway design
There are some very expensive, high-performance vehicles which tend to have very little ground clearance. Your raised tables and speed humps are making it increasingly difficult for these vehicles to negotiate our streets without "bottoming out" or "stubbing their noses" creating expensive damage. You need to consider this when designing these obstacles to ensure all vehicles can use our streets without damage.	The speed tables are designed in accordance with international design standards for easy clearance at low speeds by any standard vehicle found on New Zealand's roads.	Traffic calming measures
Construction is one thing, but ongoing monitoring is another. Already cycleways are regularly blocked by vehicles in Auckland.	Once the cycleway is in place, we will monitor its use and any illegal parking or access by vehicles.	Parking/Construction

The bus stop outside number 46 Old Mill Road will cause an obstruction for cars moving out of these address and houses either side. The road is too narrow for cars to pass the bus when it is stopped and with vehicles pulling out of these address and neighbouring houses, nobody will have clear visibility. How do you expect people to pull safety into their driveways when a bus is stopped?	On the infrequent occasion a bus is stopped as a vehicle is exiting or entering, we anticipate the vehicle will wait for the bus to move on, if they cannot make the turn safely.	Bus stop
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Safe School Speeds trial

Speed reduction

The Safe School Speeds project team measured the speed of vehicles around Grey Lynn School before and after the introduction of the Safe School Speeds project. They recorded speed reductions of between two and 12km/h. This reduction of speed means that the risk of someone being killed or seriously injured while crossing the road outside Grey Lynn School is significantly reduced.

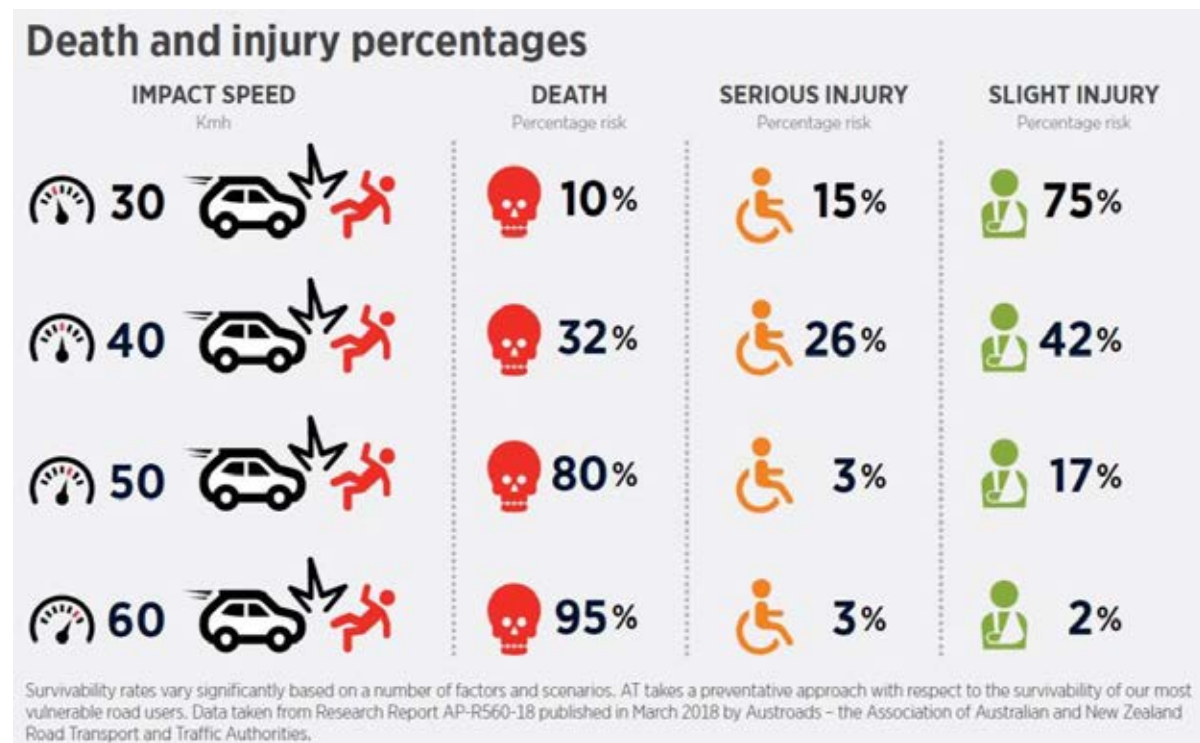


Figure 8: The likelihood of death or injury is determined by vehicle speed

Grey Lynn School feedback

Grey Lynn School has also reported benefits from the trial:

- Cars can no longer park on the broken yellow lines before and after the crossing, which has significantly improved the visibility and safety at the crossing.
- The rubber speed hump outside the staff car park slows vehicles where previously pedestrians and cyclists were at risk from vehicles taking this turn at speed.
- In particular, the Firth Street changes have increased safety. There had previously been many near misses on that corner, and now cars really need to slow to take the turn.
- There has been an increased confidence in children and parents in walking to school safely.
- The physical barriers that the planter boxes also act as a barrier and a great looking one
- Bus stop signage is appreciated by our families and the school.
- Sidewalk and road paint alert drivers' attention. We believe this has visual impact but also gives drivers a heads-up that something is different.

Some challenges the school hopes might be considered:

- Changing the speed bumps to make them softer as the cars and trucks hit these and make horrendous noise for ourselves and our neighbours.
- We need to upgrade the plants in the planter boxes to resilient and drought-resistant plants so they will need less maintenance - can you provide any to support us?

Trial assessment

On the basis of recorded speed reduction and stakeholder feedback, it is recommended this infrastructure remains in place until construction of the permanent project is underway. The permanent project aims to improve on the safety outcomes delivered by the trial.

Appendix A

Cohaus submission

Submission on behalf of Cohaus for Grey Lynn and Westmere Improvements

About us – Cohaus

1. Cohaus is a community of people who designed and financing our own 20-unit housing development in Grey Lynn, Auckland.
2. We have built affordable housing that uses smart design and innovative technology to create a community where it's easy to live comfortably while minimising resource use.
3. We are dedicated to cycling and walking to minimise our resource use.
4. We are located at 11-13 Surrey Cres, Grey Lynn with frontages to Firth and Browning streets also.

General

5. We support the proposal overall with improvements.
6. The proposal will give the community real transport choice and contribute to a well-functioning urban environment.
7. We have supported the safer school trial and ask that it be made permanent via the new proposal.
8. The proposal will cut GHG emissions - Cumulative scientific evidence is unequivocal: Climate change is a threat to human well-being & planetary health
Any further delay in concerted anticipatory global action will miss a brief and rapidly closing window of opportunity to secure a liveable and sustainable future for all.
9. We look forward to supporting the proposal in practical means.
10. The improvement we propose will help to ensure a high-quality outcome which is safer and provides walking and cycling opportunities which are more likely to be taken up by the community.
11. We appreciated speaking to you earlier and have broken our submission into two parts
 - a. Previously discussed improvements
 - b. Additional points for improvements

Previously discussed improvements

12. Incorporating separate cycle ways through the Richmond / Surrey intersection. Shared paths are a disadvantage to both people cycling and walking. Accommodating large truck movements which is a very rare event is a significant design issue for the rest of the time. We understand truck movements needed to service the nearby supermarket can be accommodated alongside separate cycle and foot ways.
13. Using median strip for planting and widening cycleways as well as incorporating pinch points via a Safer Schools pilot should be. Moving curbs inward too expensive given need to move cesspits so alternative need to be used such as

planting beds in median strip and road edges or increasing widths of cycleway separator islands.

14. Moving give way and stop line back behind footpath should occur.
15. Work to clear up conflicts in front of panel beaters needed (better demarcation of foot and cycle space)
16. A new separate study for Bullock Track and Mill Rd in is needed and we understand is in development. Consider shifting cycleway back to accommodate a waiting car.
17. Speed bump outside Issac Building could be kept, given school has moved front entrance, noting it is a new favoured crossing point judging by desire line in grass.
18. We support the proposed road surface in smooth asphalt to replace chip seal for a quieter road.
19. A vehicle crossing to our site is no longer present on Surrey Cres and now located on Firth. The design should be updated to reflect this.

Additional points for improvements

20. Carriageway width looks very wide (though dimension not given). Extra width given over to cars should instead create decent buffer with more street trees, street furniture etc along entire route.
21. Long stretches between car parking bays (Garnet Rd especially) are effectively massively wide sections of carriageway – better use of space including pinch points.
22. Lack of colour or texture difference of cycleway compared to carriageway will increase likelihood of people parking in the cycleway – make a different texture and/or colour.
23. Bus stop designs look good, but boarding islands may be too narrow in places. In-line design is good.
24. Appreciate bin parking requires a dedicated solution but cutting back the separator islands will lead to higher turning speeds into and out of driveways during most of the week when there are no bins out. This could be an issue especially where there are clusters of driveways. Bin parking is not required outside apartment buildings given internal pick up (Isaac Buildings and 19 Surrey Crs) where traffic volume across vehicle crossings is highest, the separators should be narrowed here.
25. Distance added to cross the road for pedestrians and cyclists at roundabouts are inconvenient and could encourage people to cross informally.
26. Choice of pedestrian crossing location west of Bullock Track intersection not clear – just spacing them out?
27. Old Mill/Garnet intersection – why is the exit in the eastbound direction so wide? Demand doesn't require left and right turning lanes – reduce as per westbound entry.
28. Cycleway pinches down to 1500mm on Richmond north of the shops – inadequate width.

Next steps - we look forward to supporting the proposal in practical means

29. We would like to be involved in the detailed design of planting and ongoing care. We understand there is a pallet to work from, and we would like to ensure that this can be supported by our plantings including puriri and tairere trees.
30. We are available to consider more detailed design matters from time to time and provide feedback if needed.

For and on behalf of Cohaus

Jym Clark

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jymclark@gmail.com

Appendix B

Project brochure

Grey Lynn and Westmere improvements



Creating attractive, safe, and accessible streets for everyone.



**Route 1 – Garnet Road, Old Mill Road,
Surrey Crescent**

Route 2 – Richmond Road, Surrey Crescent

Give your feedback by
Sunday 27 February 2022
[AT.govt.nz/HaveYourSay](https://at.govt.nz/HaveYourSay)



Delivering safer streets for your community

Auckland Transport (AT) is delivering walking, cycling, and bus improvements along two routes within Grey Lynn and Westmere. We're excited to share updated designs and a timeline to construction.

The improvements include 5.6km of protected cycleways, new pedestrian crossings, bus stops, and raised speed tables at intersections. These changes will make it safer and easier to move around the area, however people choose to travel.

The two routes provide safe access to Grey Lynn and Westmere schools, West Lynn Village, Old Mill Village, and the Richmond Road retail and office hub near Countdown.

The routes connect with local paths and will link up with other planned cycleways. These include a cycleway along Meola Road, connecting with Pt Chevalier, and a cycleway along Great North Road, connecting with the city centre.

As Auckland grows, we're making it easier for people to walk and cycle, whether to places of work and education, or just to pop down to the local shops. The new cycleways and street improvements will provide local residents with greater transport choice and freedom of movement, around their neighbourhood and beyond.



Route 1 – Garnet Road, Old Mill Road, Surrey Crescent
Route 2 – Richmond Road, Surrey Crescent



Building a cycleway network

For more cycling maps visit [AT.govt.nz/cycling](https://www.at.govt.nz/cycling)



Project background



2016
Public consultation on the two cycleway routes



2017
Construction paused following local concerns about the designs



2018
Public consultation on revised route designs



2019-2021

- Designs updated
- Project delay due to 2020 Covid-19 emergency budget



January 2022 – February 2022
Community engagement on designs for construction



Mid-2022
Construction begins

This project has been in development since 2015 with the creation of the Auckland Urban Cycleways Programme. Most recently, the project was delayed following the Covid-19 emergency budget in 2020.

The project has recommenced, enabling delivery of these two key routes in a growing network of cycleways across Tāmaki Makaurau. Previous consultations have improved the design, leading to changes that enhance safety and respond to the needs voiced by the community.

This brochure includes:

- Updated design images
- Information about what has changed since public consultation in 2018
- Updated timeframes on what happens next
- A final opportunity to provide feedback.

To read the public feedback report from public consultation in 2018, visit the project web page, accessible from [AT.govt.nz/haveyoursay](https://www.at.govt.nz/haveyoursay).

What is planned?

- Cycleways separated from traffic
- Improved bus stops
- Raised table pedestrian crossings
- Raised tables across side streets
- A new roundabout
- More trees and planting along the two routes.

What are the benefits?

- Safer cycling for all ages and abilities
- Expanding Auckland’s network of connected cycleways
- Bus stop and cycleway integration
- Improved safety and accessibility for people crossing the street and side streets
- Slower vehicle speeds and improved safety
- Growing Auckland’s urban Ngahere (forest).

Artist rendering



Cycleway design

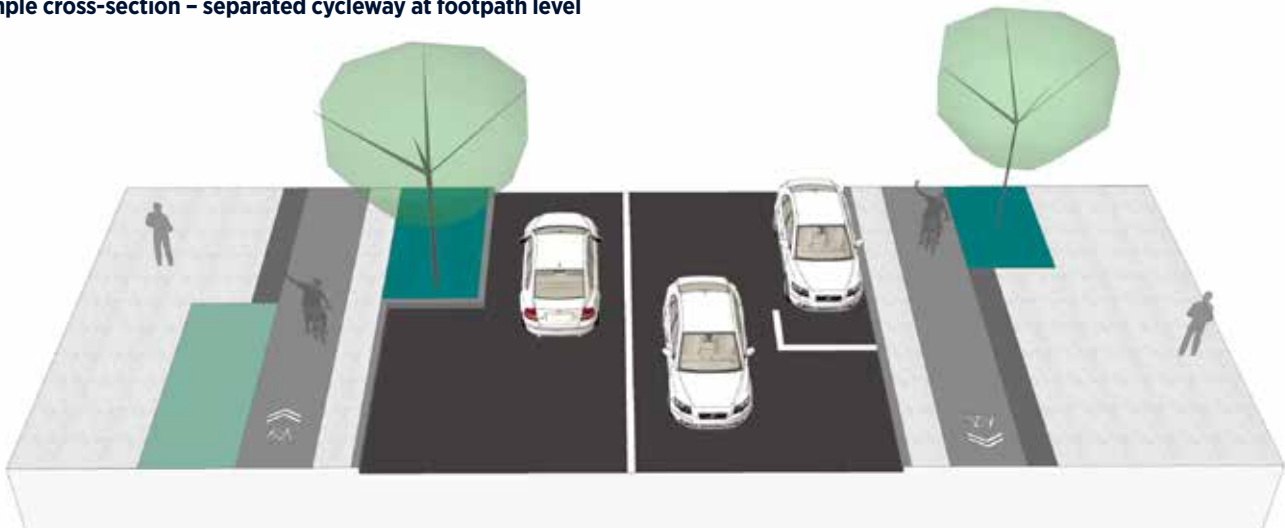
Most sections of the cycleway will be on-road, physically separated from vehicles and pedestrians. Within areas that have high pedestrian numbers, the cycleway will be raised to the level of the footpath to promote slower speeds. This includes areas outside schools, village centres, and near the Countdown on Richmond Road.

To view an interactive digital map showing the design in detail along both routes, visit the project web page – [AT.govt.nz/haveyoursay](https://at.govt.nz/haveyoursay)

Example cross-section – separated on-road cycleway



Example cross-section – separated cycleway at footpath level



What's new?

Route change

A section of Surrey Crescent, originally part of Route 1, now forms part of Route 2. This change has been made to balance the length of the two routes.

West Lynn Village section to be delivered separately

The section of Route 2 through West Lynn Village was completed in 2017. Remedial work to address cycleway design issues within the Village is underway as a separate project, due for completion by July 2022.

Design changes

Since the initial public consultation in 2016, the design has been improved and refined, ready for construction in mid-2022.

- Public feedback has influenced the design
- The design reflects updated design and safety standards
- The design aligns with legislative changes to be introduced in 2022 through the Accessible Streets Regulatory Package.

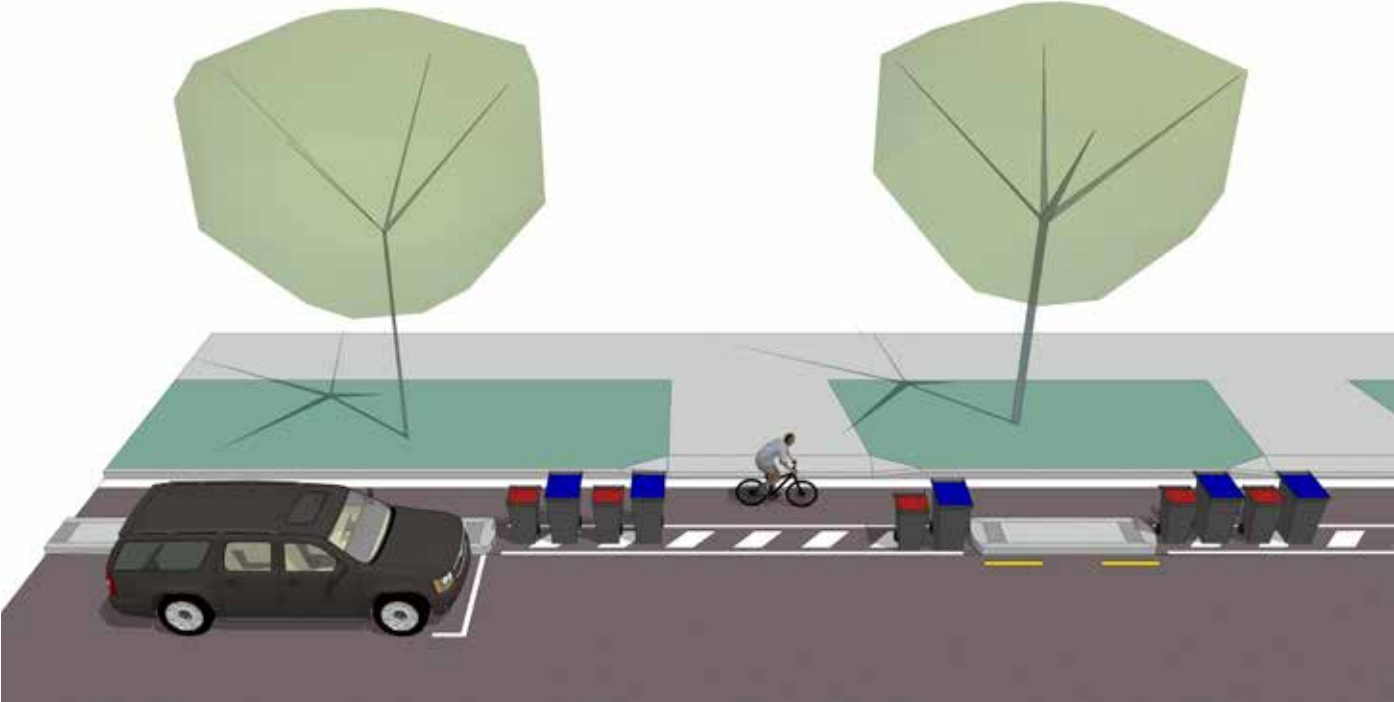
Increased setback for raised cycleway separators

The raised separators between the cycleway and carparking have been set back 3m or 1.5m, depending on the carparking locations on either side of driveways.

This creates space for rubbish bins and makes it easier for drivers turning into driveways to see people coming along the cycleway, and easier to see traffic when exiting a driveway. Diagonal hatch linemarking will further demarcate the cycleway and remind drivers to look for bikes.

This change is based on feedback from the 2018 consultation and an AT safety review.

Cycleway separator setback



Zebra crossings on side roads have been removed

Raised tables will be built across side streets as proposed, however a Land Transport Rule change to be introduced in 2022 gives priority at side streets to people walking and cycling, removing the need for a zebra crossing.

Shallower ramps on raised tables

The gradient of ramps either side of some raised tables has been reduced to 1:40 to lessen the impact of steep ramps on buses drivers and passengers. Introduction of these Swedish-style ramps brings the design in line with raised tables along other bus routes.

Paired pedestrian and cycling crossings have been added

Where possible, paired walking and cycling crossings have been added at mid-block points along the route. This change provides safer locations to cross the road and replaces some of the old pedestrian concrete islands.

Paired pedestrian and cycling crossings



New roundabout at the intersection of Surrey Crescent and Richmond Road

This roundabout was not part of the 2018 public consultation, but its introduction will help people cross the road and move between businesses. The high volume of vehicles passing through this busy intersection presents safety concerns for people walking and cycling.

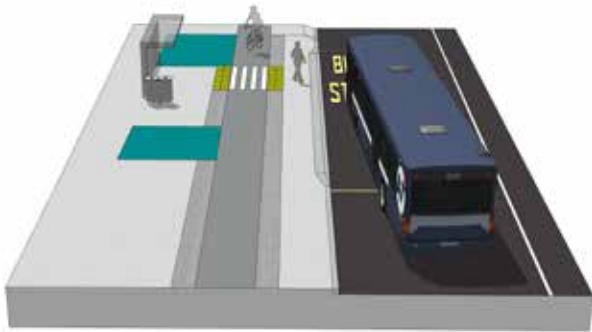
We looked at different options and determined a roundabout design provides the best balance for pedestrian and vehicle wait times during peak hour traffic. The proposed layout slows vehicles and creates a safer environment for people walking or cycling to navigate.



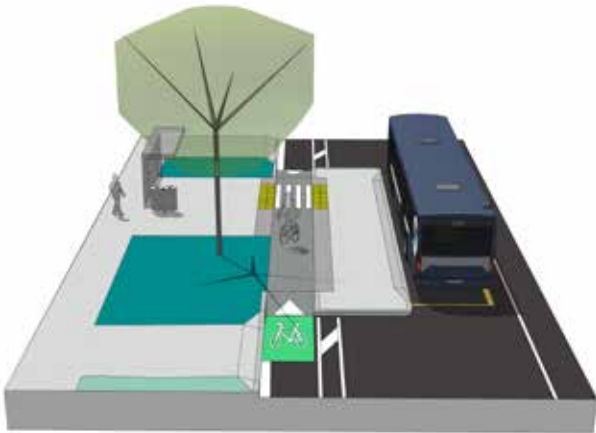
Buses and bikes

Two different bus stop designs will be used, to keep bus services running smoothly and enable bus passengers to safely cross the cycleway and board a bus. By using a mix of ‘off-line’ and ‘in-line’ bus stops, buses are able to run an efficient service, while maintaining some opportunities for vehicles to overtake stopped buses.

An off-line bus stop enables vehicles to pass a bus while it is stopped, but more time is spent pulling in and out of bus stops.



An in-line bus stop means less time pulling in and out of stops, and a faster, more efficient bus service, but vehicles cannot pass stopped buses.



Trees and planting

The project will see up to 100 new trees planted along both routes. Species include Puriri, Titoki, Pohutukawa, Nikau. Low-level planting utilising native shrubs will also green the streets along both routes.

Puriri



Titoki



Pohutukawa



Nikau



Parking

Across the two routes we’ve made a 23% reduction to the space available for on-street car parking, to accommodate the cycleway, pedestrian crossings, and bus stops. We’ve sought to balance the retention of on-street parking with the safety and accessibility gains delivered by the cycleway and street enhancements.

Artist rendering



Grey Lynn School

AT is trialling the Safe School Speeds pilot programme outside Grey Lynn School.

The aim is to reduce vehicle speed and the associated risk of death and serious injury, using temporary changes like street art, or planter boxes.

Trialling these changes before making them permanent, allows us time to get things right within a busy location.

Covid-19 delayed us surveying the community regarding the trial, so feedback regarding the trial will be collected as part of the Grey Lynn and Westmere improvements project. The Grey Lynn School trial area is within Route 2.

We have taken on some community feedback received outside of a formal survey and incorporated this into our current design, including a raised table crossing outside the school, and narrowing some streets around the school.

The permanent project will deliver a high-quality look and feel and improve on the temporary changes currently being trialled.



How did you hear about this project?

(Please tick all that apply)

- ☐ Information emailed to me
- ☐ Information posted to me
- ☐ Social media e.g. Facebook, Neighbourly
- ☐ Advertisement
- ☐ Auckland Transport website
- ☐ Media article (newspaper, online)
- ☐ Word of mouth
- ☐ Other (please state)

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

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.

PLEASE TAPE ALONG HERE TO CLOSE

Reply Paid Authority No. 233462



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

PROJECT: GREY LYNN AND WESTMERE IMPROVEMENTS



Follow Auckland Transport



Feedback form

Have your say by going online and completing the survey at **AT.govt.nz/haveyoursay** or fill out this freepost feedback form and return it to us by Sunday 27 February 2022.



Your feedback is important.

For more information on the design, please visit the project web page, accessible via AT.govt.nz/haveyoursay.

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

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

What will we do with your feedback?

After the consultation period closes we will review the feedback received and finalise the design and construction plan. We'll report back to the community before construction begins in mid-2022.

1. The cycleways and street improvements are nearly ready to be built. Do you have any comments on the design before it is finalised for construction? This could include suggestions for minor improvements, future upgrades, or things we might have missed.

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2. Do you have any comments relating to the Safe School Speeds trial, within the area around Grey Lynn School?



To find out more, scan the QR code to visit the Safe School Speeds project web page.

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3. Having a good understanding of the local community will help us manage and coordinate construction activity. Is there anything we should know when planning construction?

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4. Construction can be disruptive, but early planning will help us mitigate its effects. How can we support the local community during construction?

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