

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://www.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.



Artist rendering

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

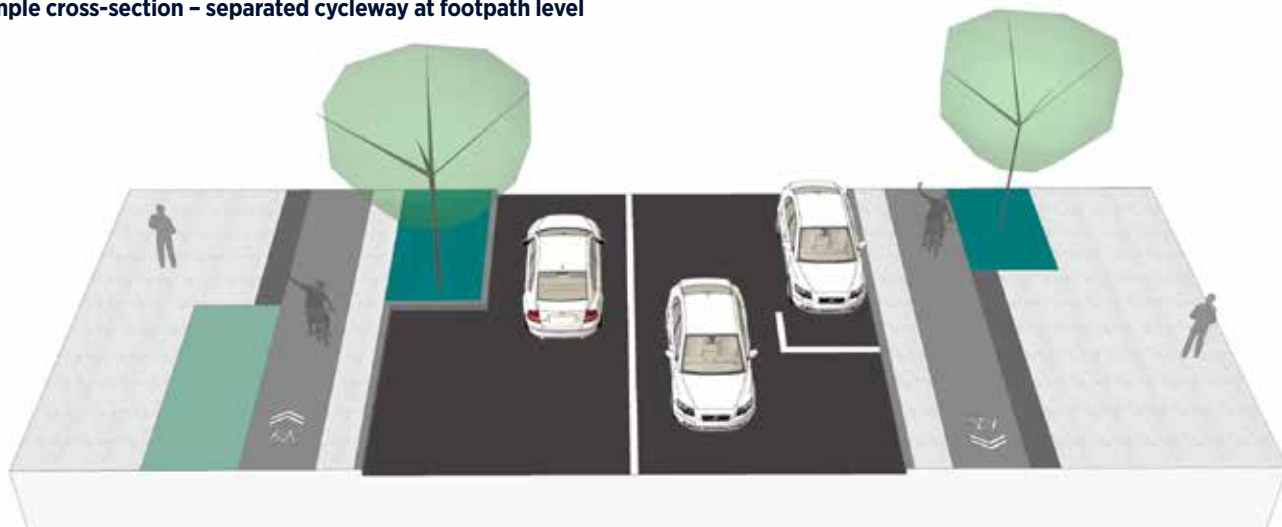
Most sections of the cycleway will be on-road, physically separated from vehicles and pedestrians. Within areas that have high pedestrian numbers, the cycleway will be raised to the level of the footpath to promote slower speeds. This includes areas outside schools, village centres, and near the Countdown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

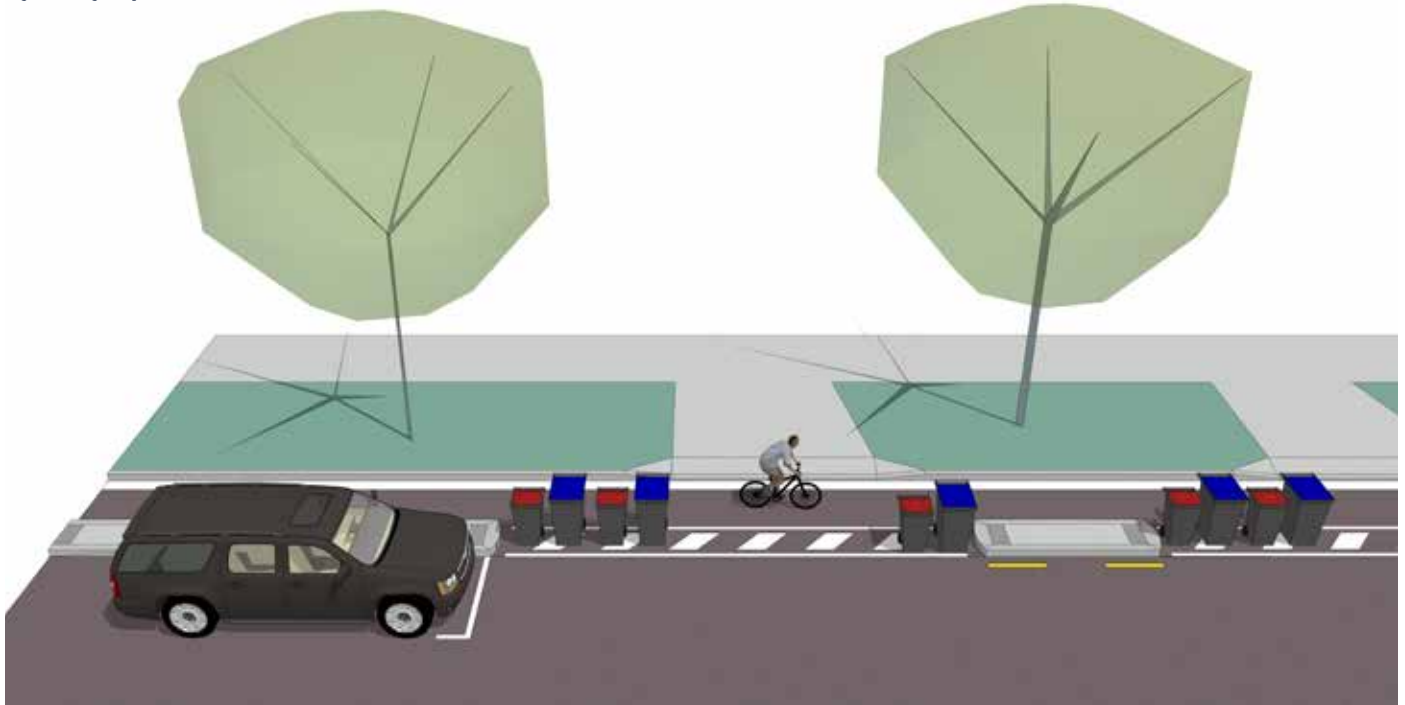
Increased setback for raised cycleway separators

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.

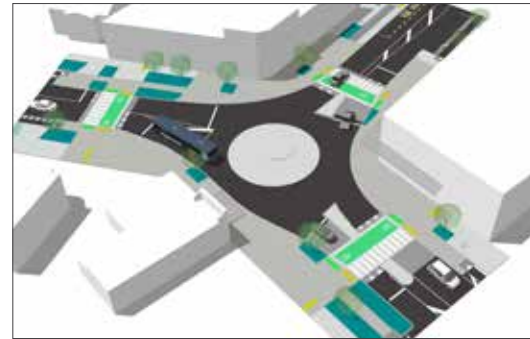
Paired pedestrian and cycling crossings



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.

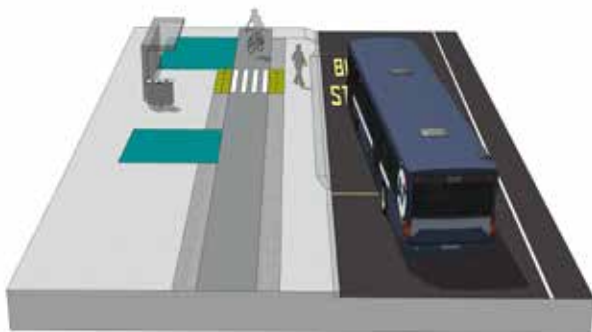
We looked at different options and determined a roundabout design provides the best balance for pedestrian and vehicle wait times during peak hour traffic. The proposed layout slows vehicles and creates a safer environment for people walking or cycling to navigate.



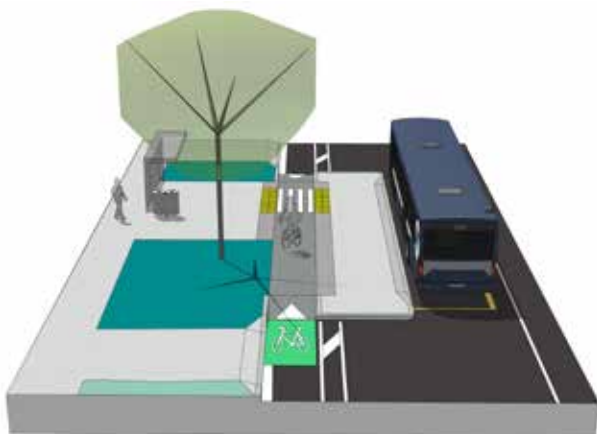
Buses and bikes

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

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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.

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PROJECT: GREY LYNN AND WESTMERE IMPROVEMENTS

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Feedback form

Have your say by going online and completing the survey at [AT.govt.nz/haveyoursay](https://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](https://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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