

## Point Chevalier Streetscape & Cycleway project Community Liaison Group Meeting #4

- Date: 9 August 2018
- Time: 18:00 – 20:00pm
- Venue: Point Chevalier School, 7 Te Ra Rd, Point Chevalier, Auckland 1022
- Attendees: Graeme Bean (AT), Twan van Duivenbooden (AT), Paul Buckle (AT), Denise Dijoux (Facilitator), John Potter (Boffa Miskell), Emma O’Keane (Stellar Projects), Jessica Rose (Albert-Eden Local Board), Pippa Coom (Waitematā Local Board), Linda Wong (Community), Darren Jarrett (Community), Grant Russell (Western Springs Football Club), Walter Dendi (Transition Pt Chevalier), Nic Rowan (Community), Rick Thenevard (BISC), Jolisa Gracewood (Bike Auckland), Heidi O’Callahan (Pt. Chev Placemaking), Stephen Lethbridge (Point Chevalier School), Tammy Flavell (Crisp Communications), Rata Campbell (Crisp Communications).
- Apologies: Alice Ge (AT), Matt Fordham (Community) Andy Lamont (Community), Travers Reynolds (Community), Mark Johnson (Community), Kay Smoluch (Community), Jerome Brown (Pasadena Intermediate), Bruce Thomas (AT), Greg Horne (AT), Samantha Walton (CLG support).

Item	Agenda item
1	<p><b>Presentation of Meola Road proposed cycleway options</b></p> <p>(Kane H) – After this meeting we’ll send out the Meola Rd options info sheet and we’ll need your feedback by the evening of Sunday 12 August.</p> <p>(John P) – We’ll talk through Auckland Transport’s Roads and Streets Framework and Transport Design Manual (RASf/TDM) strategy and design docs. They respond to the challenges when reconciling modal conflicts and different priorities for roads and streets; being more strategic in our approach. It also factors in active transport mode and sustainability.</p> <p>The RASf/TDM sets out nine typologies as a base for all designs. Each considers movement and place functions and modal priorities.</p> <p>(Darren J) – What are the typologies for Pt Chev Rd/Meola Rd?</p> <p>(John P) - Pt Chev Road at town centre/Great North Road end is classified as a Mixed Use Collector, with the rest of Pt Chev Road being a Neighbourhood Collector. Meola Road is classified as a Neighbourhood Collector at the east and west residential ends, with the central open space section classified as a Mixed Use Collector.</p> <p>(Darren J) – does it consider retail and recreation areas, other amenities?</p> <p>(Heidi) – Aspirations are also factored in to determine typology.</p> <p>(Graeme B) – (Graeme B) – Auckland Design Office (ADO), Auckland Council and others are involved in development of the RASf; the council project design review panel also has a range of specialists commenting on project design.</p> <p>(John P) – CLG will play a key role in evaluating the design and giving feedback that inputs to it, and the RASf/TDM will be applied to the design.</p> <p><b>[Refer to the Meola Road presentation]</b></p> <p>(Emma) - Meola Rd has been split into three sections. First we’ll present a single directional option for each section; Section 2 (reserve area) has three options.</p>

(Darren J) – does option 3 mean you'd need to remove parking? And does it include the Meola Creek bridge?

(Twan) – No, it can be retained as proposed changes.

(Grant) – What about buses? In an ideal world, eliminating parking would be more ideal.

(Twan) – 3.2m lane widths would be a necessity to enable buses to pass each other safely.

(Walter) – How and where is road widths determined?

(Twan) – The lighting columns could be in the way – depending on design – but we'd shift them, not remove.

(Nic) – Trees, parking also to consider.

(Darren) – is it out of scope to go on the other side of the bridge? A boardwalk has already been installed. A bi-directional path on the southern side could run up the boardwalk up to the football club.

(Graeme B) – AT is looking to rehab the pavement, which gives us the ability to share costs involved with resetting the kerbs. The narrowing of roads help to reduce speeds.

(Heidi) – The proximity of cars to pedestrians and cyclists can make 50km/h feel a lot faster.

(Twan) – 1.3m cycleway with 0.5m buffer is the minimum.

(Walter) – the critical section is from Meola Reef to the residential section; the walkway is too narrow for pedestrians to share, and people end up walking on the road to pass each other.

(Linda) – Yes there's poor visibility there, and pinch points.

(Twan) – Lanes are currently wider than they need to be there. It might be easier to get a two-way cycle lane. That area will be a pinch point regardless.

(Emma) – Now we'll present the proposed bi-directional cycleway [refer to PowerPoint for details]

(Jessica R) – I discussed this with the Albert-Eden Local Board. We can look at traffic calming options as well to complement this work and make these streets less of a 'rat-run'. I've sent some information to Kane about traffic calming examples and options you might want to consider. I'd like this info to be shared with the CLG members.

(Denise) – We'll make sure you get this information after this meeting.

(Jolisa) – If AT applies its safety analysis tool to the residential area does this change the result?

(Twan) – If only the driveways are factored in, the risk is higher.

(Grant) – increased risks mainly come down to cars reversing out of driveways, as they have no ability/space to turn in the driveway.

(Jolisa) – Current usage of cycleways vs increased uptake also informs how people react; this could improve over time with more usage/uptake.

(Paul B) – We need to think about potential seriousness of injury that an option is likely to result if a crash occurs.

(Heidi) – are the trees in the north going? Would you consider weaving between trees?

(Twan) – No and we haven't looked into this, but could consider it if it's included in the feedback.

(Graeme B) – There's also the social side of the bi-directional option.

(Jolisa/Heidi) – Waterview is a good example of headlight risk; the cycleway sits lower than the road and car headlights go straight into your eyes.

(Darren) – For Meola Road, will that determine the type of cycleway adopted all the way into the city?

(Twan) – Not necessarily but consistency and legibility of facility type is preferred, where possible. For section two, this part would be completely separated from the roadway. A lot of design options here and debatable widths; there are also pedestrian movements to factor in as well. There is currently no pedestrian amenity here – this is worth looking at/considering.

(Rick T) – is there enough room to do this now?

(Twan) – Possibly, yes.

(Graeme B) – We don't want to enter the marine reserve area.

(Paul B) – Also retains parking on the north side.

(John P) – are we looking for shared path/demarcated or dedicated/demarcated cycle paths plus a walkway?

(Twan) – AT is trying to steer away from shared-use paths.

(Jolisa) – The North-western cycleway already has thousands of daily users, also pedestrians tend to walk in dedicated cycle lanes anyway.

(Heidi) – No bus provision? How do the bus team at AT feel about that?

(Twan) – AT Metro are happy if provision for wider roadways is enough to enable buses to pass each other safely.

(Heidi) – People are using Motions Road as well to avoid busy traffic along Meola Road.

(Twan) – We can't design out all behaviours, and that we need to be aware of causing unintended impacts, like rat-running.

(Heidi) – We need to prioritise the choice to free up more road space for public transport and other modes.

(Twan) – In section there is significantly more space to concede for pedestrian vs cycleway.

(Pippa C) – I'm from the Waitematā Local Board; we update you on any discussion about Western Springs Precinct group and Meola Creek parking plan. Currently we're discussing and proposed parking reserve for parking options off the carriageway.

(Grant) – Our club has 1,700 members and 1,400 visitors each week. We would recommend no parking on Meola Road.

(Pippa C) – Small extensions could double the capacity of the proposed reserve.

(Grant) – It's also handy to the dog park.

(Twan) – Technically, ideas around off-street parking are out of scope for this project but it could allow more road space to support our project.

(Denise) – could we have this info from the Local Board as well?

(Pippa) – Yes. Parking on field side needs to be considered by AT.

(Darren) – could we introduce a peak time bus lane along Meola Rd?

(Twan) – The Outer Link bus already passes through this area on a regular basis.

(Heidi) – Something must be done to support public transport, balancing pedestrians, cycling, PT, and trees; cars are not having to compromise. We should reallocate the road space accordingly.

(Paul) – going out of Pt Chev toward Great North Road where the key pinch point is, the buses are not as concerned about Meola Rd.

(Twan) – AT Metro is more concerned about the reliability of routes and travel times.

(Jessica R) – We're early adopters and it will take people time to acclimatise.

(Heidi) – We also need to think about environmental impacts and retaining trees.

(Rick) – It is proven that if you put the infrastructure in place it will get used, including roads – more cars and congestion will continue.

(John) – sounds like there's consensus about removing on-street parking, possibly with a caveat of providing other parking options.

(Heidi) – Yes, but I would advocate no additional parking be provided or more cars will come.

(Nic) – More bike parks might need to be considered.

(Jolisa) – a bi-directional cycleway on Pt Chev Rd would put people at risk, however on Meola Rd it may be more favourable and allow access from the north side.

(Twan) – There will always be a crossing required, to get from one end to the other.

(Darren) – Bird streets would require many more crossings.

(Twan) – And more side streets on the west side of Pt Chev Rd. There is also a massive opportunity to look at place value, particularly along section two of Meola Rd.

(Jessica R) – also consider greenways; future potential to extend to Coyle Park and open up even further access, links, and networks.

(Denise) – Let's keep this to a high-level conversation, there's two parts to the project but they must join together. Please send your feedback to Tammy by Sunday night.

(Jolisa) – Just to clarify, my comments were not intended to say we need the same type of cycleway on each road.

(John) – It just needs to be consistent on each road.

(Twan) – We can provide some cross-sections and dimensions to help guide you even further.

(Emma) – We will present to the PCG on Tuesday 14 August.

(Denise) – We will update you on how and when the PCG will make decisions.

(Jolisa) – Are we able to share these documents from our meetings for wider discussions?

(Denise) – We'd need to add a disclaimer or 'indication only' note or watermark, but yes you can share these.