

Minutes of Meeting

Pt Chevalier Streetscape and Cycleway – Community Liaison Group Meeting 02

Date and time: Tuesday 26 June 2018, 12pm

Venue: Pt Chevalier Community Centre, 18 Huia Rd, Pt Chevalier

Apologies: Travers Reynolds, Bruce Thomas

Attendees:	Linda Wong	Community
	Andy Lamont	Community
	Darren Jarrett	Community
	Matt Fordham	Community
	Nic Rowan	Community
	Kay Smoluch	Community
	Rich Thevenard	BISC
	Grant Russell	Western Springs Football Club
	Jolisa Gracewood	Bike Auckland
	Heidi O'Callahan	Pt Chev Placemaking
	Stephen Lethbridge	Pt Chev School
	Jerome Brown	Pasadena Intermediate
	Jessica Rose	Albert-Eden Local Board
	Twan van Duivenbooden	Auckland Transport
	Alice Ge	Auckland Transport
	Paul Buckle	Auckland Transport
	Kane Hopkins	Auckland Transport
	Greg Horne	Auckland Transport
	Anneliese Sabrowski	Stellar Projects
	John Potter	Boffa Miskell
	Walter Dendl	Transition Pt Chevalier
	Denise Bijoux	Independent Facilitator
	Samantha Walton	CLG Support

Start 12pm

1. Welcome and introductions – Denise Bijoux

Welcome to all from Denise, and those in attendance introduced themselves.

From feedback from CLG, Tuesday seems best day, though there was no consensus on time.

Agreed terminology:

Terminology regarding bikers/cyclists/people who bike/people who drive. Consistency of terminology and which terminology to use is important and would rather the group determine how to name this.

Absence:

Current lack of representation from Waitemata Local Board is because Pippa is overseas. There will be future representation in the CLG, and weekly updates to Albert-Eden and Waitemata Local Boards to keep informed of CLG discussions.

Selwyn Village will be invited along when issues relating to Selwyn Village is directly affected, rather than being regular members. Selwyn Village is happy with this.

2. Ratification of previous minutes – Denise Bijoux

All agreed last minutes are a true and accurate record.

Moved: Grant

Seconded: Matt

Conflicting/affecting other AT projects:

If some AT projects will affect this project, people will be brought into meetings.

Will we be able to separate other projects from this project?

Kane: Not possible to do so right now as timing has not been confirmed for all projects.

Heidi: Many of the recommendations in the Road Safety Business Review committed to by AT are part of a programme for 2018. Need response as a direct quote in minutes or official document to be quoted. Trying to follow process.

45 recommendations in the programme, an example of which is traffic calming around local schools; pedestrian crossings to bus stops in high risk areas.

There will be official confirmation of response for quotes, to feed back to community organisations such as the Placemaking Project.

3. Project objectives

Objectives for every project is stated from AT senior leadership, which go into document for project team to work on. Objectives as reported are not stated AT objectives for this project as terminology is updated but want to hear how CRL feel/think about objectives, before they are refined. Will be discussed later.

AT writes a mandate and submit to project control group. Any variations need to be approved via the project control group, so feedback is welcomed on project objectives, so these can be submitted to PCG.

This includes data and modelling regarding number of cyclists and other vehicles to and from, to build a picture of current use of roads in the area. Information is based on baseline counts, monitoring over different time periods, trip to work data, trip to education (university), put into complex model with number of residents and number cycling to work/uni, and identifying if there were safe transport methods that could increase the numbers.

4. Terms of Reference ratification

Terms of Reference can change based on what the group decides, ToR project objectives is a living document, any changes will be submitted to AT.

Suggested variations:

Integrated transport solutions – should improve safety for all users, not just cyclists. Current wording implies project is considering safety just for cyclists. Needs to be changed to include all road users (pedestrians, cyclists) and include cyclist education for cyclists and pedestrians.

Wording should be separated out for 'cyclists' and 'other road users', either in parallel sentences, or change to sentence to encompass. Agreed.

Clarify 'road users' refers to all using the roadway, including road, path and berm users. Group happy with 'road users' continuing to be used now this terminology is understood by all.

Concern raised about E-bike users versus pedestrians and other cyclists.

Clarifications:

Declaration of interest statement is to ensure people are not working in their own self-interest and are instead working on behalf of the community. This needs to be revisited at later stages also to ensure any new conflict of interest is recorded. Report conflicts to Denise.

Clarification of duration of membership: CLG has no end date to cover the fact that this will play out in its own pace. Our intention is for this to be a 2018 group but acknowledge that sometimes this process can stretch out.

Any ideas about how you are going to get the information out, and feedback back, we welcome and will support.

Once minutes are ratified, they will be uploaded online and shared, as project progresses, minutes once published are free to be circulated.

Map and information decided last time to be circulated during meetings. Need to clarify more about the scope of the project before this can be the case. Intend next meeting.

ToR otherwise agreed.

5. Pt Chevalier School Cycle Train presentation – Matt Fordham

Matt: have been going for a week and two days; all kids coming regardless of weather. EOI registration with AT about 18 kids. Go every weekday morning, most children 5 or 6, but a couple 8/9yo.

80 kids thus far; less cars, healthier start to the day, parents happy they can leave 15 minutes earlier each day so they can spend an extra 15 minutes each evening with their children; kids developing a sense of identity, owning hi-vis and helmet. Most of kids on train play football, 2-3 bike to football during the week, more kids showing interest in this.

Two kids join, expect 20 in a month, will need to separate into groups. Expect more membership in summer than winter. A couple of pre-school kids, more pre-school kids cycling than we realise, so opportunity to consider this.

Challenges are health and safety, particularly with driveways, less with intersections.

Mail drop to 120 houses on the route, 80ish driveways, about 40 driveways between Maioro Rd and Pt Chev School are a risk. Hoping to find a way during this project to make this route safer.

Cycling on the footpath, as children are too young to be on the road, which is why the driveways are an issue. 4 or 5 intersections, all kids have hi-vis, lights, bag covers.

Re Driveway issues, perhaps back roads with wider berms is a better path due to quietness and wide berms. Reduced competition for the space; no chance of increasing congestion; keeping cars off side roads and reducing rat-runs. Once residents get used to the fact of increased child pedestrians, they will be more careful.

8.30 to 9am window is a lot busier, so earlier is safer.

Intend an additional mail drop to households re change of routes for awareness.

Having the speed reduction campaign, as suggested in the recommendations of the Road Safety business Improvement Review applied to this area

Jolisa: Bike Auckland and Newton Primary are working on a proposal, have asked AT for comment, about educational – impending safety issue along that stretch due to walking school buses, cyclists, e-bikes – need to find out what the speed/data for transport should be.

Don't think there have been surveys done to work out the mix, though there is speed data. Struggling with e-bikes speed, definitely need separation for different speeds – cycleways designed for slow cycling speeds, not the higher speeds that e-bikes reach. Mostly older people using e-bikes.

Heidi mentions video about surgeon talking about injuries of cycling vs doctor talking about health benefits far outweighing the injuries. (link: <https://youtu.be/RWhMEkMtLy0>)

Is AT able to share the data of injuries, data, speed etc., to be shared amongst the group?

Injury data is difficult as is not often specified, but relevant speed etc data can be shared.

Request for data:

- Speed of vehicles outside the school
- Number of people cycling/walking to school on the cycleway route into the city (Grafton Gully)
- Link to surgeon vs doctor opinion on cycling
- Vehicle speeds data
- Vehicle type data
- Bike speeds data

E-bikes speed and safety:

E-bikes are usually limited to 30km/hr; though downhill or user assisted power can get a lot faster.

Considering design of cycleways, they need to consider speed possible for e-bikes, as well as racing cyclists.

Does AT have data on vehicle speeds, bike speeds?

Jessica: Yes, have done recently, average around 40km/h, about 5% going about 80km/h. This 5% is usually around 10pm.

Jolisa: School Travelwise Group did a study, in morning by crossing, at least one going over 60km

All data is available, can be linked to everyone, recorded by a tube over the road and cycleway, which records speed and numbers

Live display board suggested to highlight number of users

There is a counter on Quay St, displaying number of cyclists. By improving this visibility everywhere with live daily display boards, it might make motorists more tolerant of cycling infrastructure, as currently if you (as a motorist) don't see them on the cycling facilities (e.g. St Lukes Rd) you assume they do not exist and the facilities are a waste.

Possible to link live display boards to bus info.

Jessica will note to board to suggest as a local project.

6. Project Control Group presentation – Paul Buckle

Feedback reports from last consultation are available; important to note that support is overwhelming for cycleways through Pt Chev.

There was external consultation for original project, AT internal review emphasising quality, to take into account how it fits into the community, and the transport corridor, not just getting cyclists from A to B. Roads and Streets Formula can be circulated. Holistic transport outcomes are key, amongst all groups, quality of design and quality of infrastructure are important.

Materials and design are changing and improving all the time, and quick fixes are no longer good enough – change of standards to improve quality, to make initial infrastructure and design a 'do it once and do it right' approach.

Quality of engagement, such as with CLG, to work better with the community.

Safety review, 77% increase in deaths and serious injuries on roads in the last 3yrs, Auckland's is skyrocketing, not related to cycleways but related to decisions over time, a lot of compromises over time relating to traffic flow and traffic speeds. Through design we can minimise these statistics.

Reflected in new design; what we consider needs to include safety approach, which fits in nicely with protected cycleway. A good chunk of the 77% is vulnerable road users

Original consultation:

Original consultation information was misleading, excluding shops and parking loss – next consultation needs to be transparent and need to involve entire community.

Intensification (including planned 4-story buildings and associated increased population, and volume of cyclists/drivers) is taken into consideration; future-proofing the road is important; need to ensure all modes work better and consider a more intensified road corridor.

Previously, there was a minimum requirement of parking but the whole unitary plan has changed that so there is maximum parking provided, so developers can choose to build where there is no parking available. This should be accepted, this close to the city.

Last month was the first time ever that more people travelled into the city on public transport than in private vehicles, and this should be celebrated.

34% of Aucklanders of driver age don't drive regularly.

Rich history of Pt Chev Rd is a good place to start; width began due to trams, with shops clustered, in terms of encouraging pedestrians or cycling, this nature is beneficial and should be promoted. We need to protect the individual buildings as well as all the overall community, to improve and preserve access for pedestrians/cyclists to encourage shopping during these modes.

7. Multi-Criteria Analysis presentation – Anneliese Sabrowski

We need to meet minimum requirements, min widths for footpaths, cycle lanes, bus lanes; what can we actually fit, what things don't fit, when considering options.

We have done an analysis of these high level options. Things looked at:

- Accessibility for all ages and abilities
- Private vehicle movements
- Traffic movement
- Bus movements
- Connectivity for all modes
- Safety
- Urban design
- Environment for locals and visitors
- Planning (historic character, heritage, ecological effects, visual effects)
- Businesses, accessibility

We have started doing this for options to see what we can look at realistically, to give us an idea of what is or is not possible and provide reasoning.

We are looking at metro as well as cycling etc. facilities, more information will be coming on that.

We will present the outcome of the multi-criteria analysis in the next meeting.

It's purely a technical review, it doesn't mean that the result will determine what option is chosen, as it doesn't include the CLG content, and AT won't decide which option based solely on this information.

Heidi: Because it is a high-level process, there are other design considerations to include. Road widening in the next ten years, which will induce more traffic, which we will see over the next 20-30yrs, working against the safety aspect. Would like to see design that takes this induced traffic into consideration, and a feeding back of information about the need to reduce traffic in projects such as these to ensure funding for these long-ranging projects is being well spent.

8. Planning discussion:

Need to get good routes for walking and cycling, but there are many other impacts on this. Vehicle volume, speeds, data circulating via map. Data about 2yrs old.

Pt Chev Rd and Meola Rd have higher volumes and speed. It is something to keep in mind, what is actually safe. It also looks at what kind of infrastructure we can have.

Low volume/speed infrastructure required is minimal; high volume/speed may need some separation etc.

Minimum dimensions of infrastructure need to look at types of vehicles. Pt Chev/Meola intersection used by all buses in all directions, buses have special requirement and need to be considered. There is a net increase in buses and legal requirements for PT wait times.

Parking needs to be considered, what is most important, and compromise needs to happen. Need to figure out what is acceptable for the community, and what is non-negotiable, particularly requiring parking. Need community support.

Need to support businesses that support locals, or the community will die. If people cannot walk/cycle, everyone will drive, and go to malls instead.

They need to be workable spaces forever, the local community needs to be supported and future-proofed. This is not only about putting a cycleway in, it's about keeping the community feel. Cycleway needs to go in at a good standard, but not at the expense of the community.

Is there analysis of weekday/weekend traffic? How does it change?

The time of day and weekend is almost irrelevant, as the cycleway will be permanent, so it needs to be functional when it's busy and quiet.

Barrier cycleways are not flexible so cannot do a 'sometimes open' situation such as bus lanes do, for peak times.

Request for data:

- Finer-grain analysis of weekday/weekend traffic
- Types of vehicles and when, and speed

Information needs to be summarised and shared before we decide cycleways or routes of cycleways.

9. Map exercise re Pt Chev and Meola Rd.

What we want to do is take what CRL has discussed and feed back into larger AT process for design. If CRL group could write concerns on red sticky; green for good things; blue for neutral – write comment, stick on large map where it applies. New routes are for you to suggest here.

Additional comments to assist notes placed on map:

- Bike, bike trailer, two other bikes, not enough bike parking or nowhere outside several shops, need to consider cyclists as customers
- Huia and Kiwi Streets could be turned into one-way streets, retaining parking and making safe cycleway, as well as potentially connecting to schools etc.
- Any provision or idea of changing the private 2m fences next to pedestrian walkways, blocking driveway visibility?
- It's important that AT respect and encourage local businesses, or people will get into cars and drive to malls etc.

Heidi: this is the point of the Pt Chev Placemaking Project, encouraging people to go to shops and making community more attractive, including parking management. A third of people are already not driving regularly.

Need to provide for safe parking as well as alternative modes, with safe off-street car parking, suggest no parking on Meola Rd. When buses cannot pass each other, consistently, it's a problem.

Conclusion and farewell

Feedback will be compiled and circulated.

Heidi will share results of a similar exercise for Pt Chev, via Kane.

Meeting end 2.05