

Minutes of Meeting

Subject: Waitemata Safe Routes: Richmond Road area - Community Liaison Group Meeting 05

Date and time 24 April 2018, 11.00am

Venue Auckland Transport, 20 Viaduct Harbour Road, Level 6 meeting room

Attendees	Joe Schady	AT, Major Capital, Project Manager
	David Wilkie	Chair, Xigo
	Aaron Hutching	AT
	Chris Conner	AT
	Gael Baldock	Resident
	Karen Soich	Resident
	Bill Gruar	Resident
	Sharleen Pihema	AT
	Bruce Thomas	AT
	Logan Elliott	Generation Zero
	Chris de Latour	Resident
	James Ellison	Beca
	Lewis Thorwaldson	MR Cagney
	Michael Hawes	Boffa Miskell
	Hannah O'Donoghue	Boffa Miskell
	Anna Crevoiser	Resident
	Jane Admore	Bike Auckland
	Jennifer Stuart	Resident
	Carol Gunn	Grey Lynn Farmers Market
	Zigi Yates	Waitemata Local Board
	Esther Lamb	
	Dan Salmon	Grey Lynn Residents Association
	Lukas Adam	
	Cherry Chadha	AT
	Sandy Webb	AT

Apologies	Jacob Faull	Grey Lynn Business Association Co-Chair
	Pippa Coom	Waitemata Local Board Chair
	Penny Sefuiva	Resident
	Hadi Basiri	AT
	Lyn Thompson	Business owner, West Lynn
	Will Williams	Beca, Design Team Leader
	Stephen Cohen	Resident

Copies to:

Mike Howie	Retailer
Ken Lee Jones	AT
Adrian Grant	AT
Barry Jujnovich	Retailer

	Richard Lees	Retailer
Copies to	David Nelson	AT
	Eric van Essen	AT

1. Welcome and Introductions – David Wilkie

Introductions around the table were made

Gael requested that tree advocate Wendy Gray be allowed entry to the meeting.

- It was agreed that Wendy was not a member of the Richmond Road CLG and would not be allowed entry on this occasion.

David outlined the format of meeting. The purpose of the meeting is to be looking forward, avoid repetition, address comments through David, address the issue not the person. Participation by everyone is encouraged, everyone is here as representatives of the community.

2. Matters arising – David Wilkie

David noted minutes from the previous meeting.

Temporary bypass for bikes during markets.

- Signage is being generated.

Photos of ponding have been received and passed on to Beca and Boffa Miskell

Hakanoa St stormwater issues

- Beca to follow up

AT to consider removing linemarking between the community centre and Surrey Crescent. Action to be reported on by Chris C under stormwater. Gael asked why this action wasn't featured in newsletter.

- Chris C agreed to review.

Karen asked why AT give Bike Auckland a veto on cycleway design?

- Joe – Bike Auckland are an important conduit for AT and are listened to very closely. As per decisions taken by AT management, they should be part of the approval group. BA engage with AC, NZTA and with Local Boards as well as AT and are there to promote and help resolve issues. They are an important barometer of cycling matters are represent all cycling interests.
- Chris dL – Bike Auckland are a lobby group, why are they involved?
- David – Not a discussion for this meeting.
- Sandy to raise with the appropriate people within AT.

Gael – Actions relating to the Give Way sign on the cycleway near the pedestrian crossing were not included in the actions.

- Chris C – They were reflected in the newsletter, work is underway but not completed yet.

Karen – Page 9 of the previous minutes states that the slope is not suitable for wheelchairs. It will be unsafe. This was stated in the meeting. The minutes should reflect it is unsafe.

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- David – We will look at the safety audit and confirm

Gael – The bus stop and pedestrian crossing are unsafe. This wasn't identified in the safety audit.

- David – We can discuss the safety audit in AOB.

Update on actions from previous minutes

Action	Status
1 Draft Minutes to be circulated to attendees along with presentations made: <ul style="list-style-type: none"> • Boffa Miskell presentation with consultation update • Boffa Miskell presentation regarding draft design objectives • Beca presentation on stormwater management 	Completed
2 Let Bruce Thomas at AT know if people have not received the survey distributed during the week of 12 March – bruce.thomas@at.govt.nz	Completed
3 Provide feedback to Boffa Miskell on draft Objectives for Streetscape works	Completed
4 Review the draft Principles for Streetscape design as per feedback	Completed
5 For short-term management of stormwater behind the bus stop: <ul style="list-style-type: none"> • Consider whether removing planter islands will reduce stormwater runoff • Ask businesses whether they want to manage the current problem or fix it. 	As per on site discussions with Chris Conner and retailers.
6 Circulate the earlier Safety Audit undertaken on the design	Done
7 AT to publish final meeting minutes of the February meeting on project webpage	Done
8 AT to investigate Grey Lynn Community Centre and Returned Services Association for potential future meeting venues.	Under review.

3. Drainage and Minor Works update – Chris Conner (AT)

Painting nearly complete, will include removal of cycleway marking near the intersection of Richmond Road and Surrey Crescent. Paint has been enhanced around community centre and on-site it seems be working, drivers respecting.

Drainage – some potential solutions around the liquor store. We could use drain to collect water. Discussing with business owners. Mothers Day identified as a busy time, so will avoid work over this time. Go ahead of work subject to agreement from all affected retailers.

Near Ray White – could look at a fix after Mothers Day. Businesses not keen on repeat construction and are relaxed about this issue as it is not customer facing. Will do ultimate solution once rather than a temporary fix. Preference is to rather delay the works and wait for the final solution and fix it once only.

Peel St roundabout potholes – difficult to investigate because traffic control required.

Chris C – Beca has completed an evaluation of all intersections, we know what outcomes we need to achieve in that area.

4. Bus stops - Lewis Thorwaldson (MR Cagney)

Review of bus stops and routes completed. There are currently two bus routes, the 020 and 020X. 020X is more direct into the city.

In the new network, those will become the 105, same alignment through the study area, then more direct into the city from Ponsonby Road.

Surrey Crescent /Richmond Road (two stops) issues:

- Spacing of stops. Balance between walking access and rapid service. 400m is a good balance. Currently there is an imbalance in the citybound direction.
- For bus stops acting as a pair, the best practice is to keep close together, making the service easy to understand for users.
- Suggest relocating from Surrey Crescent stop to between Fisherton Street and Surrey Crescent for the city bound service. Westmere-bound service stays as is on Richmond Road.
- Shelter to be maintained for relocated stop.
- In-line stop likely required to design around existing trees and driveways.

West Lynn town centre

- The Stop in front of Siostra is 450m away from the previous stop and 270m to the next, creating an imbalance in walk up distances.
- Illegal parking in the bus stops was noted. Affects accessibility, as the bus can't pull in to the kerb.
- Not huge red flags but recommendations:
 - Relocate the bus stop from outside the dairy to Baby on the Move.
 - Relocate the bus stop from outside Siostra to midblock (outside Child, Youth & Families).

- A high level of service will encourage ridership, bus shelters important. If shelters can be provided at new locations, move the bus stops. If not, the recommendation is to leave as is.
- Stop relocation recommendations are not dependent on each other, i.e., one can still move if the other cannot.
- Recommend reassigning bus stops as boundary zone overlap stops, to reduce the fare for passengers traveling from Westmere.
- Note all stops to be in line and not indented which permits better bus pull off in traffic and fewer delays, and reduce impact on surrounding parking. Kerbs will be built out to serve as ease of boarding especially for disabled.

Discussion

Karen – There is only space outside of Jafa.

Gael – Between the medical establishment and Siostra is Ashley's house. Boffa told her the liquor store bus stop was moving outside her house, creating distress.

- It was agreed no decision had been taken.
- Michael – I have spoken to Ashley. Her concern is around big vehicles disturbing the village atmosphere and would like to see plans once developed.

Bill G – Is the bus stop across mobility parks?

- Michael – No, I can show plans

Discussion about how decisions taken and construction disruption

- Lewis – We make recommendations, which are considered at design.
- Joe S – Looking to make recommendations on best level of service, then will consider other issues

Gael – Have locations near the roundabout been looked at?

- Lewis – Yes, it will depend on final design of roundabout.
- All CLG members requested to provide feedback in two weeks as bus stop preso was sent out to all shortly after the meeting.

5. Town centre – Michael Hawes (Boffa Miskell)

Michael presented a summary of engagement undertaken, including meetings with community and individuals, an intercept survey, and mail survey.

Key themes – what matters most:

- Safe/accessible walking
- Pedestrian crossings
- Trees
- Parking and loading
- Slower travel speeds

What matters least:

- Delays
- Art
- Separated cycle lanes
- On street parking (appears in both lists).

Consensus around providing a safe walking environment. Lower priority for reducing delay for traffic and public art.

Cycleway types and pros/cons were presented (details can be found in the Boffa preso):

- Painted lane
 - Gael – Easy to clean.
- On road protected
 - Gael – Poor level of service for disabled users.
- Copenhagen
- On the Footpath level
 - Karen – Similar to Mission Bay?
 - Chris C – Mt Albert is the closest example.
 - Chris dL – Why is the tree there?
 - Michael – Buffer zone between bikes/pedestrians.

One type doesn't fit all. Need to look at the route/context.

Consideration of traffic speeds through the technical design manual. Low traffic volume/low speed = less need for protection. Richmond Road traffic volume/speed sits within 'protection needed' zone. ADT of 10-12K.

Chris DL – What are the busy periods of the day?

- Michael – Morning/evening peak. Figure used comprises a week's records across different locations.
- Chris dL – Is it possible to get the timing breakdown?
 - Joe – Yes can give a breakdown. Will be provided separately before the minutes are issued by Bruce.
- James – 1800 vehicles per hour is about the maximum capacity of a road lane – gives an idea of the per hour number.

Bill – are these people coming and returning? Number of users could be half that number.

- Michael clarified the numbers related to cars not bikes. The ADT is Average Daily Traffic counts and is in both directions over a 24 hour period.

We are looking at how to enable less confident users to cycle. Not about lycra clad road warriors, rather the proportion of people who would cycle if enabled to do so. We call this the interested but concerned group.

- Chris dL – How do you identify these people?
 - Michael – Supported through the survey, people responded that they would like to cycle. Lots of variance within the community.

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- Chris dL – We have concerns about school riders using road. Makes the rest of road less safe if creating cycle lanes for specific cycle users.
 - Michael – Depends on the road and lane widths, comes down to design.

West Lynn village high street proposals:

- Not final design.
- Looking at introducing more vegetation and street trees.
- More consistency of cycleway design.
- Car-parking.
- Looking at side streets as a way of creating improved accessibility by creating a flush surface.
- Tighten road widths and corners up.

Karen – Shifting of the pedestrian crossing is a good idea, currently low visibility.

Bill – Road crossfall slope is 1:7 currently.

- We will make some improvements to crossfall.

Logan – Will you remove tree?

- Michael H – Option to divert cycleway, keen to hear from the group.

Bus stops are inline with traffic. May not get consensus from group, but it is good practice to slow traffic through town centres.

- Gael – Could you pull the bus in?
 - Michael – Could do.
- Jane – Any issue with buses being so close, that is opposing stops adjacent?
 - Lewis – No, it creates pauses in the traffic. Concurrent stopping is infrequent.
- Chris dL – This is less safe for cyclists using the road.

Bill – is this a separated cycleway? Exclusively for cycling?

- Michael – Not shared with pedestrians, reserved for cycling.

Karen – What about bins?

- Michael – To be worked through, but could be placed on the buffer zone.

Jane – At the roundabout, would cyclists have right of way?

- Michael – would operate as a road but proposal is to take cyclists off road so they are protected.

Bill – Does a QS look at cost per metre? Is this published?

- Joe – Cost estimates will be published. A QS has still to be appointed.

Chris dL – How will emergency services operate? It's very narrow.

- Michael – Beca are doing some tracking. The current design allows big vehicles to go over the top of the roundabout as a deliberate manoeuvre so they can make the turn.

Karen – Can we get copies of the presentation?

- Joe S – Yes, later this week.

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Michael presented road cross-sections.

- Chris dL – I am concerned about driveways.
- Michael – it's about visibility, so can design for slower speeds.
- Bill – cyclists don't follow road rules. Attended a meeting with Councillor Lee at which the crowd cheered a proposal to put back as is.
 - David – that could be your feedback.
 - Logan – Not part of our meeting to discuss the implementation of cycleways.

Lewis – Recommend not moving bus stop to the community centre, as it would reduce usage. People use the bus to access the town centre, whereas stops in residential sections have lower ridership. 2017 ridership numbers show much more usage of stops at northern end of town centre versus southern end.

Discussion regarding time allowed for feedback.

- Agreed that feedback to be provided via Bruce by Friday 11 May.

Joe – It's important to build consensus, we will also have open days to engage with the community.

Chris DL – TGSI's are dangerous for cycling

- Michael – Noted. We have to be careful leaving a gap for the visually impaired. No tactiles would be placed in cycle lanes.

It was agreed the next meeting would be held in six weeks so that Boffas can respond after feedback is received..

- Chris dL – No more school holiday meetings.
- Logan – A meeting at night would be good, easier to get to.

Actions

What	Who	When
1 Draft Minutes to be circulated to attendees along with presentations made: <ul style="list-style-type: none">• Bus Stops (MR Cagney)• Town centre (Boffa Miskell)	Bruce Thomas	Presentations to be issued by 27 April for Boffa. MRC preso to be released after one on one chats to affected parties.
2 Drainage decisions to be closed out and a way forward agreed with affected retailers.	Chris Conner	Before next CLG
3 AT to talk to affected parties where bus stops are planned to be relocated to gather their inputs and views.	Chris Conner	Before next CLG
4 Provide agreed prelim way forward for streetscape design for CLG consultation	Michael Hawes	Before next CLG

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What	Who	When
5 CLG feedback sought from CLG participants on Boffa concept design	All	Two weeks of meeting

Next meeting – May. Date to be determined based on venue availability and completion of Boffas updates.

Meeting closed at 12:30