

# Minutes of Meeting

Subject: Waitemata Safe Routes: Old Mill Road, Surrey Cres, Garnet Road areas - Community Liaison Group Meeting 05

Date and time 24 April 2018, 1.00 – 2.30pm

Venue Auckland Transport, 20 Viaduct Harbour Road, Level 6 Meeting Room

Attendees	Joe Schady	AT, Major Capital, Project Manager
	David Wilkie	CLG Chair, Xigo
	Aaron Hutching	AT
	Irene King	GLBA
	Chris Conner	AT
	Sandy Webb	AT
	Jane Admore	Bike Auckland
	Chris de Lautour	Resident
	Peter Calder	Resident
	Sharleen Pihema	AT
	Gael Baldock	Resident
	Lisa Prager	Business owner, Occupy Garnet
	Soala Wilson	Resident
	James Ellison	Beca
	Chuck Joseph	Resident
	Louise Wright	Resident
	Michael Hawes	Boffa Miskell
	Hannah O Donoghue	Boffa Miskell
	Lewis Thorwaldson	MR Cagney
	Bruce Thomas	AT
	Carol Gunn	Western Springs College
	Zigi Yates	Waitemata Local Board
	Wendy Gray Tree Council	
	Paul Patton	AT
	Peter Calder	

Apologies	Pippa Coom
	Dan Salmon
	Lisa Mein
	Rob Thomas
	Toni Jarmin

Copies to	David Nelson	AT
	Eric van Essen	AT

## 1. Welcome and Introductions – David Wilkie

David opened the meeting

The meeting will focus around Boffa Miskell's presentation, other items can be addressed in AOB.

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

## 2. Matters arising – David Wilkie

Gael – Please resend the design safety review.

- Joe – Will do so.

### Update on actions from previous minutes

Action	Status
1 Minutes and presentations to be circulated to attendees	Completed
2 Add Emergency Services to the stakeholder list for the project (Police, Fire, Ambulance)	These parties will be consulted on separately.
3 AT to provide further information regarding Bike Auckland's involvement in the project approvals process.	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. Their involvement is not up for discussion by this CLG
4 Gael to provide contact details for the Minister of St Columba to AT so an invitation to the next meeting can be sent.	Ran out of time and was not discussed. Review at next CLG.
5 Sandy to provide feedback to the AT internal comms and engagement review team regarding recent communications with the Herne Bay community.	Ran out of time and was not discussed. This item may be removed from the list as it has no bearing on the project at hand.
6 Boffa Miskell to update the objectives for streetscape design for circulation with the minutes	This was included with the previous CLG minutes.
7 All to provide written feedback and suggested amended wording on updated objectives for Streetscape design. Email feedback to Bruce Thomas at AT - <a href="mailto:bruce.thomas@at.govt.nz">bruce.thomas@at.govt.nz</a>	Completed
8 AT to consider short-term options to provide disabled access for the Grey Lynn School,	Ran out of time and was not discussed however steps are in

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including re-establishment of the 5-min drop off zone.	place to address this matter. Review at next CLG
9 Lisa will provide to Sandy a copy of a letter she has regarding business compensation claims.	Ran out of time and was not discussed.
10 AT to consider a separate meeting be convened with interested parties to discuss compensation in more detail.	To be addressed elsewhere.

### 3. Minor Works update – Chris Conner (AT)

Chris C provided an update on minor works activities in the project area

#### Discussion

Gael – Hit sticks an issue around Bullock Track.

- Chris C – Hit sticks have been reviewed and are fit for purpose as interim measure.

Gael – The area needs painting.

- Chris C – I will touch base with you.

Soala – Thank you for pulling back the island (refers to the moving of kerbs and re-establishing a slightly wider road carriageway at the intersection of Richmond and Surrey).

Wendy – Is there an end date for these works (Referring to minor improvement works)?

- Chris C – I will follow up with the contractor. Looking at 1-2 week timeframe.

Lisa – When will you look at other issues such as asphalt on Old Mill Road?

- Chris C – Once we have agreed a design solution for the street
- David – Majority of short-term fixes are complete. Boffa will present on the long-term view.

Gael – Are there any other minor works you are planning? A fence went up next to the bus stop, not mentioned at CLG, but was mentioned in the newsletter. (Note the fence is a safety installation to protect cyclists from pedestrians leaving or entering the bus shelter)

- Chris C – Some items such as signage.
- Gael – don't nail signs onto trees.

Gael – Will we review the proposed moving of the bus stop covered in the previous meeting?

- Lewis – The bus stop at top of Richmond Road, ideally should be better balanced with the other stop. We recommend relocating between Surrey and Fisherton.
- Lisa – Jumping the gun? There is community concern about the movement of bus stops.
- David – Moving the stop is a recommendation but looked at within wider context. Gael can feed information from the previous group. Context is missing.

Gael – In regard to buses outside Grey Lynn school, there is a big disconnect in the routes. No way to get from West Lynn village to Surrey Crescent shops.

- Lewis – That level of planning is not part of scope.
- David – We will record your comment as part of feedback.

Soala – Bus stops need shelters

- David – Does AT have policy around this?
- Joe – I understand over 50 daily users warrants a shelter and where an existing shelter is in place and the stop is moved then the shelter will of course need to move too.

Wendy – Need to design around trees to ensure no trees are removed when bus shelters are installed.

## 4. Proposed Options - Boffa

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 pros/cons:

- On road painted
  - Gael – easy to keep clean, more accessible
- On road protected
- Copenhagen
- Footpath level

Consideration of traffic speeds through the technical design manual. Low traffic volume/low speed = less need for protection. Surrey Crescent to Garnet Road sits within the zone needing separation

Lisa - Why design for bikes if many more cars?

Louise - Is this count done since Bullock Track lights?

- Michael – Looks at data at different points along road.
- Lisa – Are these numbers based on current data?
- Chris C – Each loop count has a date associated with it.
- Gael – Both groups have requested data.
- David – We will circulate more detailed information on the traffic counts.

Michael – different cycle facilities are needed for different environments. The project seeks to cater for the 'less confident' cyclist.

Chris dL – Are ebikes in the less confident group?

- Logan – I ride an ebike, I like the safety of the cycleway.
- Michael – It's about speed, confidence could vary.

## Old Mill Road Village

- Character
- Safe route
- Green / vegetation
- Minimise car park loss
- Inclusive positive dialogue between road users
- Bus access
- Minimise construction disruption

Pedestrian crossing – higher priority given to people, slowdown of traffic, recognises area as a local village.

- Gael – Suggest moving crossing to enable right-turn into Old Mill Road

Discussion regarding raised tables across intersections and the interaction with people and vehicles.

- Lisa – Wellpark Ave intersection is problematic, set the table back from intersection.
- Chuck – Remove planter for better visibility
- Chris dL – Cycleway on a raised platform is a safety risk. A long raised table is ok, but not too steep.

Gael – At the driveway at Old Mill Road, the table needs to come back a bit.

Chris dL – There's room for a cycleway on either side of the road, have you explored the possibility of positioning on the outside of parked cars?

- Michael – Not so suitable, as a high turnover of parked cars in the area (risk of dooring).

Gael – Do cyclists give way to cars at a raised table at the intersection of a side road?

- Michael – The idea of a table means cars pause, it's still a road, but it's a courtesy arrangement.
- Gael – Could do raised tables in some locations, but not in other places.

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- Michael – It's a village centre, so we're designing for slow speeds, people will give way to each other.

Logan – Create less of a slip lane at Old Mill Road?

- Michael – Yes, the design will tighten it up.

Chuck – You have removed the painted median?

- Michael – Yes. Pedestrian crossings help with a natural pause for turning vehicles.
- Chris dL – The median is incredibly important for road cyclists turning into Motions road.

Wendy – What about rubbish day?

- Michael – The design has a footpath zone / berm / cycleway / door zone – there's space for bins.

Lisa – Still concerned about traffic calming piece sticking out. Obstacles that people will crash into.

- Gael – large vehicles use Old Mill road – zoo, Dempsey Wood, etc.
- Lisa – road is aligned and works well as is.
- Michael – We are looking to slow traffic, so people understand they are turning into a side street
- David – The design is a work in progress and there will be time to provide feedback
- Gael – The raised table will address traffic flow without the need for a build out.

## Cross sections

Options similar to current shown for discussion. Gael and Lisa oppose.

- Gael – Option where you slow to turn into driveway and can see cyclists is safer.

Option with separators shown for discussion.

Chris dL – The options will drive what you are going to do outside Westmere School.

Gael – When you come down Garnet Road and want to turn, you need a median strip. Cars and bikes all need a median strip

- Louise – Medians are a relatively recent introduction
- Chris dL – removing the median is a safety issue for road cyclists.

David – We are picking bits to look at currently, rather than whole route.

Lisa – Is a cycleway appropriate for this street?

- David – That's beyond the remit of this group. If you want to raise the issue of whether there should be a cycleway, the conduit is through Sandy to Major Projects.
- Lisa – If you are spending millions of dollars, you need to ask hard questions, how do you allow streets to function?
- Lisa requested separate meeting with Sandy.

Gael – Removing separators would allow a median strip.

- Logan – Wouldn't meet road requirements for protection.

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- Gael – Requirements are BS. The road needs a median strip. My view is we all need to share the road.

Heated discussion between Gael and the Chair as Chair sought to keep meeting on track. A subsequent apology has been received from Gael.

Lisa – These discussions are critical to not waste public money.

Soala – I sat on the traffic island for three months. 50 to 100 cyclists would come by. They are confident cyclists and want to be on the road.

Chris dL – It's an arterial route – need to cater for all cyclist types.

David – The design outside Westmere School will help inform discussion.

- Michael confirmed the design is two weeks away.
- David – We will distribute designs for feedback and then recirculate for more feedback once the final sections completed.
- Lisa – Don't present us with something we've already rejected.

Chuck – It was suggested to call it the Old Mill Village. Good way to revitalise. I think we're getting close to solving the bike lanes problem.

Irene – The draft work does not cover Surrey Crescent so it is impossible to make any meaningful comment on the proposal as it only addresses the Garnett Road area and shops on the intersection of Garnett into Old Mill Road.

There needs to be a working group to address the intersection of Richmond and Surrey and overlap both CLG's. This point has been raised a number of times.

The positioning of bus stops so that they are opposite one another makes sense, but the shifting of stops must be consulted through with affected/impacted parties.

## Actions

What	Who	When
1 Minutes and presentations to be circulated to attendees	Bruce Thomas	Presentations to be issued by 27 April for Boffa. Minutes within a week of meeting.
2 CLG members to submit feedback on Boffa preso within two weeks so that Boffa can take this on board	All	Two weeks of meeting
3 Some further refinement of the Boffa work is required to show a plan view of the full length of roading with a few representative cross sections. This should include developing safe bike lanes	Michael Hawes	Before next CLG
4 The signalisation of Richmond and Surrey needs to be developed and be reported on at the next CLG	Beca	Before next CLG
5 Resend safety to audits to Gael	Joe Schady	Completed post meeting

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What	Who	When
6 Loop counts to be provided to CLG	Chris Conner	Completed post meeting
7 MR Cagney to present on bus stop locations and shelters	Lewis	Next CLG

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

Meeting closed 2:30pm.