

Point Chevalier Streetscape & Cycleway project Community Liaison Group Meeting #3

Date: 31 July 2018
Time: 12:00 – 14:00pm
Venue: Auckland Transport, 20 Viaduct Harbour Avenue, Auckland 1010
Attendees: Graeme Bean (AT), Alice Ge (AT), Denise Dijoux (Facilitator), Anneliese Sabrowski (Stellar Projects), Jessica Rose (Albert-Eden Local Board), Darren Jarrett (Community), Matt Fordham (Community), Nic Rowan (Community), Rick Thenevard (BISC), Jolisa Gracewood (Bike Auckland), Heidi O' Callahan (Pt. Chev Placemaking), Stephen Lethbridge (Pt Chev School), Tammy Flavell (Crisp Communications), Rata Campbell (Crisp Communications).

Apologies: Linda Wong (Community), Andy Lamont (Community), Travers Reynolds (Community), Mark Johnson (Community), Kay Smoluch (Community), Grant Russell (Western Springs Football Club), Walter Dendi (Transition Pt Chevalier), Jerome Brown (Pasadena Intermediate), Pippa Coom (Waitematā Local Board), Twan van Duivenbooden (AT), Paul Buckle (AT), Bruce Thomas (AT), Greg Horne (AT), John Potter (Boffa Miskell), Samantha Walton (CLG support).

Item	Agenda item
1	Admin – ratify previous minutes, matters arising
1.1	<p>Ratification of previous minutes</p> <p>(Heidi) – I made a submission with a video example to add to the online minutes, along with some points for further clarification.</p> <p>(Jolisa) – I have a comment on the level of detail included in previous minutes; very detailed but nine pages of content may be more than necessary.</p> <p>(Matt F) – received call from AT Community Liaison, Ruth Maloney requesting route information looking at possible footpath improvements to link in with this project (Great North Road / Pt Chev School).</p> <p>14 August is our absolute deadline to provide your CLG feedback to the PCG. We want to hold the next meeting Tuesday 7 or Thursday 9 August to give everyone time to consider proposed options and get your feedback in to us.</p> <p>(Kane H) – Tammy Flavell from Crisp Communications will support us to pull our CLG feedback together into the report for the PCG.</p> <p>(Denise) what is the timeframe for this?</p> <p>(Kane H) – Everyone will have until 5 August to give feedback on what's being presented today. We will send you Tammy's details so she can compile and report on your feedback.</p> <p>(Tammy F) – We'll need a quick turnaround on all feedback to meet the 14 Aug deadline.</p> <p>(Graeme B) – We'll present to the PCG on the process and desired outcomes for this project. The project had a 70% design late last year, then we paused the project Jan 2018 to reconsider the design with more emphasis being placed on urban design, community group involvement and emerging RASF (Roads and Streets Framework) and TDM (Transport Design Manual) developments (Pt. Chev and Meola Roads).</p> <p>Also want to align the 'Four Pillars' (Local Board, Auckland Design Office, Bike Auckland, AT Walking & Cycling) to get input and support from all parties throughout this process. Also other key internal AT and Auckland Council stakeholders.</p>

	<p>Our CLG project sits with the Western connections 'package' which also includes the Herne Bay, Waitemata Safe Routes and the Great North Road cycle facility projects.</p> <p>Funding is a challenge – we need quality outcomes, which increases costs.</p> <p>Would like to be able to report the CLG are on board to the PCG, so we can engage our designers back on this project.</p>
2	Options based on MCA process (Annaliese Sabrowski)
	<p>(Annaliese) –presented high-level options explored so far to demonstrate space allocation. Talked about details at future meetings i.e. parking, pinch points, etc.</p> <p>(Annaliese) – RASF for Pt Chev Rd and Meola Rd is 98% completed. Various sections of the TDM are in various states of completion/ adoption.</p> <p>(Annaliese) – The first option is a Single Directional Cycleway design. This will two lanes of traffic and one section of southbound bus lane with clearway during peak hours, parking allowed off-peak. There are options to enable retention of trees; would require about 3.2m width at points where trees share space with footpath and cycle lane, otherwise about 2.6m width.</p> <p>Second option is a Bi-directional Cycleway design. This will have about 2.5m footpath and about 3m bi-directional cycleway but tree(s) would need to be removed. Would also allow for two traffic lanes; a bus lane during peak hours and off-peak parking would be retained on the eastern side. Safety issues were raised about driveways and side-streets. This option is not one we endorse but we'd still like your feedback on it.</p> <p>(Nic R) – Is there any research you can reference for large scale changes of modal priorities?</p> <p>(Matt F) – Why is safety more of a concern in Option 2 than Option 1?</p> <p>(Annaliese) – Because bikes can go against the natural direction/flow of the traffic lanes. People are not used to riding in this manner.</p> <p>(Matt F) – There are several bi-directional cycleways in place around the city.</p> <p>(Darren J) – does Option 2 reduce footpath width?</p> <p>(Annaliese) – Yes, but to acceptable design minimums.</p> <p>(Darren J) – could we look at remaining canopies/trees on the western side of Pt. Chev Rd?</p> <p>(Annaliese) – That would represent a large drop in quality on that side of the street.</p> <p>(Heidi) – The cycleway construction's quality of service Level 3 would be reduced to Level 2.</p> <p>(Annaliese) – We're aiming for quality of service Level 2 overall for cycleways.</p> <p>(Kane H) – Very keen to go out to the community on this; AT will not compromise on safety.</p> <p>(Rick T) – Western side is not as well traversed? There's not as many walkers on this side which might be worth looking at.</p> <p>(Heidi) - need to improve walking amenity to incentivise walking to shops instead of driving.</p> <p>(Nic T) – It's easier to cross side roads from the western side, plus intensive developments underway or to come. It's worth investing in this now to support those developments.</p> <p>(Heidi) – Sustainability and other frameworks that we might need to consider.</p>

	<p>(Alice G) – Also zoning and high-density housing considerations.</p> <p>(Nic T) – Meola Creek crossing an example of dangerous design /use of space. Only 1.5m width by trees and buses/traffic coming at you.</p> <p>(Heidi) – will you allow for a buffer? Single directional?</p> <p>(Annaliese) – Yes.</p> <p>(Kane H) – Pt Chev cycleway/Unitec/Carrington Rd provides good links to the wider cycleway network catchment area.</p>
3	Role of Albert-Eden Local Board in bird streets and connection to Pt Chev School along Walford Rd (Jessica Rose)
	<p>(Jessica R) – Good to see feedback. As a local board member, if you have concerns about the measured speeds in excess of 50 km/h, I can approach other groups on your behalf to advocate for safer speeds and other safety issues that link to/support their projects.</p> <ul style="list-style-type: none"> - East side of Carrington Rd side roads - Traffic calming in Sandringham - Threshold treatments. <p>As a separate project, I believe this is really important.</p> <p>(Matt F) – Why is this not going beyond Meola Rd? Why did we do the mapping exercise earlier?</p> <p>(Graeme B) – To support the wider network as well as the local context.</p> <p>(Kane H) – The mapping exercise was to gather more info about issues and good points in the area that we can report back i.e. specific locations/areas of opportunity.</p> <p>(Graeme B) – We could also take that info to other programmes and Local Boards, to possibly link in with their workstreams and funding.</p> <p>(Nic R) – We feel this is more of a ‘motorway project’ rather than a local initiative and we might be linked in to those projects as well. Will we go back to the community and respond?</p> <p>(Heidi) – I feel the plans we come back with would look very different if we applied the RASF/TDM and sustainability frameworks first. We should also refer to the Auckland Design Plan. We need more trees, not less. We should be evaluating streets as places, especially as urban development and housing intensifies.</p> <p>Light rail – if this is placed on GNR where will bus route be relocated to? Need to consider modal priorities; disappointed that this hasn’t been done first.</p> <p>Using the bird streets as we’d first discussed may be the better option instead, although personally I prefer the main road.</p> <p>(Jessica R) – having the explanation about the wider network does help make the case for Pt Chev Rd instead of the bird streets.</p> <p>(Darren J) – The case for bird streets was that it links to St Francis School and others.</p> <p>(Jolisa) – ‘motorways’ are actually our spaces, too. They are used locally as well as on a network level – permeability.</p> <p>(Matt F) – I believe this design process is not focused on delivering design for school kids, and not for commuters. I had an expectation that options would include ideas we’d discussed at previous meetings.</p> <p>(Alice) – Road hierarchy; how does this link into communities? Links to facilities are key to these decisions.</p>

(Graeme B) – Bike trains could be established by locals from any area in Pt Chevalier. The Pt Chevalier Streetscape and cycleway project can provide a spine to enable connectivity but it cannot provide connections to all possible combinations and permutations that exist in a neighbourhood. There may be other AT programmes or local board initiatives that can support this.

(Heidi) – I would like safer speeds to commit to 'Vision Zero'. And what about Meola Rd and stormwater treatments?

(Denise) – Let's come back to the mandate of our CLG's project.

(Annaliese) – Next meeting we can discuss Meola Rd, stormwater at a much later date.

(Matt F) – Is free form reporting OK?

(Kane H) – Yes, there's no template/constraints to follow.

(Graeme B) – Speeds are a good thing to give feedback on.

(Nic R) – Bird streets already did their own survey on this.

(Jessica R) – There's lots of evidence now.

(Darren J) – I support clearways and bus lanes; I'd be all for that.

(Annaliese) – Also bus lane does not run the full length of Pt Chev Rd, it starts between Wakatipu and Smale Street and runs from there.

(Heidi) – What about the widths? Could more trees be put in and has this been looked in to?

(Annaliese) – The utilities that run under Pt Chev Rd restrict us, it would cost in the millions to relocate or change these services.

(Darren J) – Having to go around trees acts traffic calming for cycle path users.

(Stephen L) – My concern is the school kids, as a principal. I don't want to attend another child's funeral. Thousands of school kids are using this area each day. What is the value of the school community's voice given where this starts and stops?

(Denise) – Within this scope of this group, we want a bit more of a voice/say, is that what I'm hearing?

(Stephen) – We're still in a 50km/h zone, there's no traffic calming evident, we do need to look at the bigger picture. Those kids will grow up to be locals.

(Rick) – We need a change or shift in community thinking about the space they're entering; it must be clear that it's a cycle area that cars are entering into.

(Kane H/Denise) – We assure you that all feedback will go somewhere. We will facilitate this for you within AT processes.

(Jolisa) – can we push for a response form AT to integrate all of these frameworks to apply to this project?

(Graeme B) – Our road safety lead, Kathryn King, is also our Walking/Cycling lead; good synergies.

(Jessica R) – We're early adopters but others who also have a legitimate voice would always argue against what we're advocating for. We need people from the community to want the same thing as us for the community.

I would love for Pt Chev to be the flagship for 'Visions Zero' adoption.