

Date: Tuesday 27 October 2015
Time: 9.30am
Meeting Room: Local Board Chambers
Venue: Pukekohe Service Centre
82 Manukau Road
Pukekohe

Franklin Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Registered Charitable Trust

13 October 2015

The Chairman
Franklin Local Board
Private Bag 92300
Auckland 1142

Attention: Andy Baker

Dear Andy

The Karaka Sports Park Trust (the Trust) have been active over the past 4 years in trying to drive momentum for the development of the Karaka Sports Park. This has involved the Trust working closely with the Franklin Local Board (FLB) in getting the first stage of the Karaka Sports Park (the Park) development completed. The addition of the additional fields and lighting, while providing much needed relief to playing fields for rugby and cricket in particular, has put pressure on other infrastructure at the Park and in particular changing rooms and shower facilities.

The Trust recognise that a well co-ordinated and collaborative working arrangement between the FLB and the Trust is essential to complete the remainder of the development in a timeframe that meets the needs of the sporting codes and community groups that use the Park. Critical to the development of this collaborative working arrangement and for the development of the Park to gain momentum, is the support of the FLB in prioritising Auckland Council staff time and resources to the Park development.

We would greatly appreciate the opportunity for the Trust representatives to meet with yourself and the FLB.

Yours sincerely

A handwritten signature in black ink, appearing to read "R. McRae", is written over the typed name.

Roger McRae
Chair, Karaka Sports Park Trust

**Pohutukawa Coast Community Association Ferry Survey Paper
for Franklin Local Board meeting 27 October 2015**

Thank you to the Board for making the time available for us to present our findings on the Pohutukawa Coast Community Association's recent Pine Harbour Ferry Survey.

It's not our aim to read out the results and statistics, which you've already received, but to note some of the key results and focus on the comments from respondents which provide a comprehensive snap shot of how the Pine Harbour ferry service can be best developed to serve the current and future fast growing community.

We had 900 respondents, 12% of which came from outside the local Beachlands Maraetai community. 43% of respondents took the time to provide well thought through comments and suggestions, the majority of which covered very similar areas. Here's more detail:

Service

There was overwhelming support and positive comments about the ferry crews and the fantastic service they provide.

Sailings

A majority of respondents indicated a need for Friday evening and weekend sailings together with more and later evening commuter services. As an example 25 % of respondents had been unable to board late afternoon/evening sailings from Auckland due to lack of capacity. Regular commuters comment on having to leave work early to ensure getting a place on the ferry. It is encouraging to see these requests being reflected in the recent proposed timetable distributed by Auckland Transport as part of their current ferry and bus survey.

Points were raised about people having to use dangerous and over-crowded roads, and the rapidly increasing population putting further pressure on roads, highlighting the need for a more comprehensive ferry service

There were also requests for ferries for special events and wider destinations e.g. Diwali, Lantern Festival, Round the Bays, rugby matches, Rotoroa, Waiheke etc.

Pricing

Many people commented negatively on affordability, particularly in relation to other ferry routes e.g. Waiheke. People would like to see better discounts for regular travellers, e.g. monthly pass, family discount. It would be helpful to have clarity on the subsidy from Auckland Council and how this compares with other ferry routes.

Infrastructure

Roads: Transport from Maraetai and Beachlands required. Direct link Beachlands/ Pine Harbour (Sunkist Bay Road extension) to avoid using the Whitford Maraetai Road and to encourage more people to walk which will have positive impact on parking, especially as there will be future parking problems as the population increases.

Bus service: there was request for a bus service from Beachlands Maraetai to the ferry.

AT Hop: tag on/off needs to be on the ferries. A pressing need for a local AT Hop card top up facility locally, maybe in a post shop/dairy; currently the only way to top up your card is at Auckland Pier or online.

Pontoons/ramps: the ramps, especially at Auckland Pier are slippery and dangerous, particularly at low tide. Shelters are desperately needed at Auckland Pier and Pine Harbour as there is no respite from the rain, wind and sun.

Bike racks: needed at both the Pine Harbour and Auckland ends as well as on the ferry.

Wheelchair access: needed.

Pier 3 sharing with Explorer ferries: compounds congestion problems on the ramps and poses a safety issue especially as numbers will greatly increase during the summer months.

Some notable comments:

Sealink ferry captains are professional, courteous and helpful. AT's decision to add a 3.50pm and then take it away is not customer friendly. Shelter on gangways is essential in Auckland City, we pay more for our ferry journey than Waiheke Islanders but they have shelter and we don't. The ramp in Auckland City is slippery when wet and dangerous when steep at low tides. To get the ferry at 4.40pm I have to begin queuing at 4.10pm it would be great not to have to stand in the wind and rain for so long or to have to queue for so long.

The current service lacks connection with buses or any other alternatives to getting to Pine Harbour than by car. To be consistent with other initiatives through out Auckland this service needs to promote public transport use. Currently it promotes the use of motor vehicles to and from Pine Harbour as well as if the public are finishing late working in town then there is no other choice than to drive your motor vehicle. This adds to the current strains on our motorways and roads. It also adds to pollution.

I went back to driving to Auckland CBD as I couldn't reliably get on my afternoon ferry to get home to Beachlands to pick my son up from daycare. As the ferry was full on a regular basis the ferry option was no longer an option for me. I am currently on maternity leave at the moment and will decide to return to work in the next few weeks but only if the ferry service improves.

Let me paint a picture for you – It's mid-winter and all I really want to do is stay home and roast my chestnuts on an open fire but instead I leave the house at 6:50 am to drive 15 minutes to the ferry car park at Pine Harbour. I get parked and seated on the ferry by 7:10ish and would never risk leaving it later as the 7:20 gets full quickly and having to wait for the next boat in the cold and rain makes me have mean thoughts. Once I arrive in Auckland, I go to work so I can earn money. Chris De Burgh says 'Don't Pay The Ferryman' but experience tells me, you have to so I try to stay gainfully employed so I can spend \$20.20 each day on getting to and from work. The clock strikes 4:50pm and I know I have to start packing up to leave work if I am going to get a seat on the 5:10pm ferry to Pine Harbour. If I don't get to the ferry early I most likely won't get on because it's the little boat and fills up fast. My boss is at his desk though so I have to try and not draw his attention for fear of his judgemental glance. He doesn't understand what I endure – he is a Devonport Ferry Patron complete with frequent departures, cheap fares, bar on boat and shelter from rain. I escape the office and make it to the ferry gangway. There are two pointless men standing there in high-viz rain coats telling us not go onto the gangway and we are to form a queue in the walkway area. This all started when the yellow peril (explore ferry) arrived at our pier and some pork chop at Auckland Transport couldn't figure out that two ferries leaving the teeny tiny pier at the same time might be a bit of a testicle ache for everybody. It's raining and I am

getting wet – my ferry parks up (that’s a technical ferry term) and the high-viz wearing people tell us we can go onto the pier. Getting us on the ferry takes longer because we have now formed about 3 queues in the usual chaos - that’s okay though because I’m soaked through to the skin now and have started fantasising about how much more tolerable this cluster-fluff would be if I was a West Harbour Ferry customer and I endured the same irritations for only \$8 per trip. I’ve made it onto the ferry. I have been greeted by one of the awesome skippers who are worth their weight in gold and I am sat down waiting for my cold wet trousers to turn into warm wet trousers. We set sail and 35 minutes later, we arrive at Pine Harbour. I tagged on and off despite the utterings of Mr de Burgh and I’m now \$20.20 lighter. I mourn the loss of my \$20.20 as I walk from the gangway to the car park in the rain. It is dark in the car park at night and I, along with many other passengers, enjoy a little game of ‘where the heck is the footpath’ in the dark and rain before we arrive at our cars. I carry a little Darth Vader Lego torch to assist with the game – Darth also feels your fares are a rip-off and he has advised that when the Death Star is complete, Auckland Transport will be vaporised. Sorry, but that’s what he said. I get in my little car and I head home, comforted in the knowledge that I am going to Wellington tomorrow and my \$9 bus fare from the Airport to the CBD gives me wifi and a place of shelter... living the dream. To summarise - Too expensive, no shelter, no fluffy things like wifi, no lights to find the pavement in the car park, High-viz wearing Axel Foley and Detective Rosewood being paid to delay us boarding at Pier 3c and bad timetable planning with the yellow peril departing at the same time as the Pine Harbour ferry.

Thank you and questions.