

Date: Wednesday 11 May 2016
Time: 9.00am
Meeting Room: Kaipātiki Local Board Office
Venue: 90 Bentley Avenue
Glenfield

Kaipātiki Local Board

OPEN MINUTE ITEM ATTACHMENTS

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Bike Kaipatiki
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5 May 2016

Kaipatiki Local Board
Auckland Council
Private Bag 92300
Auckland 1142

Attn: Kay McIntyre, Ann Hartley, Grant Gillon, John Gillon, Danielle Grant, Richard Hills, Lorene Pigg, Lindsay Waugh

Dear Local Board Members,

On April 16th, Mat Collins, Duncan Laidlaw and Andy White of Bike Kaipatiki rode the extent of the proposed new cycle lanes on Glenfield road to review the proposed designs. Bike Kaipatiki welcomes the initiative to extend the provision of cycle lanes on Glenfield Road. As a group, we would like to see established a network of primary routes with well-formed cycle lanes, and Glenfield Road is an essential part of this network.

The route was ridden from the southern extent at Eskdale Road north, and then back down from Bentley Road at the northern extent. At each major intersection the Ideal State and Low Cost options were compared against the current, mostly unprotected and unmarked state. What follows is a brief conclusion of the group's findings, with detailed notes following about each page of the plans.

General comments:

- The Ideal State option was preferred in almost every section
- Attention should be paid to details wherever there is a transition between on-road cycle lanes and shared paths or off-road cycle lanes. Dropped kerbs should be placed so as to avoid sharp changes in direction, and cycle lanes should be protected where they emerge onto the road.
- Wherever possible the cycle lanes should be at least 1.5m wide with 0.6m painted buffer, and plastic flexi bollards should be used to provide discourage vehicles tracking into the cycle lane

Sheet 1 of 7

Ideal State

The Ideal State is preferred on this section as it provides better continuity in design with other sections, with on-road design and wayfinding remaining consistent. It also has a less conflict from vehicle crossings, compared with the Low Cost option.

Flexi bollards are essential for the northbound cycle lane as the downhill sweeping horizontal curve is likely to result in vehicles tracking over the cycle lane.

Low Cost

Concerns with visibility for cyclists transitioning from off road to on road prior to Peach Road as there is a bus stop just before. Suggest crossing through island on Peach Road in line with path, perhaps with the addition of a raised table across Peach Road. Personal security and vandalism issues (CPTED – Crime Prevention through Environmental Design) were identified for the section heading behind the bus shelter near Peach Road, also concern about the available width and general feasibility of this arrangement

Concerned about the interaction between cyclists and driveways on the steep part of the access lane for 394 to 414 Glenfield Rd, reverse manoeuvring from driveways and potentially higher speed of cyclists is a risk. Similar concerns for the 372 – 390 Glenfield Rd section, it's not as steep but has more parked cars and therefore less visibility of reversing cars.

Sheet 2 of 7

Ideal State

This is the preferred option for this section.

Low Cost

See comments for the Low Cost option in Sheet 1 of 7 above. We are concerned that where cars and bike merge car drivers may not expect bikes and there is potential for both to be travelling at higher speeds.

Sheet 3 of 7

Ideal State

The south bound lane via an access road is comfortable to ride and avoids pinching cyclists between traffic and the large retaining wall. Painting the green up onto the access-way as shown in the concept plan will help with wayfinding, which can be challenging when cycling in unfamiliar territory.

On the north bound cycle lane the ideal state helps remove a pinch point just after Roberts Road by removing some car parks and placing cyclists next to the kerb.

Low Cost

On the north bound cycle lane the car parking outside 322 to 326 Glenfield Rd creates a dangerous pinch point, with a likelihood that vehicles will track into the cycle lane and conflicts between cyclists and buses may also occur.

Sheet 4 of 7

Ideal State

As removing on street car parking is always contentious, Bike Kaipatiki consider that parking could be retained on the north bound side of Glenfield Rd between Domain and Roberts Rd. This could be used as a trade-off if other stakeholders raise objections about loss of on street car parking.

On the south bound section we have concern about conflict between cyclists and buses at the bus stop between Roberts Road and the Coronation Rd roundabout:

- It may be necessary to slow cyclists coming down the hill before the stop
- Warning signage should be provided for cyclists, bus drivers and motorists
- Provision should be made of cyclists to re-join Glenfield Road

Low Cost

As per our comments above, car parking could be retained on the western side of Glenfield Rd as a trade-off for the loss of parks in other sections of the project.

Sheet 5 of 7

Ideal State

Directing cyclists off behind the bus stop before the Coronation Rd Roundabout (heading North) is by far a better solution than sending bikes in front of buses.

For the northbound section from the cemetery to the Coronation Rd Roundabout much of this is without a footpath despite there being plenty of land and three bus stops. We would encourage consideration for a 3 metre wide (or more) shared path along this stretch linking into the trails through the Birkenhead Domain.

Heading south from the roundabout there seems to be no treatment applied to help bikes integrate with traffic. The point at which bikes and cars are to merge is in fact narrowed with a pedestrian refuge.

Ideally bikes would be fed out into a lane protected from cars with bollards before the road lanes proper.

Low Cost

As above, requiring bikes to join the footpath in front of buses is a concern for cyclists heading north and the same issue exists heading south.

Sheet 6 of 7

Again the north bound side of this section could be enhanced with a wide shared path in addition to the painted lanes.

Sheet 7 of 7

The wider lanes on the Ideal plan are nicer to ride and safer. The inclusion of ASBs heading south to allow right turns into Eskdale Road are good to see as is the continuation of the cycleway through the intersection heading north.

Closing

Bike Kaipatiki is pleased to see the local board taking the initiative and supporting cycling in this way. The Ideal State plans offer great improvement for cyclists in the area and the planned route helps connect two of Kaipatiki's town centres.

However, it is hoped that Auckland Transport will expand upon this initiative by the Kaipatiki Local Board and continue the cycling provision along this corridor. To the north of this project there is a gap in the provision of cycle lanes by Glenfield Mall. To the south the Pupuke Road junction is not at all protected, and the safe route should continue to Highbury town centre and Birkenhead Wharf beyond.

It was reassuring to receive the plans in advance which has given Bike Kaipatiki the opportunity to ride the route, consider the impact of the plans on offer and provide the enclosed feedback. We would encourage the Local Board to use us as a resource in future and look forward to working closely and positively with the board going forward.

Yours faithfully,

Bike Kaipatiki

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MEMORANDUM

TO: Kaipātiki Local Board Members

FROM: John Duthie

DATE: 8 May 2016

SUBJECT: Kaipatiki Community Houses & Centres – Professional Development Programme

1. This memo is intended to update the Kaipatiki Local Board on the professional development programme recommended in my report on funding for the five Kaipatiki community houses/centres.
2. My understanding is that the Board were in principle supportive of a professional development programme, but wanted a greater level of detail before finally approving the funding.
3. This suggested programme:
 - (a) Is complementary to and in addition to any professional development programmes already in place by each of the individual organisations and/or the Kaipatiki Community Trust.
 - (b) Is targeted at the four managers with the intention that undertaking the programme together will leverage the ability to share, learn, encourage and hold each other to account to implement the learnings from the programme.
 - (c) Will further enhance the working relationship between the four organisations and the sharing of systems, processes and programmes. The concept is “develop it once and use it across all four houses”. The core health and safety plan would be an example of this.
 - (d) It would be a self-directed programme by the managers, but with assistance in pulling it together. In this way the managers will work through what the elements of the programme comprises which in turn will build ownership and commitment. It will also ensure that it is directed at the most beneficial aspects for each of the organisations.
4. All four managers are enthusiastic and would commit to the programme, subject to funding.
5. I have met with the managers and worked with them to develop a core programme. This may be refined as we progress.
6. This will be a six month programme with fortnightly approximately half day sessions.
7. The four house/centre managers and myself worked to develop the following topics that they feel will best assist them in delivering high quality community programmes.
 - Mentoring and supervision skills
 - Effective Marketing/ Communications/ Programme Development Conflict Resolution (and personal safety)

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- Kaipatiki Community Trust relationship and the needs of Kaipatiki
 - Council relationship and engagement and skills in developing a strategic programme and community engagement
 - Health and Safety – practical templating
 - Policy and Procedure – templating
 - Risk Management – succession planning, documentation
 - Relationship with Governance
 - Grants/ sponsorship/ raising money and leveraging assets
 - Strategic Planning and Implementation
8. In addition the programme will include visits to key best practise organisations who have some involvement in areas of work similar to that which the houses/centres are in. This could be public or private sector providers. This will include:
- community centres/houses;
 - groups offering broad range community development programmes;
 - event organisations;
 - specialist groups.
9. These visits would comprise about 40% of the programme.
10. In addition I had suggested that all community groups could benefit from a session to assist them in developing a health and safety programme. Each of the Kaipatiki community groups will need to update their health and safety programmes with reference to the new legislation. There will be real benefit in enabling them to do this in a shared environment where they can network and share best practise between each other. The cumulative approach of bringing all groups together would justify getting some expert assistance to lead the workshop.
11. It would be logical for the KLB team to manage and run this directly itself, or to fund the Kaipatiki Community Trust to manage and run this.
12. In terms of funding for the programme for the houses, the special KLB grant of \$40,000 to BBCP and \$10,000 to Highbury House contained money to fund their contribution to the programme.
13. I had in that programme also recommended a \$5,000 one-off grant to Bayview and Glenfield Centres (total \$10,000). Part of this funding could be used for this programme with the remainder in the case of Glenfield used to assist them in a necessary IT upgrade, and in the case of Bayview to enable them to support community groups who need subsidised rental – this during a phase when Bayview is needing to secure two dominant users after two major users relocated to larger premises.
14. It would be helpful to create a centrally held fund of \$10,000 which is allocated on merit to deliver certain aspects of the programme. The Health and Safety programme for example could cost \$3,000 to \$5,000. I would envisage a legal expert and H&S expert taking the session, and it being carefully targeted at community groups.
15. I believe this programme will deliver very good value to the Kaipatiki community. It will continue the philosophy of the Kaipatiki Community Trust of leveraging network and collaborative opportunities in terms of community programmes and operational systems/processes. It is a cost-effective way.
16. Obviously there would be a reporting back to the Board to evaluate the effectiveness of the programme and to share the key learnings.

John Duthie