### Kaipātiki Local Board

**OPEN MINUTE ITEM ATTACHMENTS**

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**Note:** The attachments contained within this document are for consideration and should not be construed as Council policy unless and until adopted. Should Councillors require further information relating to any reports, please contact the relevant manager, Chairperson or Deputy Chairperson.
Lucia Devoy

From: Dale Anthony <dale.s.anthony@icloud.com>
Sent: Wednesday, 21 March 2018 10:03 AM
To: RES Local Board; Kaipatiki; John Gillon (Kaipatiki Local Board)
Subject: Fwd: T3 Onewa Amended Email

I have made a few amendments to this, i am happy for it to be tabled or read but would like it given due consideration and recognition.

Thanks again, Dale

Subject: T3 Onewa - Amended

Dear Board Chair,

As I can not attend tomorrows local board meeting to speak I would therefore request that the below is read out during the public speaking section of the meeting.

The below was written by me and posted on various Facebook community forums, with outstanding support and only 1 negative comment.

Dear Chair and fellow members

I have asked for this to be read out, I am a resident of Birkenhead for the last 10 years, a qualified environmental engineer and work for one of NZ largest unheard export manufacture. I have been developing infrastructure projects for the past 20 years and feel qualified to address the conflict on Onewa Road.

Isn’t it interesting that from Waipa St to Highbury bypass that there is in effect an urban Clearway, some of this is two lanes each way be it an official two lanes or a forced two lanes. This section of road has many businesses and residential that people are NOT allowed to park on the road.

The bypass is then free for parking which defeats the object of a bypass altogether in its ability to move vehicles around the Highbury town centre and is often restricted with parked vehicles.

When we get to the Birkenhead Ave intersection where again the amount of traffic probably doubles joining Onewa Rd, with a full two lanes of adopted roadway we introduce parking just after the bus stop forcing traffic to merge very close to the intersection. We then have a dire approach to enforced parking depending on where you are which makes very little logic, highlighted by the yellow dashes forcing a constant of vehicles to merge, undertaking and cutting in and congestion dead on 9am as the first person parks a vehicle.

AT’s roles is not just about public transport, it is that of ensuring safety and free flowing traffic in the communities. However they are hell bent on buses only which do not serve everyone. How come the community can see a common sense approach to make roads more safer and more efficient yet all they see is an opportunity to punish the car driver?

I urged readers to submit their objection in regard to John Gillon ‘s confirmation as recently posted (on Birkenhead and Northcote Community facebook page) that AT do not support urban clearways (on Onewa Road and Lake Road) by writing to the local board, ward councillors, the mayor and the MP.
An urban clearway is what is required to free up Onewa Road at all times not just peak rush hour, it will make it safer for all, will allow public transport to be free flowing at all times throughout the week and not just Monday to Friday. T3 times DO NOT need to be extended to do this!

I doubt anyone who already drives to work due to inaccessible PT is going to get on a bus just because the T3 is extended so what benefit does it bring the COMMUNITY?

I also doubt that anyone who currently catches a bus will suddenly get in the car as Onewa becomes a clearway as they are likely going to the CBD and would face severe parking charges to do so.

So in summary what is this T3 extension really about? Why isn’t the no parking that is currently in place form Waipa St to the Bypass extended to include the bypass and Onewa? AT can’t hide behind the effect on business and residents as its already occurring and they already support clear ways by allowing this no parking on that section described. As development intensifies, more people, more demands on PT and roads there will come a time where this is the right thing to do anyway, so let’s support it now, evaluate its performance prior to implementing T3 times that make no sense and only benefit a minority. Let’s not forget what AT’s role is; ‘Auckland Transport is responsible for all of the region’s transport services (excluding state highways) – from roads and footpaths, to cycling, parking and public transport’ as quoted from Transport.govt.nz, I think they are forgetting the road part of this brief.

To me it’s all wrong and needs the community to back and support the continual use of the T3 in its current form and include the provision for an Urban Clearway. I therefore request that you stand behind the community and make endeavours to overrule this decision.

Pictures attached highlighting the issues.
No parking/urban clearway
Regard
Dale Anthony
021 221 9286
Hello Local Board Members

I have been conversing with John Gillon on Facebook regarding the extensions of T3 operating times on Onewa and Lake Roads. As he has seen I am not alone in my objection to these extensions.

There are many reasons why catching the bus is not suitable for everyone, as we have seen from the reply to John’s message. There are people with massage tables, and tools, and people who don’t work in the central city and would need to spend 2 hours each way getting to work and back if they used public transport.

In February I went on the Carpooling website, registered and sent off emails to 10 people to see if they wished to carpool with me. I had one response. And then that one person ended up catching a ride with his wife.

I work in Parnell. Which means I need to catch two buses, but the Link bus goes quite regularly. However, it still takes 50 minutes door to door in the mornings using public transport and the real problem is that it takes an hour and 15 minutes to get home. My work is 14kms from home. The 50 minutes to get to work is not due to traffic. The T3 lane works quite well (even with all the people using it illegally). It takes 50 minutes simply due to all the stops between my home and work and the change of buses.

I am a full time working mother. What this means, is that I feel guilty when I’m not spending enough time in the office. And I feel guilty when I don’t spend enough time with my kids. Spending over two hours on the bus each day is not what I call a productive use of my time. I’m an accountant, and I don’t get a lot of emails, my point being, I can’t work while I’m on the bus. I also share in the drop off and collection of my kids from school, and occasionally I need my car to visit clients.

Anyway I spoke with my boss and asked him, can I please come to work a bit later in the mornings, so that I’m not illegally using the T3 lane. As he is a reasonable person, he agreed to this. So now I reach Onewa Rd at 9am. Bob’s your uncle, all my problems are solved.

And then I learn about the T3 lane time extensions.

I know that AT want to get more people on buses. And perhaps they would even think that I’m a perfect candidate for catching a bus. Two hours per day is a lot less that some people spend on public transport. But until the public transport available in Auckland doesn’t take twice as long as it does in a car, then it just doesn’t make sense.

I am sending this email on behalf of all the Tradies, the people with the massages tables, the people who finish work at 230pm to pick up their kids from school, the people who live in Beach Haven but work in South of the city centre…

Can you PLEASE tell AT to leave the T3 Lane times as they are.

Until Auckland has public transport options that make sense. And no - we shouldn’t be forced on to public transport that is inadequate. The public transport system should be improved first, then we will use it.

Thank you for your time

Samantha Wilson
021 677 144

John, I don’t know if I can make it to the meeting tomorrow, but if you think it would help, I could check with my boss if I can leave work early.

If you want to give me a call to discuss please do.
Camping or sleeping overnight in this area is prohibited by Auckland Council’s Bylaws. Camping includes sleeping in a vehicle, tent or a caravan. (includes Self Contained campers).
Internal Report: Chairperson
Kaipatiki Local Board

From: Kaipatiki Community Facilities Trust
Management

Subject: Proposed Dog Park Signage

Purpose:
As the lead agency for the Kaipatiki Local Board, we focus from the get-go on enabling and delivering community co-ordination, collaboration and connections from actions derived from the current Local Board Plan and identified local needs to create and maintain the vibrant sustainable communities that we have in Kaipatiki.

Manuka Dog Park:
Considering the ongoing complaints from resident(s) that may surround the Manuka Dog Park, we initiated temporary signage for the Dog Day Out event in March, and had flyers generated to handout, and be available as an on information package on the required behaviour and pride in the Dog Park surrounds. We placed these in one our Outdoor Brochure Containers near the park, again these were well received by the participant’s on the day, and they will stay there permanently. KCFT will monitor and refresh all brochure’s and signage.

Our staff took the opportunity to converse with the participants on the day, and found that they would like to see a similar sign (permanent) in other locations in Kaipatiki where the ‘doggies and their owners frequent’ to remind owners of their responsibilities in a local public area.

Taking the lead as we would do, in similar circumstances, we have taken the opportunity to have costed out similar signage in eight (8) locations, for a similar sign and outdoor brochure holder with the DL flyer, so that the message can be reach out to a considerable number of owners in the various locations.

I have taken the liberty of having our contractor prepare a informal quote for such work if so desired by the Kaipatiki Local Board members but with a generic theme and only KLB Logo.

Costings:

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<td>Signage (8)</td>
<td></td>
<td>$735</td>
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<tr>
<td>(8 locations by 2 signs)</td>
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<td></td>
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<tr>
<td>DL Flyers (8 locations by 150)</td>
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<td>$355</td>
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<td>Outdoor brochure holders.</td>
<td>10</td>
<td>$500.00 (two for replacement purposes)</td>
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Attachment B

Item 17

Kaipātiki Local Board
21 March 2018

Flyer

Sign

Holder

Jill Nerheny
Team Lead Operations  KCFT

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