Date: Tuesday 23 April 2019
Time: 5:00pm
Meeting Room: Devonport-Takapuna Local Board Chamber
Venue: Takapuna Service Centre
        Level 3
        1 The Strand
        Takapuna

Devonport-Takapuna Local Board Community Forum

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.
SUBMISSION ON THE PROPOSED LAKE PUPUKE PATHWAY – NORTH

Submitter details:
Name: Chris Stephens
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Submission details and summary:

As the city grows dramatically in population we seem to justify our city’s "aspirational visions" on the basis of providing recreation and entertainment opportunity for this population. However, the perceived rights of a growing population do NOT take precedence over an equally increasing environmental responsibility to wildlife and its ecology. While the population continues to grow, I would have considered that this would be a more pertinent time to preserve and protect our natural habitats and ecological features rather than encouraging the degradation and destruction of them.

I opposed the proposed Lake Pupuke Walkway from Henderson Park to Kitchener Park. As described and shown on the plans prepared by Bespoke landscape architects, titled Areas A-C and C – Lake Pupuke Pathways – North. I oppose the revised plan in its current form since whilst there are some encouraging aspects for wildlife enhancement which should be implemented anyway, it still does not address underlying issues discussed in the attached I am supported by residents and other concerned parties (signatures attached).

I have been a resident of a property bordering Lake Pupuke and Kitchener Park for about 24 years and consider myself qualified to comment and advocate for the wildlife. As Auckland City’s population grows and makes its own demands for recreation it is even more important to protect and enhance the very few ecological pockets that remain.
My comments are in relation to Kitchener Park and the area to the west/north-west of this, as other areas are supported by larger groups, however a number of my comments do relate to the full extent of the proposed walkway and wider Lake Pupuke area. The areas I cover are recorded on the GIS system as R12 Dodson Avenue, Milford and are known as Kitchener Park (Covering Pierce Rd to the Milford School).

Kitchener Park is the orphan child of this string of reserves along the northern banks of Lake Pupuke from Sylvan Park to the north-west of the Lake. These reserve areas are every bit as important as Henderson Park and the other reserve areas along the Lake edge for it's ecological and natural heritage and should be enhanced, protected and preserved wherever possible.

From a review of the proposed walkway plans and the Milford Centre Plan, it is clear that the proposed extent of the walkway is at odds with the responsibilities Council has for ecologically significant areas.

My submission relates to the following points which have been further elaborated below:

- **Wildlife and Ecology Values** – this is a very unique ecological habitat and environment which needs to be enhanced and protected. This walkway proposal will inevitably create a large amount of traffic through an area of ecological importance where access should be restricted not promoted.

- **Natural Heritage – Outstanding Natural Feature** – The proposed walkway will require earthworks and vegetation clearance within this outstanding natural feature and will further allow and encourage users into this area which we should be protecting, not allowing further deterioration.

- **Existing Users** – existing users, more specifically dog owners who allow their dogs to roam free off leash are compromising the existing wildlife in the area. With an increase of users in the area on an enhanced pathway, this would only be exacerbated and become more of an issue.

- **Existing walkway and Park Maintenance** – lack of maintenance of the existing paths and walkway is causing a hazard to users; a detailed maintenance schedule will need to be prepared and implemented for any new tracks formed through the area.

- **Path Design** – the currently proposed formed concrete paths and wider boardwalks are not suitable for this environment and will cause a visual impact on the area. Natural unformed paths which will promote the natural character are more suitable.

- **The existing pathways are low impact and designed to encourage and promote bird and ecological breeding, restoration and habitats rather than inhibit and destroy it.**

- **Existing archaeological sites** which are recorded and evident on the banks of the Lake have already been damaged by path construction and an upgrade (as opposed to maintenance of the existing footprint) will put these again at risk.

- **With a growing population, now is the time to take action and protect our natural habitats and ecological features rather than encouraging the degradation and destruction of them.**

- **The walkway plans are in conflict with earlier ‘soft impact’ policies long nurtured by North Shore City and seen in such documents as the Lake Pupuke Reserve Management plan**
**Full submission discussion:**

**Wildlife and Ecological Values**

Lake Pupuke is a very unique ecological habitat and environment, which is not experienced in any other parts of Auckland. There are no islands within the lake for bird/wildlife refuge, and as such, they nest, feed and breed on the banks of the lake. This makes them susceptible to not only land based predators but also makes nesting and breeding areas limited. The lake banks are therefore critical habitats for this wildlife.

Lake Pupuke has been recorded as having a ‘poor’ ecological condition by the Lawa.org.nz reports which looks at the ecological condition of the lake and is based on plants present. To me this raises red flags as we should be enhancing this ecological habitat rather than further compromising it with increased pedestrians and tracks in the area.

The area of land between Henderson and Sylvan Reserves—is the main area (but not confined to) of the lakes edge which is a grassed area of reserve for birds to feed, nest and breed and promotes and protects adult and young birds nesting and feeding as it is closed between September and December. This is critical to the habitat and wildlife of the Lake, and we have seen flow on effects of this on the area to the west of these closed areas with nesting and breeding within the area to the west of Kitchener Park. The full extent of these northern banks should be used to promote and protect the wildlife habitats, not just the area between Henderson and Sylvan Reserves.

![Photo showing an existing nesting area at the lakeside from Fenwick Avenue.](image)

The wildlife of Lake Pupuke, more than ever need their own space and protection to allow them to feed, nest and establish their habitats. This walkway proposal will inevitably create a large amount of traffic through an area of ecological importance. **When the walkway was first created, Council staff were specific in creating a low key environmentally blended pathway that would attract and be used by people who would appreciate and respect the environment they were walking through, and was utilised by people that had affinity with the area for passive recreation, and it was not simply as a transit between two areas or for some form of active recreation.** The walkway was constructed as boardwalks with some gravel paths.
contained within wooden surrounds. The design was deliberately decided to ensure there was no concrete and would restrict the access to only pedestrians; as such they retained large tracks of grassed areas to limit this access. The walkway has been there for 20 years and worked well (with the exception of a number of issues discussed within this submission which highlight the increased risk to wildlife and the problems with various pathway designs).

There is extensive native plant life within the area between the end of Fenwick Ave and Milford School, any path or walkway established within this area will completely compromise and deteriorate the existing habitats and reserve areas. This includes a number of existing large established trees within the proposed walkway area which will need to be removed as part of any development works (widening). There has been no provision or comment on these trees and their removal as part of the walkway plan and it is considered that any vegetation removal within this area is significant for both wildlife habitats but also for the natural character of the lake.

The bottom of Fenwick Avenue has had a large amount of wetland planting, Carex secta, Flax, Cabbage trees etc. (private planting in conjunction with Council). These are a good food source for water fowl and nectar for Tui etc. There is a large Tui population and resident Morepork within the existing vegetation and also a large number of other native birds that frequent the bush habitats. These native bush areas provide a continuous habitat niche around the Lake, and also to within existing vegetation within private properties along the lake edge to provide a habitat corridor. Within the Kitchener Park Reserve strips between Sylvan Park (to Dodson, and to the Milford school) there has been no wetland wildlife enhancement/planting in approximately 25 years and now planting appears to be proffered as mitigating pathway traffic effects.

If the aim of the project is to improve the area as a habitat for native bird and plant life I am unsure how this will be achieved given the proposed walkway will compromise the existing native bird and plant habitats in the area and also has the potential to significantly increase the number of visitors to the area which in turn will compromise the native bird and plant habitats.

Natural Heritage – Outstanding Natural Feature

Lake Pupuke forms one of only two natural freshwater lakes in Auckland City, with the other being Western Springs. Lake Pupuke has a larger water body and occupies a historic volcanic crater. Other similar craters in the Auckland volcanic field were either buried by later eruptions, or breached by erosion as rainwater collected and overflowed the edge of the crater. Lake Pupuke remains a lake because, unlike the other vents, its eruptions produced substantial lava flows; water can thus escape through cracks in the lava reaching under the crater wall, creating a series of freshwater springs along the beaches between Takapuna and Milford. This makes Lake Pupuke a special feature of Auckland and should be preserved and protected wherever possible.

There is a Natural Heritage: Outstanding Natural Feature Overlay over the whole of Lake Pupuke as it relates to the historic Volcano feature and this includes the foreshore/reserve areas and extends into the residential properties along the foreshore of the lake.
The proposed walkway will require earthworks and vegetation clearance within this outstanding natural feature. There are specific rules within the Auckland Unitary Plan which detail the preservation and use of these Outstanding Natural Features — including specific objectives and policies which aim to protect them from inappropriate use and development and aim to restore and enhance them. This walkway will be contrary to these objectives and policies. A formed concrete (or raised gravel) pathway will definitely not contribute to the natural characteristics or qualities of this natural feature and increase use and access will not restore or enhance this heritage feature as required by the objectives and policies.

Lake Pupuke is considered a feature type ‘E’ which relates to fragile exposures of geological material. It is further described as ‘Small, natural or man-made exposures or high value portions of exposures that could be damaged or destroyed by small-scale, land disturbance, sampling or construction’. Any earthworks or land disturbance within this area has the potential to damage and destroy this natural heritage feature which we should be protecting, not further allowing for deterioration. As a father and grandfather, I help to teach and encourage my children and grandchildren to look after and care for our environment and natural resources, I would like this natural heritage item to still be here in another 30 years for future generations to see and enjoy this unique and treasured feature; the proposed pathways in their proposed form will not achieve this.

Existing users
The existing pathway and reserve areas are utilised by a number of local and visitors to the area. This includes a number of people walking their dogs. When the pathway was implemented 20 years ago the protection of Wildlife was already a concern. The area was made an "On Leash" area for dogs to help control any dogs within the area and ensure they were not compromising the existing wildlife. The reality of this, however, is that about 70% of all dogs walked here are NOT on a leash. I have observed visitors many times, walk past the signs notifying them of this "On Leash" area, and as they pass the sign will take the dog off its leash. I have seen and interrupted a group of 20 owners with their dogs on a group walk. The
leader knew it was wrong although many of the group did not and were very willing to leash their dogs. Residents and observers are not the Council’s policeman and I have laid complaints to the Dog Control unit at Council on a few occasions; only once did they take action to “modify an owner’s attitude”. I have recently talked to the people specifically on dog control; I challenged him on why in 20 years I had not seen one patrol of Kitchener Park. It seemed there is only at best a team of 10 dog control staff over all Auckland, of which not all are rostered on after hours to respond to monitoring these types of areas, and are only capable of responding to calls/complaints but with long response time. The council has demonstrated no ability to mitigate the effects of dogs in the wildlife area.

I believe that any widening, and encouragement of non-invested/affinity traffic in this wildlife reserve would need to have added protection and enforcement. It is clearly demonstrated that signage isn’t enough for dog owners and any presence in the area by both people and dogs is enough to inhibit wildlife in the area.

Proponents of an enhanced pathway CANNOT claim that any side effects of increased and encouraged pedestrian traffic through Kitchener Park can be mitigated by Council resources/enforcement and maintenance. That’s an unrealistic expectation given the resources and the depletion of ideals and resolve over time.

Reserve services

Walkway and general park maintenance:

Pathway maintenance and weed control for the existing areas and pathway which were established in these areas is very sparse and irregular. Furthermore, maintenance within the
existing parks and walkways has been appalling and near non-existent. While we recognise that this all costs the rate payers money, I do not see the point of having a walkway/park that is not maintained as in the long run, this just further exacerbates maintenance and costs further for the rate payers. If this walkway/park is to be established a regular and thorough maintenance schedule needs to be created, implemented and adhered to.

Certain parts of the existing tracks from Sylvan Park to Kitchener Park were given a light gravel when first established and have NEVER been gravelled/maintained since. What was there has all but disappeared. The formed borders do provide definition for the walkway but need to be gravelled to provide a surface for people to walk on, with grip. The lack of maintenance creates a slip/trip hazard for users.

![Photos showing the existing wooden boardwalk which has been neglected.](image-url)
Before new tracks are formed within the area, we need to see far better maintenance of existing walkways which have been neglected for the last 20 years since their creation.

**Path Design**
The proposed pathways with formed tracks and hard concrete surfaces are inappropriate in this area of ecological and natural heritage significance.

For the last 20+ years the grassed areas have adequately catered for the pedestrian traffic commensurate with a levels of people visiting the area who have an affinity and respect/interest in the wildlife aspects of this area which are attracted to passive recreation. At the bottom of Fenwick Avenue is a pathway which leads to a grassed area which includes a
memorial seat; people then continue along the lakefront on grass. This surface is suitable for both the environment and also the users of it. The interruption of the grass with formed paths would destroy the openness of this natural area and gathering spaces. It would create a dam for water runoff from the banks from above, which currently flows as sheet flow off permeable surfaces to the lakes edge; it would also create a maintenance issue other than the current clean mowing in the area. It is unnecessary to cause a blight on this natural environment with formed pathways/tracks through these areas. This is an ecological area, which is about connecting with the outdoors and naturalness - not about keeping your feet dry.

Photos of the existing park area at the bottom of Fenwick Avenue.

The proposal has replaced concrete with gravel but even that I am concerned of the disruption of the park like setting.

Compared with unmaintained areas which people end up having the “sheep track” rather than the natural spreading of traffic on grass. See over page.
The proposed formed walkway/paths will create a visual impact on the natural character and ecological area. The current reserve areas provide for pedestrian passage over the grassed areas, and where necessary established boardwalks to provide suitable passage within more vegetated areas; these existing paths and walkways are suitable and in my opinion provide for those who wish to enjoy and visit the area without causing a visual dominance and interference with the natural environment.

Concrete paths and surfaces have a tendency to pop and crack from the surrounding ground. While concrete is considered durable, it poses more of a danger and health and safety risk to users as it would in no way fit into the ecology of the area. With increased flooding, vegetation and wildlife, any concrete surface could become very slippery; which is normally are absorbed into the grass. It will also retain water on the hillside and creates a boggy area upside of the path, which has the potential to flow over the path. The proposed concrete paths, while somewhat durable are potentially dangerous and in no way fit within the ecological and natural environment of the lakeside.

There are existing areas of boardwalks within the current established walkway areas which are of suitable construction and width to accommodate the users of these tracks. It would appear the plan is to upgrade and widen these tracks, however I believe these are suitable and do not need upgrading as any widening and extension of these will require further removal of existing vegetation and the existing paths and tracks are suitable.
Photos showing current sections of the Boardwalk from Fenwick Avenue (west) which are suitable and don’t require upgrading.

The Lake level is not controlled, this means that in heavy and prolonged flood events flooding of the foreshore areas can and does occur. After these flood events pathways and hard surfaces could be compromised and result in increased maintenance. More specifically, the last two years have seen some significant flooding around this park shoreline which in the preceding 23 years this hasn’t occurred. This appears to me as even more reason to retain grassed areas and flexible spaces rather than providing defined and specific tracks.

Photo showing the record high levels of water along the lakefront.
Riparian use/Esplanade reserve
The remaining esplanade reserve between Henderson an Sylvan Parks was sold to the legacy North Shore City Council by private individuals (whose land was right up to the Lakes edge) to encourage and promote bird breaching restoration of ecological areas, and allow some pedestrian access to the lake. This was never intended for full access around the lake and was never to include paths for cycles or other modes of transport. While I was not the owner of the property when this land transfer occurred, having spoken to many present and past property owners in the area, had they been aware of the future proposed pathways they would never have sold the land to the Council and this reserve would only have been created if/when their land was subdivided, which in some instances is still not possible due to the land size and for some has only become possible under the recent intensification rules under the Auckland Unitary Plan.

Archaeological Sites
Furthermore, this area is a significant area for a number of existing archaeological sites. This includes a number of midden and recorded sites, but also a number of unrecorded sites which are evident in the banks of the Lake. There are number of sites located within the areas for the proposed path/walkway, including two large known archaeological extracts which are recorded in the archaeological site record as R10/718 and R10/719. These consist of defined areas/extents which will be compromised with formed tracks and an increase number of visitors to the area. Council received a report from Clough & Associates (September 2018) determines that existing path contributed to damage to these sites and suggests that there is a risk in upgrade of doing the same. There is no mention in the revised plan given council had this report for the release of the initial plan? The only solution is to RETAIN the existing Board walks and their extent and MAINTAIN them. Fenwick to Milford school is in very good condition (albeit residents have had to tack down the grip netting from time to time for safety). Dodson to Fenwick has used a different gauge of boards and it seems an inferior treatment and has rotted... those need replacing. There is little ethical justification to make these wider and create further damage along this strip.

Lake Pupuke Reserve Management Plan 2005
There are specific comments about this strip Dodson to the School to the school.
Objective 4.6, Page 40
1) “Consideration will be given to the provision of a contained narrow path or further board walks through damper areas.” No action taken since 2005
2) “Consideration be given to adding safety rails to the more exposed areas of pathway” No action taken since 2005
3) “All Willow in the reserve will be progressively removed in conjunction with riparian planting “. No action taken since 2005
4) “The wooden retaining wall along the foreshore of Lot 2 DP 138427 and Lot 3 DP 52085 will be removed once riparian planting has been established.” No action taken since 2005

I have become aware of a report by Professor Craig who had done earlier wetland reports for residents at the Henderson Park section. His comments on retaining grass mounded for drainage as an appropriate pathway sit well with out experience at the bottom of Fenwick.
was pleased to see that as I still struggled it the prospect of gravel contained or layered in the Fenwick reserve. ... see below

Specific to Fenwick Reserve
This area is a good example of riparian planting (by resident in conjunction with council), and how maintenance has lasted the years and there is indeed some nesting attempted in this area.
The new plan is either drawn wrong or there is an intent to riparian plant right in front of the gathering area and the memorial seat which is a small portion of lawn to lake. Since the rest of the area is already planted its hard to understand the planting areas on the new plan or why you would block the lake access at the seat.
The path at 1.5M would be a huge intrusion on a parklike setting. I was struggling to find an alternative until I read Professor Craig's report and suggestions which I saw included in the submission form residents at Sylvan- Henderson park. His is an excellent approach to this environment.

Grandchildren feeding swans adjacent park bench.
Summary:

It is exciting that Auckland Council do have this park on the radar at last. All thanks for the efforts so far.

The objectors here signed have no quarrel with the existence of a public pathway, it has existed for 20 years and provides access to those that seek out such an special environment. There are some promising aspects. The issue is with the extent of new proposals (whilst well intended) are not in harmony with the features of the site be they Natural, Archaeological, Wildlife and Ecology. e.g. Current path and board walk widths range from .9M to 1.2M and have been quite adequate . Council footpaths to the Kitchener reserve are all 1.2M. The plan still insists on 2.0M and 1.5M widths in midst of a sensitive area (some other motive for these widths?). The new plan has no detail. It's a very glossy presentation but no comfort that once approved, it is what it is presented as. I was unable to meet council staff to understand the detail.

My message is:

RETAIN (the existing structures and thus minimum construction impact and cost))
MAINTAIN so the existing paths etc serve those that “want” to visit safely
REFRAIN from creating a “highway” for the “Amusement” of the general population
SAVE over $1M and INVEST in maintenance, Dog control, weed control, and ecology protection.

The council has at least provided a lot thought on how to enhance the area as a Natural and Wildlife Feature. that part is exciting. However, the extent of “Urbanisation” of the access through this is alarming and seems a bridge too far.

Thankyou
Chris Stephens

DATED THIS ........................DAY OF........March..............................................2019.

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<td>J. Stephens</td>
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Support signatures attached
Milford / Takapuna – fixing Poor Public Transport Links?

More Use Needed of Akoranga Station?

The Old Network

Previously services through Milford and Takapuna used to come from Long Bay, Browns Bay and Castor Bay. This led to great frequency, particularly through the day. However it also meant that many lightly patronised buses would trundle all the way to the city. Many of us submitted that this was not a particularly efficient way of moving people and postulated that it would be more efficient to use the bus way as the spine and to have shorter connecting services to the NEX1, and what has now become the NEX2.

The New Northern Network

The changes that AT introduced for the new bus network last year mean that Milford and Takapuna are generally well served, but the frequency is not outstanding. We might expect Takapuna, as a metropolitan centre, to have great public transport connections.

It seems that this less than outstanding service is caused by AT trying to provide both direct and transfer bus services.

The direct service from Milford and Takapuna is the 82 that starts in Milford, passes through Takapuna, then along the Esmonde Road buslane to the city.
where it terminates in Mayoral Drive. (Let’s ignore for the moment that AT proposes to change the bus lane to a T3 route.)

From Milford there is the 845 transfer from Milford to Smales Farm to connect with the bus way.

From Takapuna to Akoranga Station there are the transfer bus services 801, 813, 814 and 942 meaning that there is a frequency of no more than every 14 minutes. This level of service seems entirely appropriate given that the Takapuna bus stop is one of Auckland’s busiest and that route passes close by the Terrace Housing and Apartment Building zone between Anzac St and Killarney St. This area has already seen the development of the Sargeson, Alba, 8 Lake Pupuke Drive and Lakeside apartments. More are planned. Other established apartments like the Shoal Haven are also on the route.

The Poor Link

I am referring to the 82 route. This route passes through a large part of the Takapuna Terrace Housing and Apartment Buildings zone and the adjacent Mixed Housing zone. While new housing projects have been slow to materialise, as a regular traveller of that route it is noticeable that many of the boardings for that bus occur from the stops along Burns Road, particularly the one towards the corner of Esmonde Road; and the Esmonde Road stop is well used. Presumably the addition of all the extra services that I have talked of above have left the money pot largely empty for the 82 service. Certainly the above changes leave the route from Milford to Takapuna and beyond to the city not as well served as it used to be with much of the frequency being every 30 minutes.

The Need for a Frequent 82 Service.

If Auckland is to be serious about reducing carbon emissions then there needs to be frequent services approaching “turn up and go.” It becomes even more critical in our heavily populated areas i.e. the metropolitan areas.

Many people need to access Milford and particularly Takapuna during the day. There is travel for employment; retail, restaurants and the large number of business services.

There is also considerable demand to travel to Takapuna outside of business hours as it has a significant number of evening activities. There is a cinema, a café and numerous bars and restaurants. Likewise Milford also has a number of restaurants and significant residential intensification is proposed around the existing mall. It seems sensible for there to be a regular public transport service to facilitate movement between the two town centres and further to the city.

If Auckland Transport was at all transformative in their thinking they could also consider buses as a means for people to access Takapuna beach. I can remember sitting on packed buses heading for Bondi; taking the ferry to Manly; and following endless people from the subway stations in Copacabana through busy streets to the nearby beaches.

Obviously there is not an endless pot of money for additional services, but this issue can be fixed without more money, simply re-configuring the existing service to become a transfer to terminate at Akoranga Station where passengers would then proceed on either the NEX1 or NEX2.
Currently the AT Journey Planner shows the following times:

Milford to Esmonde Road 12 minutes  
Esmonde Road to Mayoral Drive 26 minutes

Therefore we have a total journey time for the 82 bus of 38 minutes, or 76 minutes return. Therefore to cover this route at 30 minute intervals would require 3 buses.

The journey time for Milford to Akoranga Station is likely to be about 15 minutes, or 30 minutes return. If the existing 3 buses were re-routed to only do Milford to Akoranga and return they would be able to run continuously at 30 minute frequencies.

This simple change, at no additional cost, would change this route from an average service to an excellent service. (Probably there would be less cost because the buses would be travelling much less distance.)

Is 10 minutes too frequent for an evening service? As mentioned above there is considerable demand to travel to Takapuna outside of business hours as it has a significant number of evening activities. Likewise, as discussed, Milford also has a number of restaurants and significant residential intensification is proposed that will cause demand.

The Desirability of Bus Transfers

Obviously it is not as desirable to travel a route where a transfer is involved. However, if the route is reconfigured to move from 30 minute frequency to 10 minutes such a change seems compelling and seems to far out way any negatives. We also have to remember that the 82 will be linking with both the NEX1 and NEX2 that have excellent frequency and might even increase slightly due to this connection. Particularly at peak there will be little waiting required for a transfer.

There will also be the advantage of removing the 82 from Wellesley St which is already congested at some times during peak.

Additional Changes

The current bus service from Takapuna to Devonport is at a 30 minute frequency. This is an important route because it connects adjacent areas to Takapuna and also to Devonport and the Devonport ferry. (In my view the current service is a sad indictment on AT and all who have been involved in the creation of this service. AT are about to spend about $40 million dollars on enhancing Lake Road and yet they have not even exhausted providing a reasonable bus service. Should that poor frequency have been resolved rather than providing the $1 million electric shuttle service?)

I suggest that the Devonport to Takapuna bus service should have a 10 minute frequency. The dilemma is how to pay for such a service.

At the moment all AT parking in Takapuna and Devonport is free from 6pm and all day Sunday. The AT Parking Strategy provides that where parking is strongly utilised, as it definitely is in Takapuna, parking charges may be introduced. Additional parking revenue
derived from such pricing changes could be used to further improve public transport services.

I acknowledge that the current system of farebox recovery is an impediment to the implementation of this proposal.

If AT is serious about changing mode share they are going to need to provide incentives for this to occur. A bus service at 10 minute intervals provides a strong incentive for locals to use it. It is also means a more difficult argument for motorists to claim that they have to drive because the bus service is inadequate.

Conclusions

A little creative thinking around current lower North Shore bus services could produce much greater frequency for users. Hopefully such changes will result in greater patronage reducing traffic congestion on already congested local roads. These changes will dovetail with light rail when it eventually arrives.