

WEBINAR 1 – QUESTIONS AND ANSWERS

These are all the questions and comments we received on the night (21 September). We have grouped the questions into broad subject areas.

PATH DESIGN

I'd prefer segregated walking and biking lanes, as on parts of Cobham Drive. Is that possible?

There isn't enough space along here to have segregated paths (with space between them) so we will continue with the layout that's already in place closer to the city.

Is there any consideration of connecting the walking and cycling next to the water, for example Cog Park to Cobham Drive?

Connections have to be safe, convenient and direct so people of all ages and abilities can and want to use them. We looked at the options for going around the back of NIWA closer to the sea but this isn't really viable because it wouldn't be a safe or appealing option after dark. Also the Council doesn't own the land behind NIWA, and it would be difficult to connect back to the street at the southern end of Greta Point. A path adjacent to the sea nearer the yacht club would also likely interfere with the operations of the club and the marina, so isn't desirable.

At Greta Point, why not take the new cycleway down a fraction, to follow and parallel the existing bayside footpath, leaving more pedestrian space next to the road where people will be getting out of parked cars and using the new zebra crossing to the Greta Point Cafe?

We looked into this, but there isn't enough room, without reconstructing the retaining wall.

On a summer's day, the footpath area at Hataitai beach can be VERY busy. I know space is very limited in the area, but is there any consideration to make the "shared pathway" more separated in some way?

This is the narrowest part of the route and it's a tricky balance. Options for how we can best use the space and how this can be done will happen as part of the detailed design process which would be the next step in the project.

Will the cycleway have divider white lines as shown in the Greta Point pictures from Oriental Bay all the way to Miramar?

No, those white lines you can see in the picture are there to show the approach to a pedestrian crossing. They will only be used at locations like this, or possibly around bends where we really want riders to keep left.

How will people on bikes safely get over to Rata Road, Belvedere Road and Maida Vale Road from the bike path on the seaward side?

Detailed design for the Maida Vale Road and Balaena Bay area is underway and it's likely the same design could work for Rata and Belvedere roads. We'll be looking at this as part of the next stage of the design process.

Hataitai beach in summer is extremely busy, crowded with families with children and older people. A reduced speed for the cars and bikes on the bike path would appear on my usage of the beach to be essential.

The pedestrian crossing at the beach will be made into a raised crossing (footpath height) and this will reduce vehicle speeds. We will look into surface treatments to encourage safe cycle speeds through the area.

Instead of altering the kerb lines and reducing traffic and parking space, why can't you widen the existing footpath into the coastal reserve area (eg where there's trailer parking etc) by a metre or two? Why was this apparently ruled out at the outset?

We were guided by the Council's Parking Policy under which parking is the lowest priority on key transport routes like Evans Bay Parade. It was also considered out of scope to look at options that required land acquisition of any sort. If Councillors indicate that retaining on-street parking is important, then we can reconsider other options like that suggested. We're only at the start of the project and detailed design will happen next.

The new pedestrian area at Pt Jerningham is made of hard concrete which isn't great for runners/joggers. Is there any scope to make the surface a bit more forgiving? I guess we could run on the bike lane which is asphalt, but probably not ideal.

Concrete and asphalt are both approved by Waka Kotahi NZ Transport Agency as suitable for NZ footpaths. Both materials are also widely used worldwide for footpaths. We know there are some differing views and preferences, but we do rely on national guidance. Both are hard surfaces for people to walk or run on and having good shoes is the best thing you can do.

PEDESTRIAN CROSSINGS

Why so many pedestrian crossings?

During conversations with people in the area, we heard and saw how difficult it can be to cross the road safely, particularly at Greta Point. We want people to be able to safely get across the road to the cafes, childcare centres and the other businesses, the beach and the dog park.

Why is there a proposed pedestrian crossing outside Greta Cafe and not closer to the childcare centres where it will serve a better purpose??

The crossing at the café will mean more people can safely access the café from the seaward side. The proposal includes a new crossing near the childcare centres.

Will there be a pedestrian crossing at Maida Vale Rd? It's difficult for runners and walkers to cross?

A new crossing at Balena Bay is planned – detailed design for this area (between Weka Bay and Little Karaka Bay) is underway and construction work is expected to start in about March/April next year.

The existing zebra crossing south of Cog Park will be much less safe with the proposed configuration as there will be nowhere for people to stand if intending to cross from the beach side. The cycleway should be tweaked over to provide standing space between the cycleway and the carriageway. This should not be difficult.

Thank you for your suggestion. We will investigate this in the detailed design phase.

Can we have a small dropped kerb ("pram crossing") every 100m or so (where safe), so that people who live opposite the cycleway can access it by bike without having to bump up and down over the kerb?

We'll consider this as part of the detailed design process.

The new NIWA pedestrian crossing is very close behind the bus stops. This is dangerous as traffic will overtake stationary buses and not see pedestrians until too late.

The expectation is that drivers wait behind the bus while it picks up and drops off passengers. We will look into providing double yellow lines here to make that mandatory at this location. The raised platform will ensure slow speeds.

SPEED REDUCTION

Will there be a speed reduction to make it safe for adults and children to cross the road at the Hataitai beach area?

The pedestrian crossing at the beach will become a raised crossing (at footpath height) which will reduce vehicle speeds and improve safety. Raised crossings are also safer and easier for people crossing the road. We're not proposing a legal reduction in the speed limit as part of this project.

Why not drop the speed to 30kph as there will be less distance between parked cars and flowing traffic?

Lowering the speed limit is out of scope for the project. Having raised pedestrian crossings through this area will reduce vehicle speeds, and we're proposing a slow zone through the Greta Point area.

Is it proposed to have a reduced speed limit from Oriental Parade through to Cobham Drive?

Not as part of this project. We are proposing a slow zone through the Greta Point area, and combined with raised pedestrian crossings, we would expect to see lower speeds which is one of the ways we can make our streets better for everyone.

LANE WIDTHS

The restriction to the traffic flow will have a direct impact on the security and safe passage of the transportation of dangerous goods which are not permitted to use the Mt Victoria tunnel. Also it will have an impact on fire and ambulance services. Have your plans been approved by the national security board?

We haven't heard of the national security board. Wellington City Council is the road controlling authority and is solely responsible for approving traffic resolutions which make changes to the road corridor. Our plans will improve passage for emergency and freight vehicles, and this is part of the reason for proposing the extent of the parking removal.

On the width of the roads, I know the artist's impressions are not entirely to scale, but I am assuming there is enough width there for buses, trucks, etc to pass each other safely?

Yes, there is. We've worked with the Heavy Haulage Association NZ on these draft designs, as we did for stage 1 of this route between Oriental Bay and Greta Point.

One of the reasons for much of the proposed parking removal between Hataitai beach and the yacht club is to have traffic lanes wide enough to accommodate large vehicles and to enable them to pass each other without crossing the centre line.

BUS STOPS/BUS SERVICE

What impact will the proposed changes to bus stops have on travel times? Will bus trips be quicker?

With fewer bus stops and the remaining bus stops being easier for buses to pull in and out of, bus trips should be quicker and more reliable.

The number 24 bus is not frequent enough currently. Will "fast and reliable" include more number 24 bus services especially during peak times?

Greater Wellington Regional Council has increased the frequency of services on the number 24 route. Buses now run half-hourly rather than hourly during the day and more frequently at peak times. Driver shortages are the reason why the city can't have more buses on this and other routes.

How will bus stops be designed to make it so that buses can pull close alongside the kerb in peak hours to make it easy for people of all physical abilities to board or alight at both doors? Even if it means reducing parking?

All bus stops will be designed and built to public transport design guidelines, at the very least in terms of their markings. Given we are changing the kerb and channel on the eastern side, we should be able to provide a bus-friendly kerb.

Does that mean the old traditional shelters will be removed? The old shelters are often preferred

We will look at improving bus stops as much as possible. Having better shelters is one way of encouraging more people to use the bus. None of the bus stops we are proposing to remove have 'old traditional' shelters.

PARKING

Why are you removing four car parks from outside the cafe?

Two car parks are being removed from outside the café and two will remain to make space for the new pedestrian crossing. The new crossing will mean more people can park on the seaward side and safely access the café.

The removal of the bus stop pair here means there is more parking in this area than there is now.

Please explain how Greta Point can have a net gain in parks while losing half the parks?

Assuming this question is specific to the café, four specific spaces are lost to make way for a pedestrian crossing (which makes the café more accessible). An additional seven car parking spaces are available due to the removal of the bus stop here. This represents a net gain of three car parking spaces in the area.

Greta Point: are you not removing parks from the seaward side?

There are some changes on the seaward side but overall there will be a slight increase in parking spaces in this area.

Can residents use the unrestricted parking spaces at Cog Park? Will there be a solution for residential parking?

The unrestricted parking at Cog Park will be changed to P180 so this won't work for residents leaving their cars for longer periods. Most properties along here do have off-street parking. Under the Council's Parking Policy and the transport hierarchy, parking is the lowest priority for key transport routes such as Evans Bay Parade. For the remaining parking, we could consider some kind of residents-exempt parking restriction if that's what people desire to make it easier.

For next time please come better prepared to explain how these parking changes will be liveable for local residents. Serious numbers of carparks are being lost which - living here - doesn't seem feasible or sensible. Particularly at Greta Point. Many flats there have no parking.

There will be slightly more parking at Greta Point. As for the section south of Hataitai beach, yes it will be more difficult for residents to park on the street. Most properties along here do have off-street parking. Under the Council's Parking Policy and the transport hierarchy, parking is the lowest priority for key transport routes such as Evans Bay Parade. For the remaining parking, we could consider some kind of residents-exempt parking restriction if that's what people desire to make it easier.

Evans Bay is a water sports area. How will this affect the yacht club and marina?

The marina has plenty of its own off-street parking. It is understood that yacht club members use a lot of the on-street parking during events and regattas. We are working with the yacht club on some ideas to alleviate the loss of on-street parking.

How are you intending to address the issue for water sport users at Hataitai beach who need to unload kayaks, paddle boards and other equipment?

Parking will be available at Cog Park which is close to Hataitai beach. We are proposing a P180 time restriction for these car parks to ensure a good turnover.

The P180 and P90 time restrictions don't work. They are aren't policed correctly. What do you propose to do about this?

That will be up to the Parking Services team. We have worked with them on this proposal for parking restrictions.

There are a number of us by the yacht club who need overflow parking on the seaward side. There is little or no off-street parking for a number of us. What's the plan?

We are working with the yacht club on some ideas to alleviate the loss of parking.

There's heaps of room at the marina. Can people park there?

Marina tenants pay a fee for a marina berth. This covers parking in the area. It is not meant to be used by other users.

What impact will the loss of car parks have on the café? Has an assessment been done?

We believe this project will be very positive for the café. There will be a pedestrian crossing leading directly to the café, which will allow path users to safely access the café. On top of this, there is a net gain in parking spaces close to their café. People who drive cars are not the only people who go to cafes!

Are there any proposed changes to the parking availability on Rata Road? How will road safety be ensured given the likely increased parking with no Hataitai beach parking on Rata Road given it is a narrow road with a 'sketchy' intersection at the bottom?

No changes are currently proposed for Rata Road. We will have a closer look during the next stage of design.

What concepts were explored to maintain some parking in the Hataitai beach area, before the final proposed design which removes 100% of carparks?

The Parking Policy has guided us. The policy states that on key transport routes, parking is the lowest priority. This location is where the road is narrowest, so in order to provide parking, we would have to sacrifice the width of the traffic lanes and the bike paths and the footpath. We are having another look at the vehicle tracking to see what's possible.

A suggestion to balance the car parks being removed near Hataitai beach could be to change some of the seaward side parking at Cog Park to angle parking, as the conflict with cyclists will be removed.

Due to the bend in the road here, angle parking isn't safe because of low visibility.

Why not purchase land to turn into a car park if it is so valuable? Or support a private operator to do the same?

Purchasing land for car parking isn't something the Council would consider for this project.

Would you consider converting the southern end of Cog Park into a dedicated carpark for Hataitai beach, similar to the carpark at Balaena Bay?

We'd like Wellingtonians to have more green space, not less, so we wouldn't turn a park into a carpark.

Please widen the carriageway by a metre opposite Hataitai beach to accommodate a citybound bus stop and a row of carparking. This could be done by providing a sloped kerb similar to Evans Bay Parade at Kilbirnie Park.

More than one metre would be required for car parking. The bank here would make this an unlikely possibility.

Much of the safety issue at the Hataitai beach to Kilbirnie end of Evans Bay Parade is regards to obstacles caused by large numbers of campervans parking on the street (avoiding the carpark and often with camping paraphernalia and dogs on leads on the footpath), party buses, food trucks and boat trailers. Are there going to be restrictions to stop these vehicles parking?

We are not currently proposing any parking restrictions between the yacht club and Cobham Drive, although we'd be interested to hear if that would be desirable. We expect that Evans Bay Parade

would become a less attractive place for these types of vehicles to park, so this will be less of an issue post-construction.

What mechanism (statutory instrument) will you use to prevent long-term parking of big campervans, buses, trailers etc?

We are not currently proposing any parking restrictions between the yacht club and Cobham Drive, although we'd be interested to hear if that would be desirable. We expect that Evans Bay Parade would become a less attractive place for these types of vehicles to park, so this will be less of an issue post-construction.

Is the yacht club losing parking 250 metres either side of the club? How will this be addressed as they won't be able to operate, which would be a big issue for the marine community? What about regatta event parking for the yacht club?

We have met with the yacht club and are looking into ideas to alleviate the parking loss in the area.

What will impact will the change in parking have on the Britannia Sea Scouts who have been on the same site in Evans Bay for 95 years? The current plans will cause us real problems. We need more short-term parking to load gear in and out.

Yes, we acknowledge this is a big change for the Sea Scouts and other boat shed owners. There is some parking adjacent to the boat sheds, with some of that space proposed as P10 to allow pick-ups, drop-offs, and for gear to be loaded or unloaded. We are also having another look at the vehicle tracking to see what might be possible for the width of the traffic lanes.

Will the disabled parking space at Cog Park be retained?

Yes, the mobility parking space near Cog Park will be retained.

USE OF PATHS/PATH ETIQUETTE

What can be done to promote communication around usage of these paths? What I experience on Cobham Drive is that pedestrians still walk on bike paths. Pedestrians don't understand hand signals by cyclists, and skaters wear headphones and move in a zigzag path. We seem to need a campaign for everyone to better understand how to safely share and use these paths. Is there any consideration about that?

It would be helpful to have signs up for who can use the cycleways; can scooters, rollerbladers, skateboards etc use the cycleways and to clarify it for all?

Yes, people on scooters, e-scooters, rollerblades and skateboards will be able to use the bike path. Separated paths for bikes and pedestrians are still quite new to Wellington and the reality is that people will not always go where we want them to, even when there are signs.

Quite a number of walkers seem to use the cycleway to walk on, what will you do to reduce that likelihood?

Yes, it is a consideration as part of the design, and the Council runs campaigns from time to time to help educate people about using separate paths and being considerate to others.

The parts of the route nearer the city that have been completed have been working well for most people. Separated paths for bikes and pedestrians are still quite new to Wellington and the reality is that people will not always go where we want them to, even when there are signs.

Separating bikes and pedestrians is tricky from a design point of view and putting paths on different levels or using dividers, for example, can create unforeseen hazards for both pedestrians and people on bikes. We're building these paths for people of all ages and abilities to be able to get out and enjoy the coast, and walk, bike or scoot more often so there will always be some trade-offs.

Is it anticipated that all cyclists will use the new bike path, including sports cyclists who like to cycle at speed?

Given the road looks to be quite narrow in places, what measures are you going to have in place to ensure cyclists, particularly those larger groups who cycle around the bays on the weekends, are not trying to use the road?

We are proposing a high-quality cycle path which we hope will attract as many people as possible. However, some faster riders may still wish to ride on the road as they are legally allowed to do. For large groups of people cycling in a peloton, it is preferable that they ride on the road, as they travel quite fast.

I'd be interested in hearing your view on what sort of percentage of cyclists you think we'll be seeing on the paths, rather than the road?

People riding bikes don't have to use cycle paths; some faster riders may still wish to ride on the road as they are legally allowed to do.

BIKING ROUTES

Has any consideration been given to extending the bike connectivity into Hataitai? Miramar and Kilbirnie are well-connected but the main options for connecting to Hataitai from Cobham Drive are SH1, or illegally riding on the footpath.

Not as part of this project but the Council has updated its bike network plan which will make more improvements more quickly.

When is it intended to plug the gap between Little Karaka Bay and Weka Bay? Has a design been confirmed and when is construction planned to start on this section?

Detailed design for this section is underway. We expect work will start here about March/April next year. It's the narrowest and trickiest part of the route between Oriental Bay and Greta Point.

Great to see this happening - as someone who can't cycle on the road I never thought it would be possible to commute by bike - this will make it possible. What is the time frame for the continuous cycle lane to Miramar from the CBD to be finished?

What is the estimated timeline for this - when can my kids expect to cycle all the way to the city safely?

If this project is approved to proceed by Councillors, we expect construction would start in early 2023. Councillors will make decisions on the project in November, and then the detailed design work

would start. This is a complex project and detailed design would take about 9 months. Procuring contractors and negotiating contracts also takes time.

EVANS BAY MARINA

How are you improving the driveways at the yacht club and the marina, it is a nightmare already to turn onto the road, even without bikes and especially when towing a boat trailer? Could we have lights perhaps?

We will be looking into driveways more closely at the detailed design stage. We will work with the yacht club on their driveway.

Will the dilapidated broken marina be brought up to a fit for purpose standard? Are the rumours of increasing size of marina true?

The marina is out of scope for this project.

OTHER QUESTIONS

Have you taken into consideration the aged people who like to visit the area and cannot walk or cycle to enjoy what is their heritage??

Yes, we would be making this area more accessible for more people of all ages and abilities by making a separate, wider footpath than the current narrow shared path. The new pedestrian crossings will also make it much easier and safer for people to cross the road, especially by the Greta Point Cafe. We would be replacing the steps down to the landscaped area on the seaward side opposite Greta Point Café with a new ramp.

How are places of importance to mana whenua recognised as part of this project?

Mana whenua are part of the project team. Taranaki Whānui ki te Upoko o te Ika have gifted the name Te Haerenga Roa o Te Aro (long promenade or journey) for this section to acknowledge the journeys of the peoples of Te Aro from their arrival in Aotearoa, their journey to Taranaki, and then from Taranaki to Wellington to this point. Te Haerenga Roa o Te Aro is part of Tahitai – the walking and biking route around Evans Bay between Miramar and Oriental Bay. Tahitai is part of Te Aranui o Pōneke/the Great Harbour Way – the region's vision for a route right around Wellington Harbour.

How does WCC calculate the carbon emissions in construction?

Like other councils and government organisations around NZ we are working towards being able to calculate this. It's complicated as there are embodied carbon emissions in all infrastructure but we also have to consider the whole of life of the project.

What proportion of the project budget are the sea walls?

Detailed design is the next stage of the project and the cost breakdowns would be part of that. We will be upgrading/repairing the old retaining walls and low seawalls.

Have stormwater treatment devices been included in design?

The storm water will be considered in the detailed design phase.

Is this project connected to Let's get Wellington Moving?

No.

Can the next meeting please be in person at the Greta Point hall? Face to face is far better than a Zoom call.

Due to the restrictions at Covid alert level 2, we made the decision not to hold community drop-in sessions which would be our usual way of engaging with people in Wellington. If you would like to arrange a one-on-one meeting, please email us at evansbay@wcc.govt.nz

COMMENTS

More of a comment - I'd be keen to see motorhomes restricted to the motorhome area by the wind needle, and not allowed to park on the road. It can be difficult driving past them in heavy traffic.

Thanks to Council staff for fronting up. I learned heaps. Kia ora koutou.

Please keep the lawn/grass area near the beach as is - it's great for picnics/sunbathing in summer.

You need to go down to Hataitai beach to see how it is used on a hot summer night with commuting traffic, bathers, sunbathers, cyclists and the hundreds of people in this tiny space. Then you would know why you need to reduce the car and bike speeds at this point. Sunbathers definitely use the footpath to sunbathe on.

The pedestrian path along Cobham Drive is very dark at night - so have to use unsafe bike path. Dangerous.

Thank you for this online consultation forum, this is a much more accessible way to engage.

Sea walls, public ramps and jetties are in a terrible state, and would need a lot more spent on those.

Maybe we should only have car parking every 400 to 800 metres? It's good enough for public transport.

The yachties will park on the west side if you take all of the east side parking.

The key question here is parking. The plan seems clearly insufficient. Often the eastern side of the road is needed for residents. Two parks at Cog Park are no use if you live 50 metres away. With respect this seems very superficial, you need IMO to do some more analysis here.