

## WEBINAR 2 - QUESTIONS AND ANSWERS

### HATAITAI BEACH

**Why is Hataitai Beach losing all carparks? So unsafe, a lot of elderly and very young families use the beach in summer.**

There will be parking adjacent to Cog Park, which is close to Hataitai beach. We are proposing a mobility park at the Hataitai beach end of Cog Park and a drop-off zone so people can unload gear and then find a park further away if they need to.

An increasing number of older people are choosing to ride e-bikes, and in future, once the route is complete, we also expect to see more families choosing to bike with their children or walk down to the beach instead of driving.

The changes proposed in this area will create more space for people, and provide dedicated space for people on foot and on bikes, so it should make this area safer as people will no longer be sharing the same path.

**In relation to the changes at Hataitai beach what will these be for the footpath and the parking?**

As with other parts of the route, and the paths under construction further around Evans Bay, we are looking to develop a separate path for people on foot immediately adjacent to a two-way path for people on bikes and scooters through the Hataitai beach area.

This is consistent with the concept for the route that the Council approved in 2018.

**When is the work scheduled for and will this impact the beach during the summer?**

Once the consultation ends, and the Council has made decisions in November, detailed design and construction planning will take about a year. Work is needed to upgrade some of the sea and retaining walls in this area and this will take time. When construction starts, it will be done in sections and if possible, we will look to avoid working at Hataitai beach during the busy summer period.

### ROUTE CHOICE

**Biking into town via state highway 1 is much shorter than Evans Bay. Should we not prioritise a bike tunnel or provision for bikes through State Highway 1 rather than a marine area.**

Improving biking facilities on SH1 is outside the scope of this project. This project will complete the coastal route between Miramar and the central city.

**My suggestion of re-routing the cycleway through the Yacht Club would reduce the project cost, something which all parties will be happy about.**

Planning started about five years ago for this route, and following consultation the Council agreed to develop a two-way bike path on the seaward side of the road. The draft plans developed for this section are consistent with that decision.

This is a key commuter as well as recreational route, so it is important that it is direct and safe. Biking through the marina area would not be as direct, and many people would not see it as an appealing place to ride after dark. Passing vehicles, passers-by and houses across the road all help to provide a level of passive surveillance that you wouldn't get closer to the sea.

We also understand that the yacht club, marina tenants and other users of this area might not want a commuter and recreational bike route going through an area where people are storing and moving boats in and out of the water.

**Was it considered to use existing footpaths behind Niwa and along the foreshore of Cog Park?**

Planning started about five years ago for this route, and following consultation the Council agreed to develop a two-way bike path on the seaward side of the road. The draft plans developed for this section are consistent with that decision.

This is a key commuter as well as recreational route, so it is important that it is direct and safe. Biking behind Niwa would not be as direct, and many people would not see it as an appealing place to ride after dark. Passing vehicles, passers-by and houses across the road all help to provide a level of passive surveillance that you wouldn't get closer to the sea.

Also, we don't own all the land behind Niwa, and it wouldn't be easy to connect back at the southern end.

**DESIGN**

**When the road is narrowed outside the entrance to the Patent Slip apartments and the townhouses at the Point there will there be difficulty for traffic flow?**

The removal of the median strip will mean drivers will have to wait behind vehicles that are waiting to make right turns into driveways. It will be a change for people using this particular area and part of this route who have been used to having a median strip to wait in, but it is not unusual. This happens on roads in many parts of the city. Most do not have painted medians.

We do have to prioritise and make the best use we can of the public space on and around key transport routes, and providing places for people to safely move – traffic lanes, and walking and bike paths – are a higher priority than waiting space.

**Will it be exactly the same as the cycle path that has already been built closer to the city. When will the full length be complete?**

Yes, it will be the same. If this project is approved by Councillors, construction would happen after the detailed design, likely in 2023.

**Have you investigated changing/improving the seawall by making it more vertical to allow more space and allow some options for parking?**

We are looking to do upgrade work on some seawalls and retaining walls in this area. The extent will be decided during the detailed design phase. In this area, we don't expect the work required on the walls, or the budget, will allow for the creation of more public space. We did manage to do that near Pt Jerningham to create more space at this key viewing point, however that is not possible everywhere as it would be very expensive.

**Hillary Fowler's brief seems to be cut and dried that there will be adjacent cycle and pathways. Is this the case or are you open to them being separated?**

As on other parts of the route, the footpath and bike path will be distinct, but in most locations there isn't the room to have anything between them. Cog Park is the only place where that is proposed. We don't tend to put physical separators, like rubber buffers, between walking and bike paths as they can be trip hazards. Having both paths adjacent to each other also has benefits and

provides more flexibility as someone running for instance, can do a check to make sure it is safe, and then overtake a group walking.

**How have we made it easier for disabled people? Will I have need to stand in a cycleway before I cross the road or get to the bus stop?**

In addition to the separate footpath on the seaward side of the bike path, there will be at least a metre of pedestrian space adjacent to the kerb where people can get on and off buses, wait to cross the road, or get out of parked cars. People won't be stepping straight out onto the bike path or waiting in it to get across the road.

Quite a lot is being planned to make the area easier and more accessible for people on foot. There are two proposed new crossings in the Greta Point area. One, that would allow people to get straight across the road from the new paths to the café, and another one that would make getting to and from the motel, bus stop, and childcare centres easier and safer.

A new dual crossing is also proposed across the slip lane near Cobham so people can get across to the traffic islands and signalised crossing. It can be difficult to get across here at busy times at the moment and we want to make a safer connection through to Kilbirnie and St Patrick's College. The existing crossings near the dog park and Hataitai Beach would stay, and all five crossings would be at about footpath height.

Slightly raising crossings makes them safer and easier for people using them because they don't have to step down from the kerb, and people using them are more visible to drivers. They also help to encourage safer speeds, which is something people have told us they would like to see through this busy area.

**Walking along here doesn't feel safe? Can you talk about the lighting?**

We have done a lighting assessment as part of the planning, measuring the amount of light at various locations. There are some dark patches that can be improved, and some vegetation may already have been cut back to help with this. We'll look at lighting improvements as part of the detailed design.

**How do designers tackle minimising risk at driveways crossing cycleways or reducing the number of points that crossings occur?**

When we were planning the separate walking and bike paths along Hutt Road, a number of different markings and treatments were trialled to see what worked best. These trials have helped to inform national guidance on design elements around driveways.

So, we will be following that guidance and looking to put in similar markings and signs here. There are some relatively busy driveways on this section but they aren't as busy as some of the ones along Hutt Road where the bike and walking paths cross entrances to service stations and major retail outlets like Spotlight.

**Pedestrians crossing the cycleway to access the beach, Cog Park, scout hall, yacht club etc is a risk to both cyclists and pedestrians. Assume that we have no cycle speed limits. What about other warnings in these high pedestrian traffic areas?**

Cyclists are required to give way to pedestrians on pedestrian crossings. Markings will be clear to indicate this. In addition, we will ensure good visibility on approach to crossings, and will consider

other surface treatments to reduce cycle speeds as cyclists approach crossings. No, we are not proposing cycle speed limits.

**Residents opposite the boat sheds will no longer have a bus stop close by and will need to cross either Rata Road or Belvedere Road to access a bus stop. Both of these are dicey roads to cross especially for older residents. What are the plans to ensure people can access the bus stops safely?**

This is a good point and is something we will look at during the next stage of detailed design.

**For the residents between Hataitai beach and boat club, given that many garages exit straight to the footpath, how are the residents expected to safely enter and exit garages with no separation from traffic? This would require them to stop in traffic, open a door, and reverse in using the active traffic lane.**

We will look at this a bit more closely during the detailed design stage. Especially around bends with poor visibility, it is important that vehicles exiting their driveways have some space to manoeuvre.

## **CONSTRUCTION AND MATERIALS**

**What is the impact on this project of the recently publicised budget constraints on the Council for future projects?**

There is no impact on this project. The story that appeared in the media had some incorrect details.

**Will the construction be done in order (north to south, or south to north?) One of the frustrating things with the current work has been the section in the middle that was not finished. Bikes had to keep crossing back and forward (unsafe) and cars get annoyed with bikes not using the seemingly complete lanes.**

Like the work further around the bay, the construction through here will need to be done in sections. The methodology and order things are done in will be decided closer to the time, and will depend on a number of factors.

Ideally it would be good to start at one end of the route and work progressively along it, but there are reasons why that hasn't been possible and might not be in the future. The section between Weka Bay and Little Karaka Bay is narrower and more complicated for instance and will involve work on seawalls – which requires a lot more investigation and planning than work in wider more straightforward areas. Decisions were made to get on with the sections we could get on with while more detailed planning happened in other areas. We appreciate this isn't ideal for people riding along here, but it is a way to continue to make progress on the ground, while other design and planning work happens.

**Why is concrete used for the footpath? I know this provides a visual separation from the asphalt cycle lane, but concrete is hard for running on, so we see a lot of runners use the cycle lane.**

Concrete and asphalt are both approved by Waka Kotahi NZ Transport Agency as suitable for NZ footpaths. Both materials are 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.

**Is the Evans Bay Parade road surface going to properly hot mixed (not that cheap chipseal?)**

Road resurfacing generally happens as part of our regular road maintenance programme so we won't necessarily be resurfacing this section of Evans Bay Parade as part of this project. The Council

maintains about 700km of roads around the city and decisions about the material used depends on a range of factors. Chipseal provides good skid resistance and waterproofing, and also has some cost and environmental benefits.

### **CAMPER VANS AND PARKING/STORAGE OF OTHER LARGE VEHICLES**

**We'd like to know the plans for overflow from the freedom camping area / permanent campers nearby.**

We anticipate this won't be seen as such an attractive place to park big vehicles after the changes have been made, which should free up space for residents and other users of this area.

Unrelated to this project, the Council has been making changes to its Public Places Bylaw and this may also help reduce the likelihood people will be able to use this area for the long-term storage of large vehicles in future.

**There are a number of camper vans and other commercial vehicles that park on the seaward side near Cobham Drive permanently (or semi permanently). Are there any plans to provide housing for the folks who live there and/or somewhere else for them to go since the parking is being removed? The concern is that if no parking is provided, those folks plus any overflow from the "Freedom" camping area will result in people parking outside the houses on the city side between Cobham Drive and the yacht club.**

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 will become a less attractive place for these types of vehicles to park, so this should be less of an issue post-construction. While some people may stay in vehicles on the side of the road, many of them are stored here. There are no changes to the existing freedom camping area in the marina car park proposed as part of this project, nor are we proposing to provide housing.

**Keen to understand what the plan is with the campers etc that are permanently parked on the sea side from the Yacht Club to Cobham Drive?**

We anticipate this won't be seen as such an attractive place to park big vehicles after the changes have been made, which should free up space for residents and other users of this area.

Unrelated to this project, the Council has been making changes to its Public Places Bylaw and this may also help reduce the likelihood people will be able to use this area for the long-term storage of large vehicles in future.

**Can you please elaborate on the camper vans? They aren't just storage, there are folks who live in there. There's also often an issue with overflow from the freedom camping area. How will we ensure those people don't take up the few remaining resident parks?**

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

### **PARKING**

**How many car parking places will be lost?**

Street parking in on this section of the route isn't marked, but space for approximately 131 vehicles is proposed to be removed.

This is predominantly in the narrower areas between the south end of Cog Park and the yacht club. At Greta Point and around Cog Park there is enough space to retain kerbside parking, as well as improving things for people on foot and on bikes. There will be slightly more parking than there is now in the Greta Point area because of the proposed removal of one of the pairs of bus stops in this vicinity.

The Council's Parking Policy, which was consulted on and approved last year, gives clear guidance on what should be prioritised where – and on key transport routes, the priority is to provide space for the safe movement of people, no matter how they travel.

**Loss of all the on-street parking between the yacht club and Cobham Drive, will severely impact the ability for sailors to get on the water. A diversion for cyclists through the Yacht Club and along the waterfront would not only be very pleasant, but would save these vital parking spaces; cyclists would be prevented from using the pedestrian area by the use of the standard double bar.**

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.

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This is a key commuter as well as recreational route, so it is important that it is direct and safe. Biking through the marina area would not be as direct, and many people would not see it as an appealing place to ride after dark. Passing vehicles, passers-by and houses across the road all help to provide a level of passive surveillance that you wouldn't get closer to the sea.

We also understand that the yacht club, marina tenants and other users of this area might not want a commuter and recreational bike route going through an area where people are storing and moving boats in and out of the water.

**Is there more parking outside Hataitai beach or about the same?**

There is less parking at the beach. To ensure vehicles can travel without crossing the centre line, and give more space for people walking and biking, there is no space for on-street parking. This is the narrowest part of the route.

**For the residents between Hataitai beach and the boat club, where are the people without off-street parking supposed to park?**

We have been guided by the Council's Parking Policy, which was approved last year. On main transport routes like this, providing for the safe movement of people, however they choose to travel, is the highest priority. We have however tried to retain as much parking as possible. At this stage we are not proposing a residents parking scheme in this area but are open to considering if this is desirable to help ensure limited parking is available.

**In your discussions with the general manager of the yacht club, you seemed to be under the impression that the on-road parking was under-utilised. Have you viewed this on a "good weather" day when, not only are the spaces full but so is the adjacent public off-street parking area (used by boaties with trailers)?**

A parking study was carried out as part of the planning. It showed about 50 to 60 percent of the kerbside space was occupied in this area, and it was definitely busier at weekends. The parking survey was done over four days, including a weekend, and the Saturday was a fine day. I'm not sure whether it was an event day or not, or if it was, whether the timing of the survey coincided with the event.

It's possible we may be able to do more to better utilise the parking within the marina/yacht club area.

**I was surprised all the parking outside boat sheds is gone other than one 10-minute park for the whole area and the other 5 to perhaps be designated to residents. It makes it very hard to access boat sheds and the yacht club.**

There will still be space for about seven vehicles adjacent to the boatsheds and we are proposing to make a couple of the spaces into a long drop-off or pick-up area that could be used by people picking up children from the sea scouts hall, or for boatshed owners wanting to drop of equipment or materials.

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**Without any parking or stopping opposite the boat sheds, how do you see residents accessing essential services such as plumbers, electricians, Chorus, deliveries, or ambulance/carers when there is no nearby places for these people to stop vehicles?**

There will still be space for about seven vehicles adjacent to the boatsheds and we are proposing to make a couple of the spaces into a long drop-off or pick-up area that could be used by people picking up children from the sea scouts hall, or for boatshed owners wanting to drop of equipment or materials.

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**There is considerable parking space in the area to the south of the yacht club/by the slipway. At this stage there is no charge for that parking. Can we have some assurance of ongoing free parking access for users of the local clubs, residents and accessibility parks?**

We will consider how best to utilise the off-street parking space at the public boat ramp.

## ENVIRONMENT

**I am keen to understand if we are improving things for penguins and green space in the area?**

An ecological assessment of flora and fauna has been done as part of the planning process. There's not too much of note in this section, as through most of it we won't be working as close to the coast as we were in Cobham Drive. That means we are far less likely to encounter penguins in the work site. But we have worked with the Department of Conservation, Places for Penguins, and Greater Wellington Regional Council in Cobham Drive and will do whatever is necessary to safeguard the environment and wildlife on this stretch too.

We have also looked closely at stormwater and the possibility of installing rain gardens. There isn't a lot of opportunity in this location for this, but rain gardens are something that may be possible around Cog Park.

## **ENGAGEMENT AND CONSULTATION**

### **How have you talked with businesses in this area?**

We came to the Greta Point area and met and talked with the businesses and organisations in this area individually to understand their desires and concerns. A range of things came up including parking, and a desire to slow traffic and make it easier and safer to cross the road in more places. The childcare centres for instance talked about the difficulties they face being able to make excursions to the seaward side because the pedestrian crossing is long away from them.

The consultation is open to anyone, and we are happy to meet with any groups, businesses or organisations etc that would like share their thoughts, suggestions, and any concerns.

### **How have we worked with Greta Point Cafe, childcare centres and dog walkers and sea scouts - lots of community places that like our car parks?**

We met with the Greta Point Café, the childcare centres and the sea scouts ahead of the consultation.

Overall the amount of parking proposed in the Greta Point area will be slightly higher, we are proposing an additional crossing near the bus stops and childcare centres to make crossing safer. The difficulties associated with crossing the road was raised by the childcare centres, and we have included a drop-off/pick up zone near the sea scout hall.

We haven't talked specifically with dog walkers, but we are keen to hear from anyone with an interest in this area through this consultation. There will be slightly more parking opposite the dog park. And for people who walk their dogs through this area, the proposed new paths for walkers and people on bikes should make things safer, as everyone won't be sharing the same space.

### **Have you consulted with Hataitai Residents Association?**

We got in touch with the resident's association in advance to let them know the consultation was coming up, sent through some draft information for their website as requested, and offered to meet.

### **Am I wasting my time giving feedback?**

We have already committed to developing a connected, safer and more appealing route around the bays from the east to the city as part of building a citywide network of safe routes, and we are in the process of building it.

What we are looking at here is fine-tuning the design for this particular section. The more people that get involved the better. User experience and input from people who know this area well is invaluable in that process. In saying that, creating a better city for the future, does involve balancing competing demands and making some big changes, so we aren't going to be able to take on board everything everyone suggests or would like.