

Appendix A Consultation Feedback Report for Past Engagement

Consultation Feedback Report

Project Background

The completion of an Eastern Bays Shared Path has been included in past Hutt City Council strategies and is a key project in providing a safe and integrated network for commuting and recreational purposes under the current strategy “Walk and Cycle the Hutt 2014 – 2019”.

The project is considered part of the Great Harbour Way/Te Aranui o Pōneke which is a walking and cycling route around Te Whanganui-a-tara, the harbour of Wellington from Fitzroy Bay in the east to Sinclair Head in the west.

Initial designs for a shared path were dependant on the replacement of existing seawalls with a modern fit for purpose structure which is more effective at reflecting wave energy, thus reducing potential overtopping during storm events. This design allowed for the provision of a shared path on top of the structure.

Recent seawall structural assessments have indicated that complete replacements are not economically justified with many sections still having over 20 years residual life. Several sections however are considered to have less than 5 years and will be programmed for replacement to a modern fit for purpose structure.



Bus Stop at Mahina Bay

Hutt City Council have been working with the NZ Transport Agency and community to identify several options. These options for a shared path connection are not dependent on the complete continuous replacement of the existing seawalls.

We are at the early stages of investigation and at this time only concept level proposals have been developed which focus on the width of the facility and how this could be achieved. We have not yet developed detailed proposals for every location.



Boat Shed at Lowry Bay

Project Area

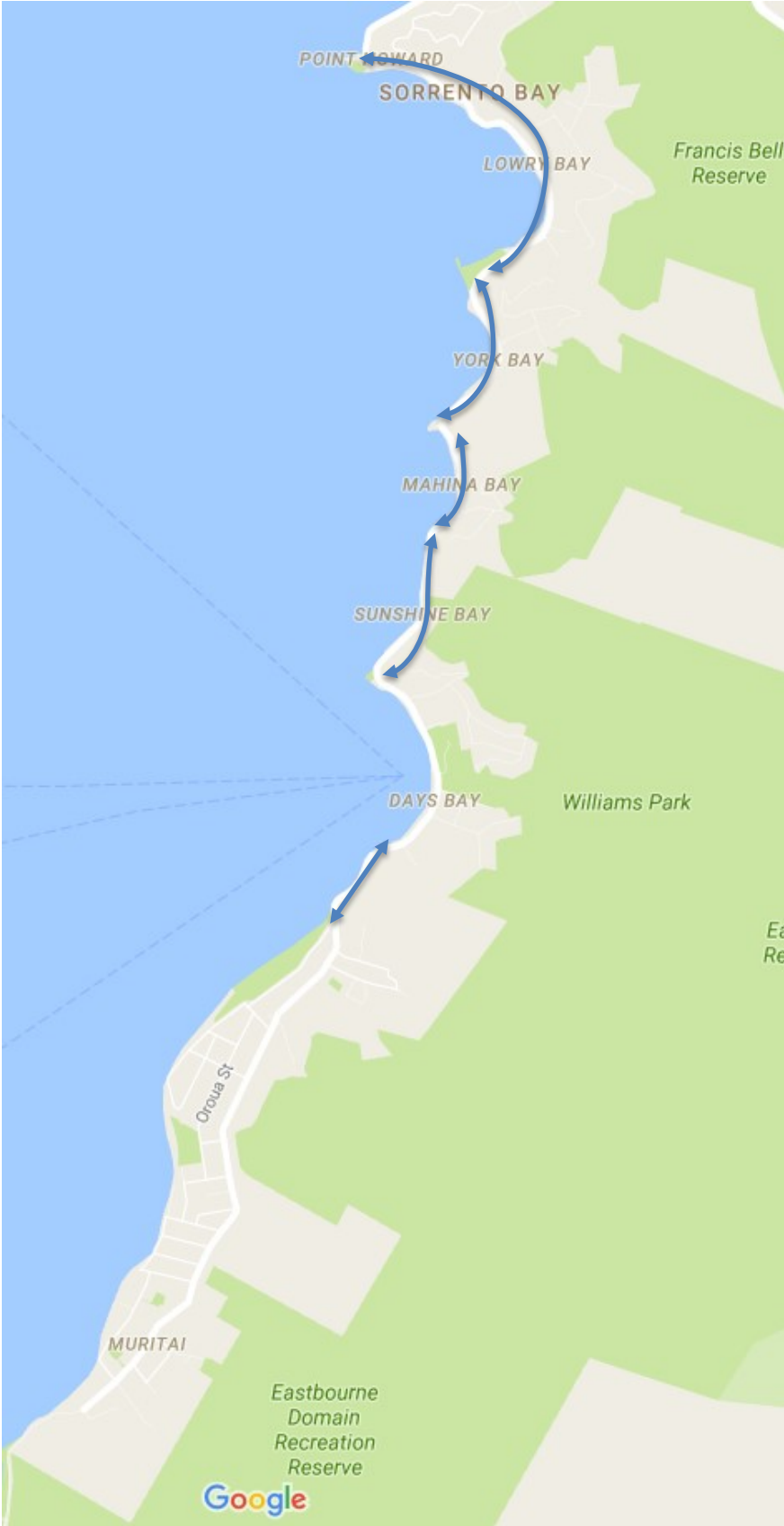
This project shall focus on investment that improves the safety for pedestrians and cyclists on Marine Drive between:

- Point Howard and the northern end of Days Bay
- The southern end of Days Bay (Windy Point) to Eastbourne (Muritai Road / Marine Parade intersection)

Marine Drive is a Minor District Distributor road which carries between 6,000 – 8,000 vehicles per day and is the only road access to the residential eastern bay suburbs. The road is located adjacent to the coastal environment which winds its way around several headlands and bays between Point Howard and Eastbourne with a posted speed of between 50kph to 70kph.

Between Point Howard and Windy Point, except for Days Bay, there are very limited safe facilities for pedestrians while cyclists are expected to use the road shoulder, which is more often than not very narrow or non-existent, or vehicular lane. In certain limited short locations a shared path exists on the seaward side, these are

predominantly in areas where new seawalls have been constructed therefore allowing provision of this facility.



Community Open Day

On Saturday 19 November the project team sought views from members of the public at a community open day, held at Eastbourne Library.

Approximately 60 people attended the session to talk to members of the project team and to view the options. Feedback was captured on feedback forms and on post-it notes around the room.

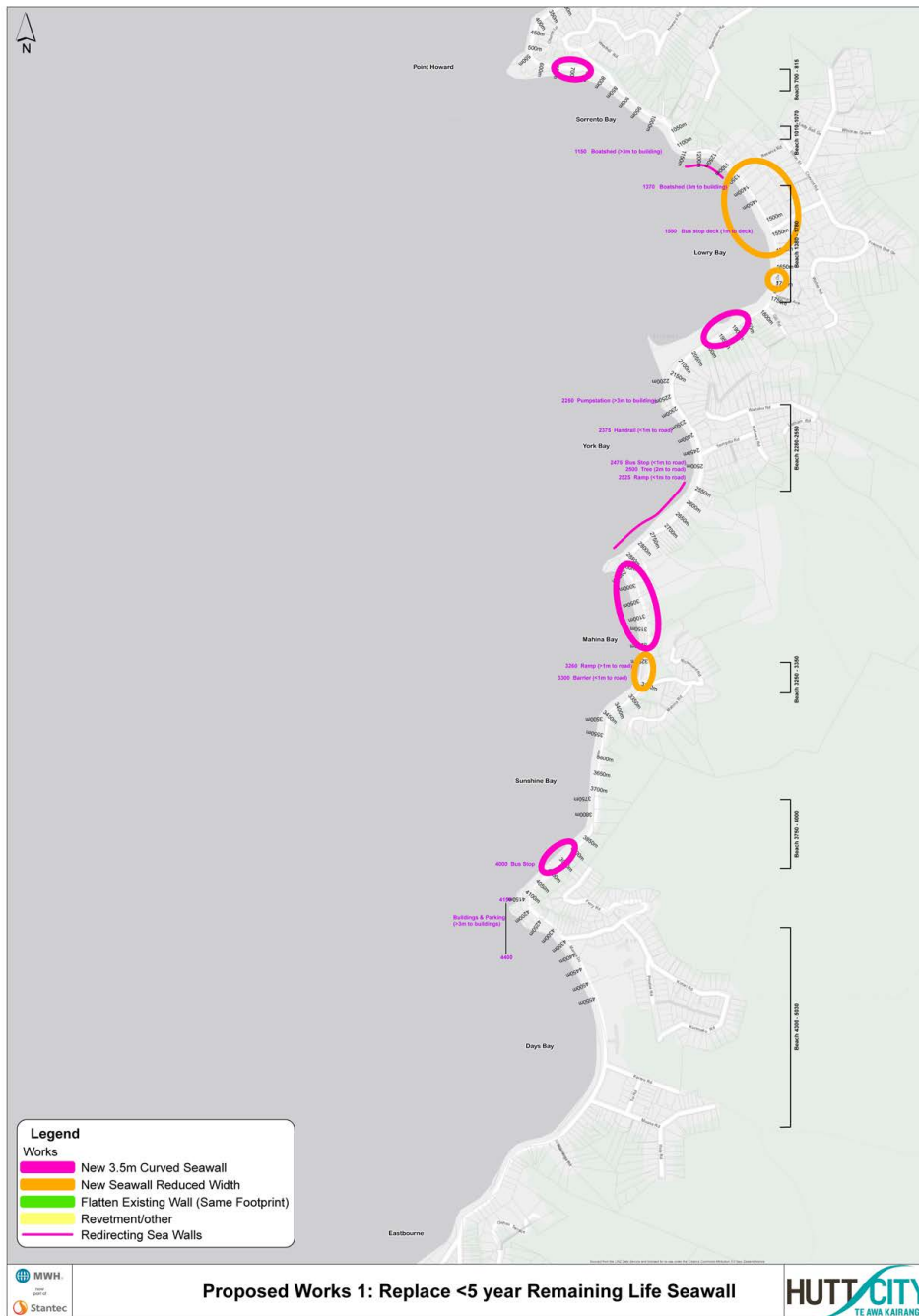


Feedback

There were five different options for people to view and comment on – these are shown below with the maps that were displayed on the day.

Option 1: Replacing the <5 year remaining life seawall

This option would look to replace the parts of the seawall that are at the end of their life.

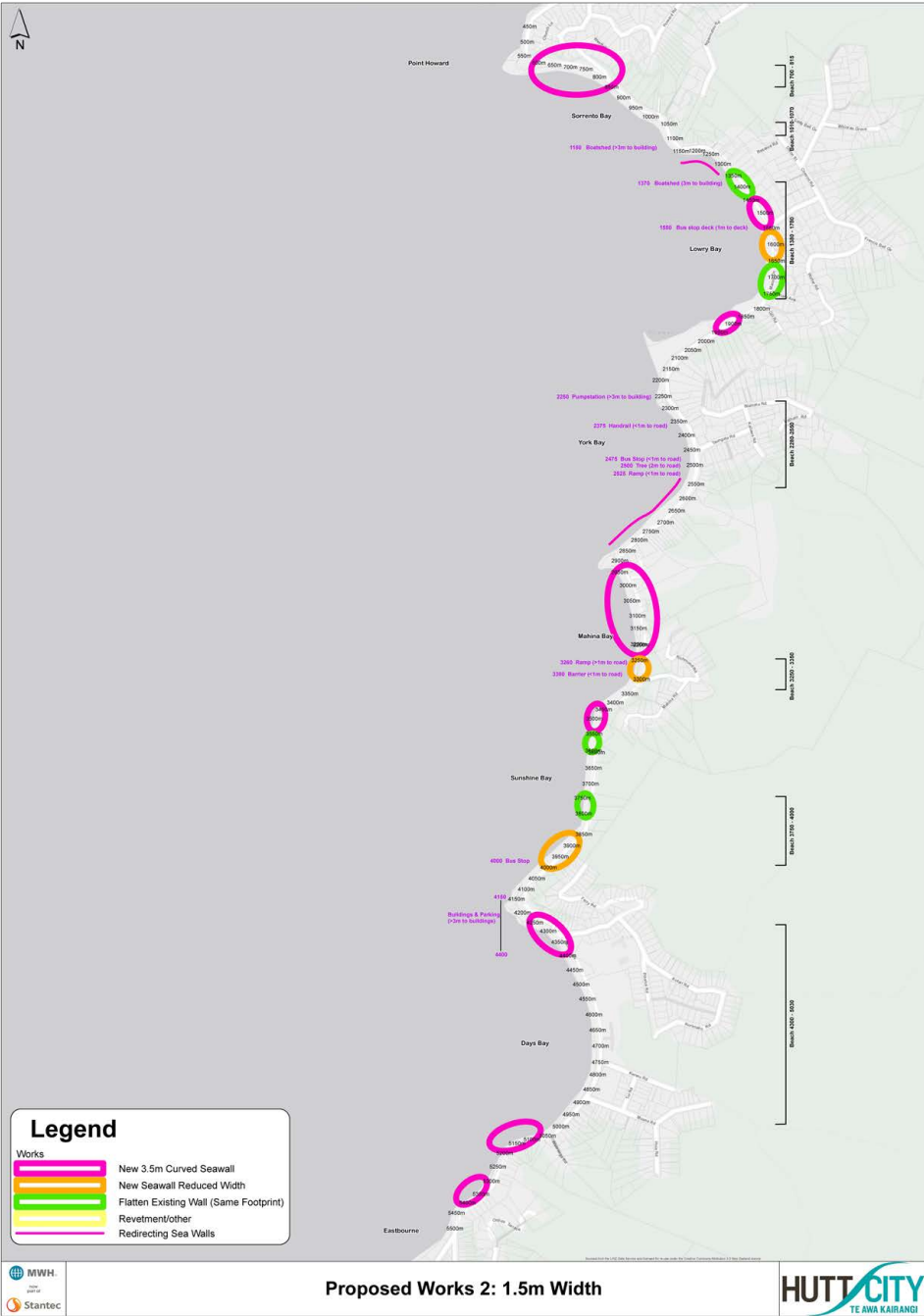


People told us: This option is seen as a short-term fix that people won't use. People mentioned that this type of upgrade should be covered under existing maintenance budgets.

"Why bother? Will not make enough change. Spend a little more. Achieve multiple benefits."

Option 2: 1.5m width

This option would look to provide a path that is 1.5m wide.

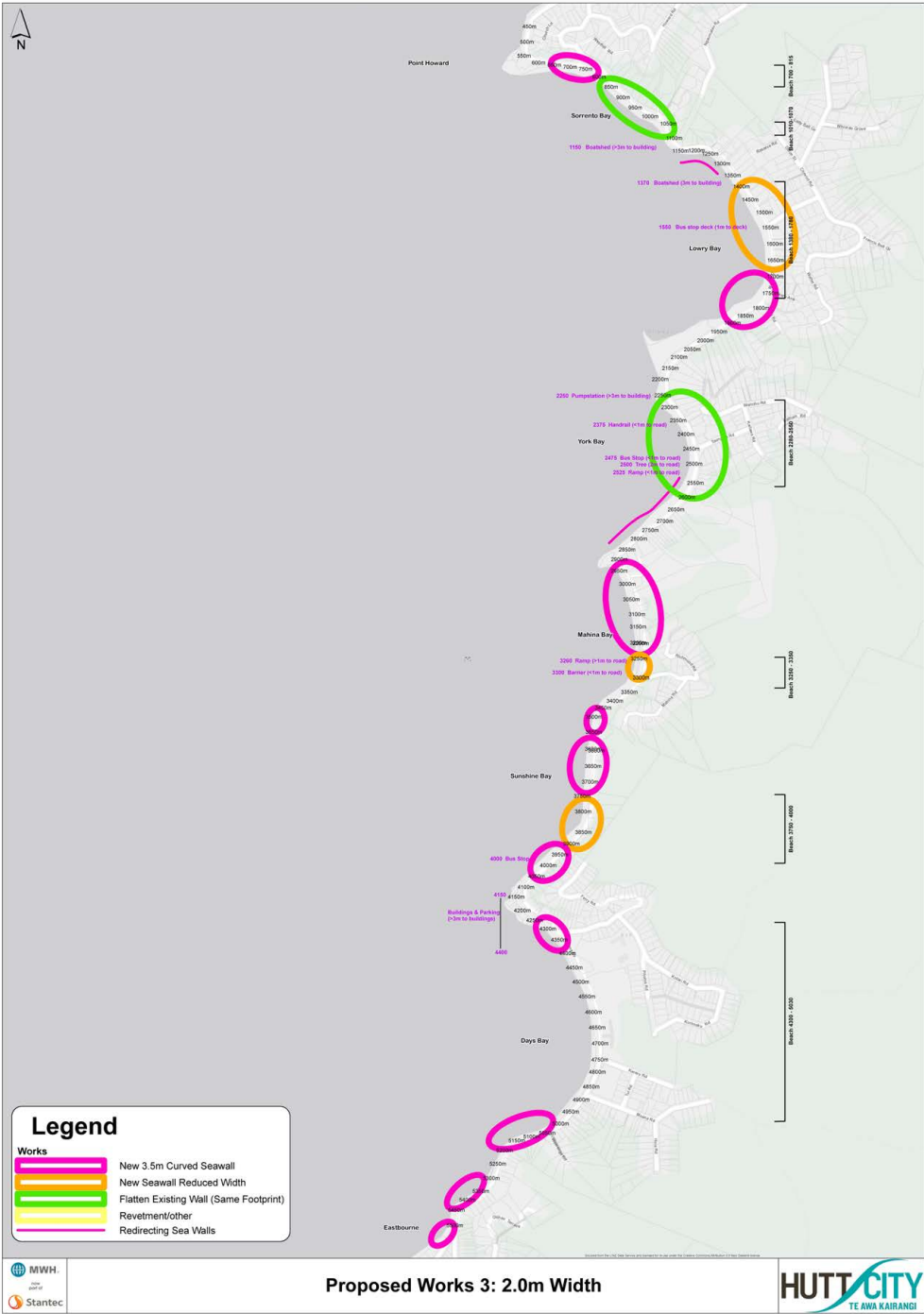


People told us: This option is too narrow, and although it would be better than what exists at the moment, it wouldn't cater for both cyclists and walkers.

“Insufficient improvement not enough room for bikes, walkers, dogs and wheelchairs. Not wide enough to get a road sweeper. Not enough separation from road traffic.”

Option 3: 2m width

This option would look to provide a path that is 2m wide.

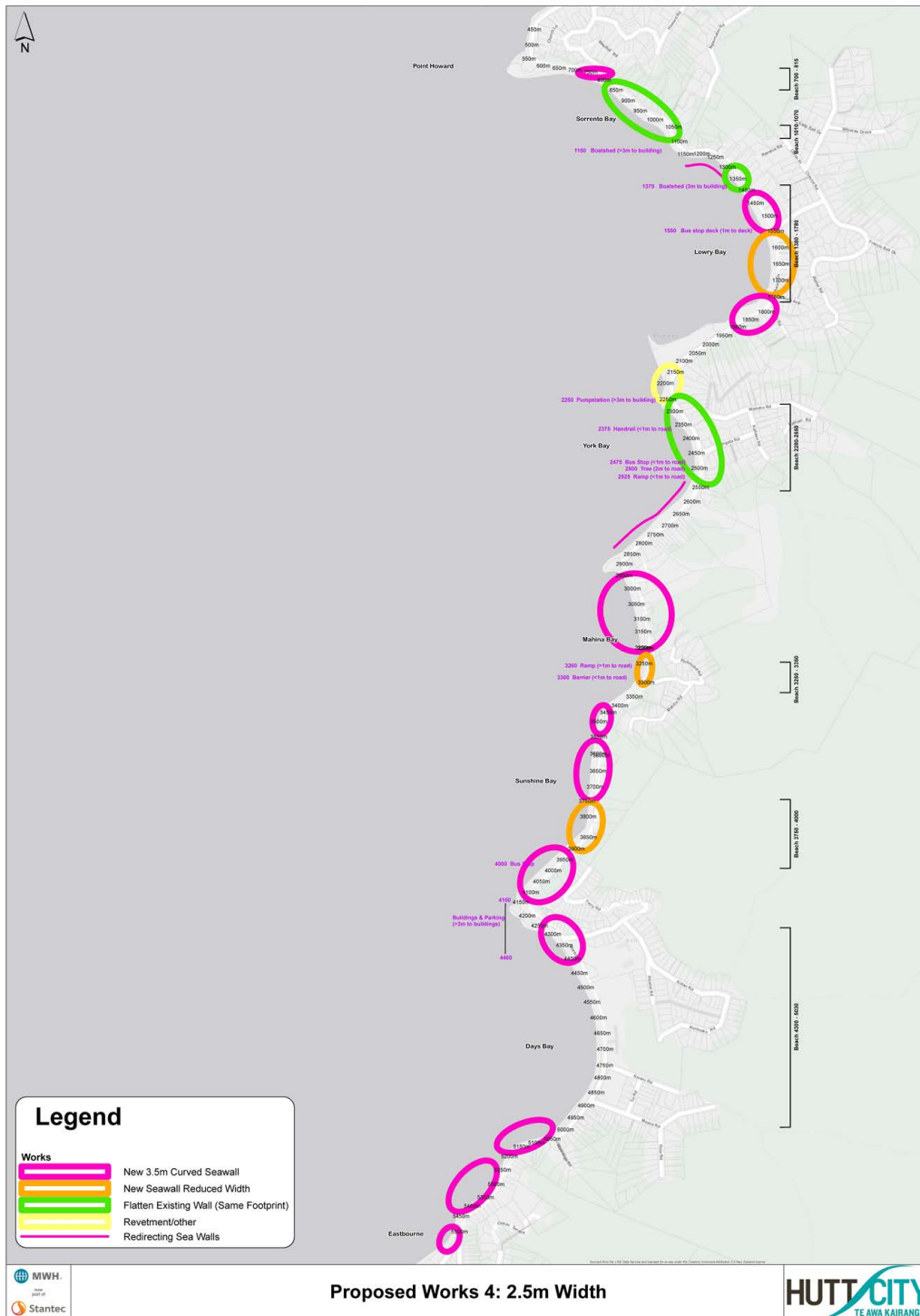


People told us: People viewed this as a minimum, but this option is still considered too narrow.

“A bit tight between cyclists/dog walkers/buggy pushers.”

Option 4: 2.5m width

This option would look to provide a path that is 2.5m wide

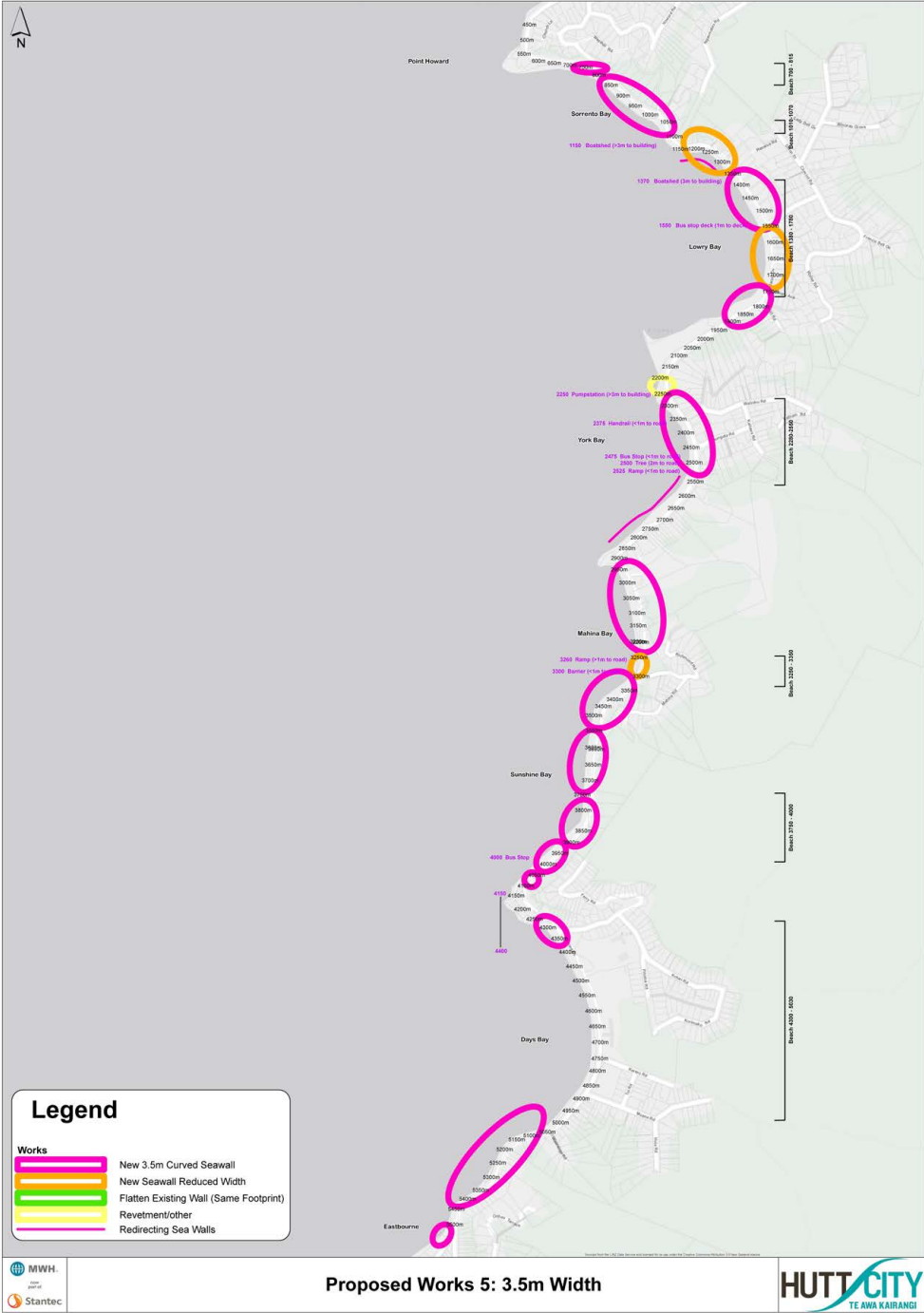


People told us: This option is more acceptable and has support. Concerns around preserving the beaches/trees/boat ramps and the need to include the southern section of Days Bay.

“This seems the most sensible option possibly even the ‘Goldilocks’ solution - not too narrow and not too wide.”

Option 5: 3.5m width

This option would look to provide a path that is 3.5m wide

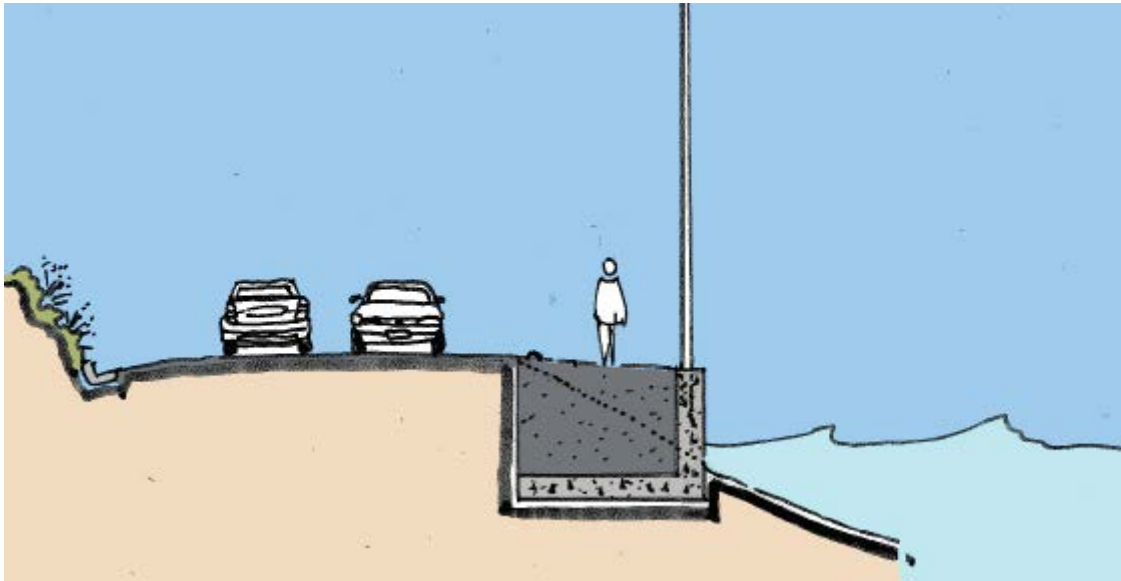


People told us: This option is widely supported. People see this as a long-term valuable asset. The idea of ‘do it once, do it properly’ comes through. There are some questions about sea-level, keeping the beaches intact and the cost.

“As wide as possible = safe and useable as possible.”

What might it look like?

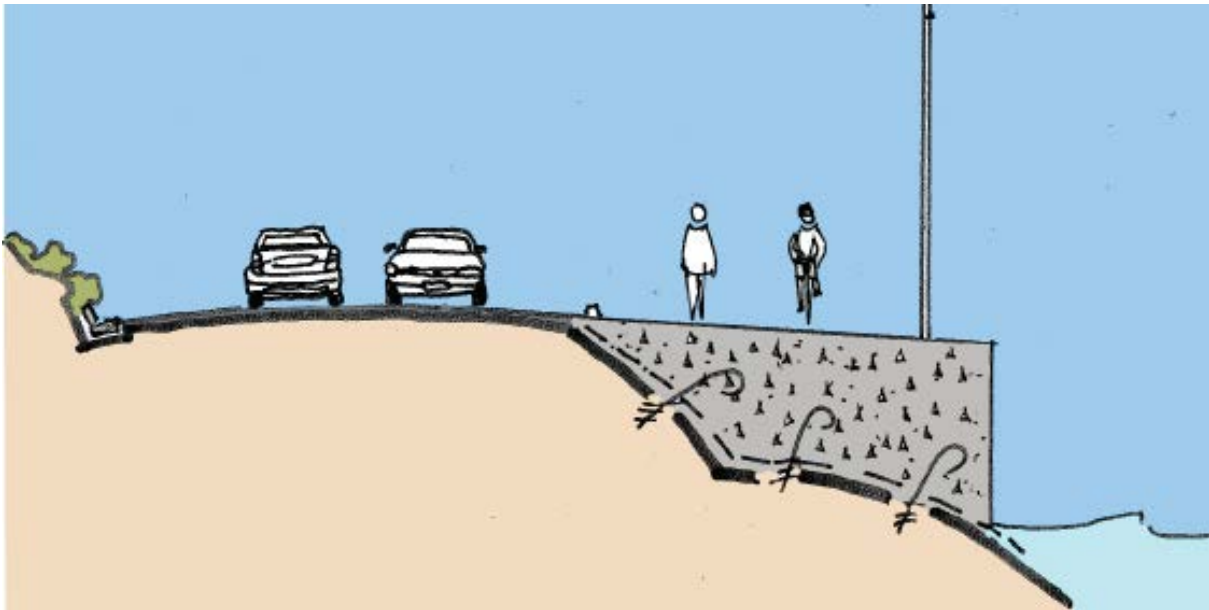
The images below show different types of seawall structure and example sketches to show what the shared path and seawall could look like in-situ.



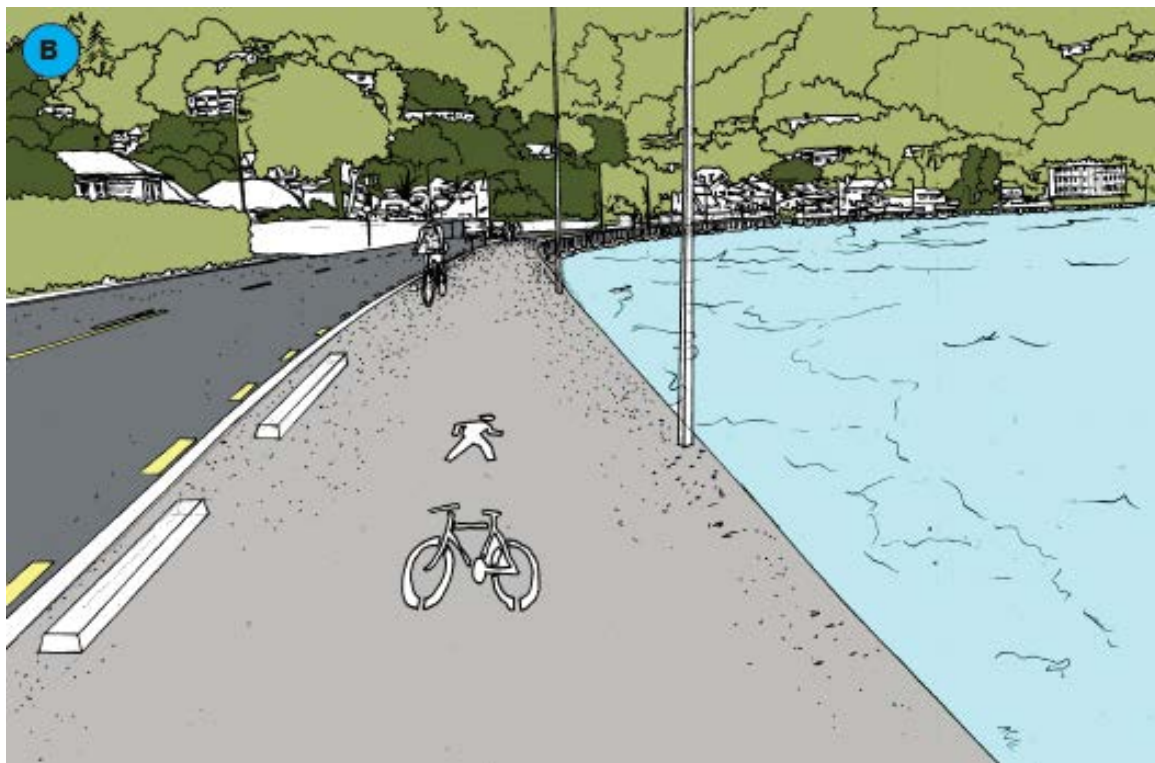
New Cantilevered Seawall



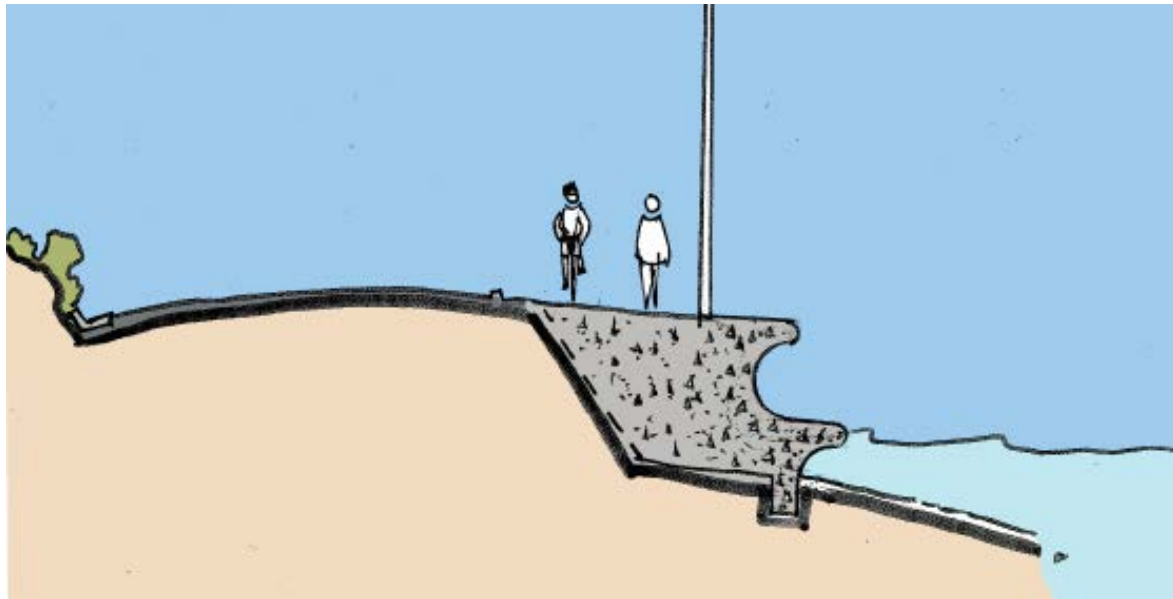
A. Looking south at Lowry Bay, just south of the red bus shelter, showing a dwarf cantilevered wall and 2.5m shared path.



Flatten Existing Mass Concrete Seawall



B. Looking south at Lowry Bay, showing a flattening up of the existing mass concrete seawall, to gain two metres in width.



Double Curved Seawall



C. Looking south at Mahina Bay, showing a new 3.5m width double curved sea wall.

We asked people: What are the problems and issues you know about?

People told us: Many people talked about safety concerns. Inconsistency was another issues people raised, the path being too narrow at many points along the route. Sea-levels, storm debris and the seawall were important factors too. People want the project team to think about access to the shared path, minimising impact on the beaches and re-visiting speeds along Marine Drive as well.

“Would be helpful to have more information about how choices will impact beaches, marine life, etc.”

“Ensure there are safe crossing points for people when they arrive at a bay.”

The themes that came out on the day included:

Safety
Inconsistency / too narrow (many citing Lowry Bay)
Sea-levels
Storm (debris)
Access / road crossings
Encroachment on / access to beaches
Speed reduction to 50km/h or 60km/hr
Seawalls
Design – width
Days Bay
Timing – need it sooner
Speed maintain at 70km/hr
Tourists
Penguins
Cost – too much
Need
Cycling speed
Community benefit
House value
Timing – staged approach
Cyclist Education

We asked people: What would you use the path for?



People told us: Those who answered this question indicated that they would use the path every day for recreation and commuting to school and work. While talking about use – people also referred back to safety.

“Recommend inviting John Key to cycle Seaview to Eastbourne Village.”



We asked people: How wide should the path be?

People told us: The majority of people who commented on this question opted for an “as wide as possible” shared path (3.5m). 2m or 2.5m were seen as a minimum. There were some references to having some flexibility and having variable widths to avoid losing beaches, boat ramps and trees.

“Variable for each bay...not necessary to have 3.5m all the way.”



We put tape on the floor to give people an idea of widths – this got people talking!

Next Steps

The options will go through more detailed assessment before one or two options are identified for further consideration.

Hutt City Council will consider these preferred option(s) and will seek to secure NZ Transport Agency endorsement and funding, before more detailed work is done on the design.

There will be another opportunity for people to give their views during the next stage of the project likely to be later in 2017.

Thank you to those who attended the community open day and provided feedback. If you have any more thoughts, you can email Simon Cager, simon.cager@huttcity.govt.nz

Please keep an eye on the project webpage <http://www.huttcity.govt.nz/eastern-bays>