

Shelly Bay Road upgrade engagement

Community Advisory Group Notes from meetings and Zoom Chat transcripts

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We are starting the public engagement process on the roading options for the road between Miramar cutting and Shelly Bay. As part of this process, we would like to invite you to join an advisory group of community representatives to provide feedback on viable roading options.

Workshops

Workshop One – 19 March 2022:

- Setting the scene
- Roding constraints and investigations (Tonkin + Taylor)
- Options short list (Tonkin + Taylor)

Workshop Two – 26 March 2022:

- Share your views – options feedback (Facilitator)
- Presentations were received from:
 - Places for Penguins
 - Great Harbour Way
 - Cycle Wellington
 - Living Streets

Attendees

Representatives from the following organisations attended either both or one workshop:

- Port Nicholson Block Settlement Trust (PNBST)
- Miramar Residents Association
- Cycle Wellington and PNP
- Places for Penguins/Forest and Bird
- The Wellington Company Ltd
- Enterprise Miramar Peninsula Incorporated
- Nuku Ora (Sport Wellington)
- Great Harbour Way Trust.

Notes

- Apologies were received from
 - Department of Conservation (written comments were provided instead)
 - Chocolate Fish Café
 - PNBST for the second workshop
- Peninsula Parents were contacted about attending but no response was received before the workshops began.

High level themes	
Penguins, and habitats	<ul style="list-style-type: none"> • Lack of consideration of ecological and biodiversity issues • Concerns from a wildlife perspective (RMA) • Balance of maintaining access and protecting coastal environments • Penguins go back to the same place for breeding and moulting • Active at dawn and dusk, venture into houses and rock walls • Threats - dogs off leash, cars, additional people moving around the area • Cantilevered pathways could be used • Under road tunnels • Appropriate signage for penguins, dogs on leash etc • The use of using rock sizing or reefs for resting, moulting, and nesting • Recommend looking at species impacts for the whole of the site – the road and the residential development area as there will be overlaps. • Consider impacts on shorebirds such as oyster catchers, terns, and shags as well as lizards. • Survey for threatened plants to identify species on the peninsula.
Pedestrians	<ul style="list-style-type: none"> • Footpaths are for pedestrians • Shared paths are for both pedestrians and cyclists • Definition of ‘Pedestrian’ includes those using wheelchairs and walking aids • Expects footpaths on both sides with one side as a minimum • Sustainable transport hierarchy puts pedestrians first, cyclists second and private cars last • Want a fully separated path • Walkers on this stretch don't live in just Miramar, it gets used by regional walking groups, so walkers come from all over the region.
Cultural	<ul style="list-style-type: none"> • Protection and preservation of mana whenua identity and presence is important • Consistency around storytelling around the wellington cycleways/pathways – cultural narrative to be the same • Want to retain existing natural amenity
General	<ul style="list-style-type: none"> • Re-framing the opportunity ‘designing the best experiences for people and environment, - ‘the journey is the destination’ • Consider slowing traffic down to 30kms per hour • Safety of walkers/cyclists still a concern along with road rage and the heavy construction vehicles • Many sports cyclists use the area to train and there are also events – these are likely to use the road rather than cycle paths

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	<ul style="list-style-type: none"> • A one-way traffic lane should apply for all [modes of transport] should it be brought in. • One way traffic around the peninsula generally not supported due to time– will consider one-way bridges/lanes to provide more path spaces at narrow parts of the road • Motorists can accommodate young children going to a specific destination and the elderly being taken 'for a Sunday Drive'. Both are recreational activities. • Need to retain access for cars particularly for young families, elderly, and people with disabilities • Some people can't be cyclists • Don't forget disabled people • Not much support for a one-way option • More Electric cars being used now • No road access to Maupuia – so can't go up and down from Shelly Bay • As the community grows, we need to consider the volume alongside increased utility/delivery vehicles, alongside more walkers, cyclist, and sports activities • Lighting could help with road safety and separating paths
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Questions raised:	Response:
Vision Zero, WCC Sustainable Transport hierarchy and NZTA Pedestrian Network Guidance are relevant policies/frameworks - have they been considered? Suggestion to revisit the Waka Kotahi/NZTA Pedestrian Network guidance	All of these policies/frameworks have been considered for alternative options to the consented option.
Are there any reports on the ecological side of things?	Ecological desktop assessments have been completed that consider the marine and terrestrial ecology surrounding the Shelly Bay Road corridor (completed by Tonkin+Taylor). Lizard surveys have been commissioned (being completed by Wildlands) and future ecology studies will be undertaken as the project progresses.
Will bus stops be in the mix?	There is not currently a bus route on Shelly Bay Road and Greater Wellington Regional Council have indicated that there are no plans for a bus route on Shelly Bay Road in the near future. However, ruling out the future potential for a bus route on this corridor would not be in alignment with

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	sustainable transport strategies. Therefore, the alternative options (to the consented option) consider ability to accommodate public transport in the future.
Could you please give those number of vehicle movements per day? Has the number of people unemployed/working from home given a different reading to two years ago?	In February 2019 (pre-COVID), the average number of vehicles per day on Shelly Bay Road was 2,600. In February 2022, the average number of vehicles per day was 2,000. In April 2019, Stantec prepared a Transportation Assessment Report for the Shelly Bay development, in which it was estimated that the development would generate an additional 3,500 vehicle trips per day. With the additional trips, the future expected volumes are 5,500 to 6,100 vehicles per day (dependent on the long-term impact COVID lockdowns will have on traffic movements).
The area covered by the road upgrade stops before the residential area - what happens there?	Roading in and around the future housing development will be the responsibility of the developer.
Ecology seems to focus on vegetation. What about the impact on wildlife (especially penguins)?	T+T have completed a desktop ecological assessment that has considered both habitats and species (including lizards, birds, fish, and marine mammals). Survey/count work on lizards has commenced and Council will continue to work with Places for Penguins in terms of penguin habitats in the area.
Is there a percentage of how much impact ecological factors could be affected from widening between the suggested parameters	The effect has not yet been quantified. This will be explored as the project progresses.
What do you mean by 'separated' path?	A separated path is a shared path that is segregated by modes: there is a designated space for pedestrians and a designated space for cyclists (and other fast users, such as people using scooters). An example of a separated path is the new path that's been built on the northern section of Evans Bay Parade.
Is parking is considered in this modelling?	Yes, parking impacts and opportunities are being considered.
For options that use both sides of the road for pedestrians, were there safe crossings involved?	The project is currently at high-level optioneering stage, so crossing types and locations have not yet been considered in detailed. However, safe crossing points are important for creating a good pedestrian

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	environment and will be explored in more detail as the project progresses.
Does "separated" mean paint only between cyclists and pedestrians?	The project is currently at a high-level optioning stage, so how pedestrians and cyclists would be separated on a separated path has not yet been considered in detail. Separation could be achieved by a number of methods, such as paint, material differences, textured surfacing, or a level difference.
If submissions are received will there be a check to ensure that 'locals' have more of a say than those further afield as it is locals in the end upon whom any decision will have the most impact.	No – submissions can be sent in from any interested parties
Are there additional speed measures such as road humps?	These will be considered in the design process.
Isn't there a timeframe during the day when penguins are anticipated to cross the road? Would signage (there is signage around Moa Point) help in this regard?	Council will continue to work with Places for Penguins in terms of penguin habitats in the area. Signage will be considered in the design process.
Should there be tunnels under the road for penguins?	This is unknown at this stage, but further work will be undertaken to see what the best way of improving Penguin habitats in the area.
How is the planning considering sea level rises?	Tonkin+Taylor has completed a baseline coastal assessment, in which the effects of long-term sea level rise have been considered. The effects of sea level rise on the road and the opportunities to improve the resiliency of the road are being considered throughout the options assessment process.
Will parking be available for groups, close to beach and stopping points?	Parking impacts and opportunities are being considered; the extent and location of parking will be highly dependent on a number of factors, including which option is progressed and road widening constraints.