

| | Date Recieved | Comments | Alternatives/Statusquo /Neutral |
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| Respondent 1 | 15/07/2014 | <p>The "<i>Organisation Name</i>" welcomes the opportunity to comment on the options proposed for replacing the Island Bay seawall, as outlined at http://wellington.govt.nz/your-council/projects/island-bay-seawall-replacement</p> <p>The objective of the "<i>Organisation Name</i>" is to provide a walking and cycling route as close as possible to the harbour/seashore. We favour option 4: remove wall and restore coastal dunes.</p> <ul style="list-style-type: none"> • This plan allows for a pedestrian walkway/cycleway through the dune area, compatible with the objectives of the "<i>Organisation Name</i>". • Allowing the beach and dunes to revert to a more natural state means that this section of the GHW will provide a more natural experience to users of the "<i>Organisation Name</i>". • The short diversion for motor traffic will only affect traffic touring the south coast, and for these users the extra time and distance will not be significant. • This option is more resilient to climate change. <p>Please contact us if you want more information, or to consult further about the implications of the project for the "<i>Organisation Name</i>".</p> | Alternatives |
| Respondent 2 | 5/02/2014 | <p>I've just read this article on the plans for Island Bay's seawall (http://wellington.govt.nz/your-council/projects/island-bay-seawall-replacement) Just wanted to say that the below sounds amazing, totally gets my vote! Anything that involves more space for community fun is a great idea.</p> <ul style="list-style-type: none"> • "closing the Esplanade between Reef Street and Derwent Street, removing the seawall and expanding the beach and linking it with Shorland Park" <p>Look forward to seeing what happens!</p> | Alternatives |
| Respondent 3 | 29/07/2014 | <p>I just wanted to write and suggest, that if the proposal does go ahead to link the park to the beach, that perhaps it could be considered to install some exercise equipment for adults down there? We have seen this in the carterton park, and in Levin, and people seem to happily use it. The equipment in Carterton is particularly impressive!</p> | Alternatives |
| Respondent 4 | 20/05/2014 | <p>I have some real concerns about the "preferred" proposal to divert traffic along Derwent St onto the Esplanade, and the plan to trial this in June.</p> <p>I live up Milne Tce and when you drive out of it at the bottom there is very akward visibility from the right (cars that are coming along that last bit of Derwent St off The Esplanade). You sort of have to nudge out a bit to see if it is clear, and the vehicles come up over that rise very quickly.</p> <p>If all the traffic is diverted along there, I feel there will be an accident waiting to happen, especially on a fine weekend when many people enjoy the scenic route around the south coast. While turning left is bad enough, turning right will be a nightmare. Futhermore ... if one was to go down Knoll St and then Beach St on to Derwent St/The Esplanade as an alternative, there is a very weird intersection there at present.</p> <p>This would need to be turned into a roundabout at the very least. Could I suggest that you take a council car out there at some point and drive down Milne Tce to see what I mean?</p> <p>Regardless of how busy the road is at the time, it will be obvious that the visibility is poor. Part of the Bank would need to be cut away to improve this.</p> | Status quo |
| Respondent 5 | 21/05/2014 | <p>Please let sense prevail and abandon the option of diverting traffic through Reef Street and Dewent Street, when considering what to do about the Island Bay seawall.</p> <p>Such an option would effectively destroy an unparalleled scenic drive enjoyed by Wellingtonians and tourists alike. The traffic diversion will create other problems and decrease ease of access for many residents. Reinstate the wall in situ and place appropriate barricades in front of it as has been done for the Airport. Island Bay is unique, the fishing fleet picturesque, the scenic values impressive. Please do not disturb.</p> | Status quo |
| Respondent 6 - Comment 1 | 10/04/2014 | <p>I would be very happy just to see our sea wall being re-built, this is the first and cheapest option I believe. The Esplanade is used by many people, some lean on the wall and watch their children playing. Some park up and eat pie or fish and chips, the area is shut off during our festival and the road is full of stalls and people buying from them. When the boats are blessed the road and area are full of people again. So why not give us back what we lost nearly a year ago.</p> | Status quo |
| Respondent 6 - Comment 2 | 9/05/2014 | <p>On the Island Bay Sea Wall that was damaged in the storm last year, I would like to see the wall replaced and strengthened. I do not want the Esplanade to be closed as it is a well used area, it would move a lot of traffic onto only one other road, and the exit back on to the Esplanade is not a very good one. The Esplanade is very busy a lot of the time, more so from early spring to late autumn. People park up and eat fish and chips, come down to watch a storm or Whales etc. Family's use the beach as it is safe, they park on the road near to the wall picnics are brought down in the summer. Walkers and runners, joggers and casual people stop for a look at the sea and oats.</p> <p>The Island Bay Festival is held on the road ,which is closed off for most of the day, hard standing is very helpful for the stools and the public. The area is packed during the blessing of the boats, so why mess with something that works. I believe the Council moved the sand many years ago and caused the problems to start with, we have dunes near to the start of the houses. The area is higher here but would be a lot lower near the surf club. I think if things were altered a lot of sand would get blown into the park, walking, running, and just leaning on the sea wall would all disappear.</p> | Status quo |
| Respondent 6 - Comment 3 | 20/05/2014 | <p>I wished I believed that our thoughts would be acted on,and not that it is all ready to late and every thing is sorted the way the Council wish. Be good to be proven wrong</p> | Status quo |

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| Respondent 7 - Comment 1 | 15/05/2014 | <p>I am emailing regarding the Island Bay Seawall, although I am not local to Island Bay my job as a taxi driver takes me through there on a regular basis, from this front I do not see an issue with any idea although I would suggest the idea of speed humps being used to slow traffic entering Reef St. and Derwent St. from The Esplanade as a safety feature.</p> <p>On another front myself and many others have recently completed submissions to the Greater Wellington Regional Council (GWRC) on the Regional Public Transport Plan (RPTP), my submission and I suspect several others were based around the concept of improved and re-routed bus services to many areas including Island Bay, my ideas on which the submission was based would see a significant increase to buses terminating at Island Bay, these include re-routed Southgate, Houghton Bay and Happy Valley services as well as an increase in Island Bay buses, this in turn would create problems at the current terminus leading to local community upset and the thought that all bus services could be extended down Derwent St turning on to The Esplanade stopping and laying over on The Esplanade alongside Shorland Park before turning in to Reef St. to start the return journey.</p> <p>Whilst this is not current GWRC policy or plans I thought it sensible to raise it now and ask you to keep it in mind and perhaps consider a new bus terminus in any designs developed.</p> | Alternatives |
| Respondent 7 - Comment 2 | 1/06/2014 | Please find attached a quickly knocked up concept idea relating to Shorland Park. Note the Car park area at the western end and the bus terminus at the eastern end, the bus terminus should be capable of around 5 buses with a couple laid up between runs. | Alternatives |
| Respondent 8 - Comment 1 | 20/05/2014 | <p>I live in "Residents Address" and would like to participate in discussions regarding the future or not of the seawall. I had given the Council my e-mail address during the Island Bay festival but have never been contacted.</p> <p>My concerns are:</p> <ul style="list-style-type: none"> • the area where the sea water can inundate the road is at the intersection of Reef and The Esplanade and I would like to hear how that will be mitigated, • the trolley buses are turning on Reef and The Parade. This intersection will become much busier and dangerous including for pedestrians, since there are two pedestrian crossings, • Buses tend to turn around the corner, at Reef and The Esplanade, has this been taken account of? • The corner Derwent/Beach/The Esplanade is very messy at present. It is not currently a problem because there is very little traffic other than on The Esplanade, but it needs to be reviewed if the Council is serious about closing off the Esplanade. <p>When is it proposed to close The Esplanade. How can I find out and have a say on the future of this area?</p> | Neutral |
| Respondent 8 - Comment 2 | 27/05/2014 | <p>Thank you for the report. I have to mention a few things:</p> <ul style="list-style-type: none"> • there is misunderstanding in the community on where the road would be closed. I, like so many others thought that the traffic would have to go through Reef Street. For this reason, I mentioned that the water could still get on the road, if this was to go ahead. Option 4 looks much better now and most of my comments are irrelevant. • I would like to know if we could get a study on the effect of wind on the sand for option 4, which could be blown into houses which at present are reasonably protected. • It appears that the Island Bay festival could not proceed, since there will not be room for stalls. What are your thoughts on this? <p>Hope to be involved in future planning sessions.</p> | Neutral |
| Respondent 8 - Comment 3 | 15/06/2014 | On Thursday, I left early our house and drove to Kilbirnie. Two huge trucks with trailer went the other way. I do not think that closing the road by the sea is feasible. | Status quo |
| Respondent 9 | 30/05/2014 | Please put me on the mailing list for updates on The Great Seawall Debate. This will serve for "Organisation Name". Thanks for the opportunity to receive updates. | Alternatives |
| Respondent 10 | 22/05/2014 | I am an Island Bay resident and would like to give my opinion on this issue. I would like to see everything put back as it was. Closing off the Esplanade would be a very bad idea as it is vital to the life of this area. The sea wall is a strong feature of Island Bay and should be replaced as it was. | Status quo |

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| Respondent 11 | 25/02/2014 | <p>The flyer handed out at the Island Bay Festival gives a website address to “have your say” but then it’s not quite clear from the website if you are that contact person. If not, I would be grateful if you could forward this to the relevant person.</p> <p>I am a local resident of Beach Street, Island Bay. I am totally OPPOSED to any suggestion that any section of the road (The Esplanade) be closed and the park/dunes extended.</p> <ol style="list-style-type: none"> 1. The heritage sea wall is valued and used by locals and visitors to the beach. Not only should it be repaired but the southern end which is currently plain (cheap & nasty) block should be repaired to match the style of the old wall. 2. The park is a dump and should be fixed up including the removal of the old toilets currently ¾ covered with sand. The park should NOT be extended. (Note: approximately 15 years ago residents wrote about the paucity of equipment at the park and the removal of imaginative play eg, big rubber tyre, the row boat and the local garden club designed a Mediterranean design planting. Nothing was ever done). 3. The current road between Derwent St and Reef street must be retained. The traffic is too heavy to be re-routed through Reef and Derwent, particularly with the trucks going to the dump. Note: the road is not a traffic hazard for pedestrians. People are able (and have their own responsibility) to cross the road safely so an extension of the park and linking to the park is NOT needed. What would be a safety issue is for extra traffic turning from Reef into Derwent Street as this corner is difficult to see around, plus has the bus turning area. Also – the corner of Beach/Derwent is “a dog’s breakfast that should never have been permitted” (quote a WCC roading engineer). This intersection remains a daily nightmare - the islands should be removed immediately and the original road markings restored. Further traffic at this corner would be ridiculous and dangerous. 4. The Council should be making more effort to survey the local community with regard to this and other plans for Island Bay. Eg, only by rumour have we heard about a Council plan to remove the pohutakawas from The Parade. This is absolutely disgusting especially as it would be a complete waste of ratepayer’s money to widen the cycle lane. There is no justification for this. The trees, green berm and footpath must be retained. The current cycle lane is more than adequate. | Status quo |
| Respondent 12 | 12/08/2014 | <p>Can I have “Residents name” contact details please. What role does he have in this process? I might not be able to make tomorrow evening’s meeting – but I am keen to be more actively involved now that the initial reports are completed.</p> | Neutral |
| Respondent 13 | 14/04/2014 | <p>I’m a resident of Southgate, looking down on to Island Bay. Having witnessed the fall of the wall, it was clear that the section of wall that collapsed was the part that didn’t (or no longer did) follow the natural contour of the shoreline. The rest of the coast road does. The attached photo shows this clearly.</p> <p>I support the option of shifting the seawall inland, and constructing a wall that is in keeping with the history of not just the beach, but also of the promenading that was, and is, integral to the culture of the area. Today, the wall is still used for families who take their fish and chips there and sit or lean on the wall and take in a huge range of activities, or ponder nothing in particular. It has a strong community socialising function and it would be great to keep this dynamic. Its height and linear nature are important features that allow people to linger, or pause, without the need to sit. (I don’t support a design with boulders and seating behind.) It is a seamless design that allows casual use – and there’s never a shortage of spaces to sit.</p> <p>The new wall should also replace the horrible breeze blocks at the western end of the bay; they are structurally poor, and pretty ugly.</p> <p>As part of this, I think the old toilet block should be kept. It is a wonderful historic piece, and is used a lot by kids for play and for searching for snails. I think it deserves to be shifted and retained, preferably in a space where it doesn’t become a public toilet again!</p> | Alternatives |
| Respondent 14 | 25/05/2014 | <p>I wish to protest about the City Council’s attitude to the mending of the sea wall and proposed extension of Shorland Park to the beach which will necessitate the closure of a portion of the Esplanade. First of all the wall should be mended and if it is wrecked again by future storms the road could be realigned by moving it further back from the beach. I am amazed and disgusted that the Council should value that section of the Scenic Drive around the Wellington bays so lightly. I am also disgusted that having spent a lot of money comparatively recently on both Shorland Park and the southern end of Derwent Street and the intersection at the beach end, they now want to waste money with even more unnecessary alterations. Many people enjoy walking and jogging along the sea front there. It is convenient for pram pushers and of course it would be absolutely ludicrous to make scenic drivers go inland and have to miss a drive round the foreshore of Island Bay. To join Shorland Park to the beach is both costly and quite unnecessary. I have read the costing and the full report. The break in the wall is not opposite the park and obviously there will be a tremendous amount of sand brought in to make sand dunes to join the park to the beach. I see that those dunes will require planting and fencing to hold them in place. That means that they will be off limits to the public. The planting of the dunes on the beach side of the coast is an example of off limit dunes. The narrowing of the southern end of Derwent Street was very noticeable after work was last done there and the number of huge trucks forced to use that road will be extremely hazardous for the householders. People in both Trent Street and Reef Street will be subjected to much more traffic and noise. I do not know why it should be thought that only the Italian community are concerned about the changes. I heartily support them but I am not Italian. I have lived in this area for 65 years, four years on the sea front in Owhiro Bay and 61 years in this house in Island Bay. I regularly walk down to the sea and round the sea front and then through the park and back home. I love this area as do many others. I am all for progress but to close the Esplanade for want of some work on a portion of the sea wall which may or may not succumb to a storm again is not progress. I cannot think why this council is contemplating both this work and the unnecessary Cycle path (though I believe you have nothing to do with that) when there is so much to be done to solve the traffic jams in town. Of course it is easy to spend ratepayers’ money and I do think that most of these Councillors are giving cause for concern. I hope they will decide to mend the wall, but if there is more trouble with storms then move the road back. To interrupt the scenic road would make a mockery of the messages on the buses; ‘Go see the south coast’ or words to that effect. I hope my concerns will be noted. Thank you for your time.</p> | Status quo |

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| Respondent 15 | 12/05/2014 | Please don't close that stretch of road Not only is it great for running or riding around Every time we have tourists or out of towners we always take them for a drive round there. Our awesome coast line is a big part of Wellington PLEASE don't close it | Status quo |
| Respondent 16 | 3/03/2014 | It is great to see the WCC thinking laterally about the future of the Island Bay esplanade. I think it is very exciting to imagine the bay with the removal of the Esplanade between Reef and Derwent streets. This would allow much better integration between the play area and the beach and also provide more room for re-creation/regeneration of dunes and dune vegetation. | Alternatives |
| Respondent 17 | 7/07/2014 | I wish to comment on the Island Bay Sea Wall which has been here all my life, and was enjoyed by my children as they walked along its ledge or sat there looking out to sea. This is a 'heritage object' and should be retained, its not only the history of the area but allows a scenic continuous drive around the bays to the wild South Coast, we are opposed to the park meeting the sea. The re routing of traffic will make it more dangerous on the crossing for children accessing the park and more difficult for buses turning in this area. We have been rate payers here in the Bay for more than 30yrs and do not wish for council money to be used for the relocation of services under ground that are not needed. The Sea Wall is the Beauty & The Charm Of This Area and futures in many photos and paintings of the area. | Status quo |
| Respondent 18 | 22/05/2014 | It would be interesting to see an online discussion forum on this subject. Due to the nature of the beast there is always going to be people for and against any work that will or won't alter the status quo. However in my opinion it seems a shame to shut off the foreshore ride by incorporating the beach into the park – it is one of the really nice things that visitors to our city comment on – the fact that you can basically drive/ride/walk/run around the entire shoreline from city to south coast. The proposal to incorporate the beach and park at Island Bay would stop the flow. I also think that removing the seawall protection will in time be detrimental to the environment in Island Bay as it serves to hold back the blast from the southerly and protect from rushing tides. Here we see humans again encroaching on nature – some things should be left alone. In my opinion – Shorland Park needs a lot of attention – the grass is not managed and at times looks barren – there is a lot of people using the park so some ground upkeep would be good. The same could be said for the beach – I look at the photos of the beach in the 20s and see how much it was used – there are very few times of the year in recent times that the beach is that well visited. Maybe this has something to do with the fact that the beach is now in a fairly unkempt state – bring back the beach cleaners. I would like to know what is meant by natural growth for the beach – as far as I can tell – and if you look at pictures of the beach as early on as the 1920's the natural growth for the beach was sparse to say the least. The current growth is introduced not natural. I would like to see the opportunity given to all those that live in Island Bay to have easy access to have a say on what will affect them (not just a forum for the outspoken few) – I think that a lot of the changes proposed or currently going ahead in Island Bay are going to lead to the suburbs hub being hindered and force people to look for a more user friendly place to shop and socialise. For instance – taking away another 4 car parks by implementing a bus stop outside of New World in Derwent street is perhaps one of the most hair brained things I have witnessed in my time in Island Bay – which I have to say is 48 years (all my life). The bus stop is a hazard as it blocks the view of people trying to leave the New World car park (just a matter of time before someone is hurt) – there is already a need for more car parking and yet here we see more being taken away – consultation for this was with whom???? Another thing is the proposal for a cycle lane – if I lived on the Parade I would be up in arms about this proposal – perhaps we as a nation should ban cars completely and go back to horse and cart because then all these issues would disappear – just saying. So now that I have got on my soap box (which I don't do very often) and I am unsure how much of an effect it will have on anything – all I ask is let the ratepayers have their say but putting it in front of them rather than leaving it to social media to get the message out there. There are a number of elderly people in Island Bay and lot of these will have something to add but not all will have access to social media in order to have their say. Thanks for the platform to have a say | Status quo |
| Respondent 19 | 18/06/2014 | I would like to express my support for option 3a of the Island Bay Seawall replacement. (http://wellington.govt.nz/~media/your-council/projects/files/island-bay-seawall/island-bay-option-3a.pdf) On thing that was missing from the option was some dune friendly access ways from the park to the beach. | Alternatives |
| Respondent 20 | 28/02/2014 | I would strongly support the closure of the Esplanade to traffic, preferably from Derwent St to Trent/Brighton St, although I can imagine that the residents of Trent St might not be so keen — presumably the rerouted Esplanade traffic would use Trent St. If the closure were from Derwent St to Reef St, the impact on residents would be reduced since Reef St already carries a significant amount of through traffic and is only populated on one side. If the Trent St residents are not opposed to the idea, I would support closure from Derwent to Trent/Brighton Sts, otherwise Derwent to Reef Sts. If in future other similar opportunities arise to move public roads further from beaches, it would be good if the Council can take advantage of this. Roads too close to beaches: <ul style="list-style-type: none"> • destroy the natural dunescape and prevent the re-establishment of dunes • present a hazard to little blue penguins in their nesting areas • increase the susceptibility of coastal residences to rising sea levels as the climate changes | Alternatives |

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| Respondent 21 | 29/06/2014 | I live in Island Bay in Trent St, and I'd like to express my strong opposition to the suggested closure of part of The Esplanade rather than fixing the sea wall. Firstly, the traffic passing along Trent St is already very heavy and often far too fast. It is already dangerous for residents parking their cars or pulling out from their properties. The 'not in service' buses also use Trent St despite it not being on a bus route. The increased road usage by extra cars, trucks and buses will be noisy and risky and will make living in Trent St very unpleasant. The second reason is that when the beach road is closed for festivals, parking in Trent St becomes difficult, and there are many near-miss accidents and irate drivers trying to get past. On sunny summer days this situation occurs even with The Esplanade as it is, and I don't think the suggested plan takes the number of vehicles in the area on fine days into account. The third reason is that along with many others, I enjoy being able to drive around the bays from the airport to Owhiro Bay. Having to do a suburban detour will ruin that altogether. Actually, this plan reminds me of the ghastly new airport traffic madness where we now have to choose between a detour around Evans Bay or a trip through the airport car park to get to Miramar from Island Bay, before when the road past the Golf course was still two ways it was much easier. Fourthly, I often walk my dog around Island Bay, and given dogs aren't allowed on the beach I assume the proposed plan means that dogs will no longer be welcome along that stretch either. Please just repair the wall and leave the road as it is. | Status quo |
| Respondent 22 | 12/06/2014 | I am most intrigued to see the current proposals for Shorland Park - back in April 2004 I created this web site proposing the restoration of the dunes in Island Bay: http://shorlandpark.homestead.com/ If I recall correctly I was suggesting that part of the road reserve be used as a possible site for the Marine Education Centre. | Alternatives |
| Respondent 23 | 30/05/2014 | I am fully in support of the proposal of closing The Esplanade and joining the park with the beach. I think this will be an asset to all of Wellington. I do not support rebuilding a wall that will be susceptible to storm damage again in the future. I wonder if when you do a temporary closure to assess traffic flow whether a one way system has been considered. My thoughts would be that traffic traveling west to east be directed down Trent Street and traffic flowing east to west go via Reef Street. | Alternatives |
| Respondent 24 - Comment 1 | 18/03/2014 | My friend " <i>Residents Name</i> ", local Island Bay artist and resident, would like to have his say about the seawall replacement. He likes the option of • closing the Esplanade between Reef Street and Derwent Street, removing the seawall and expanding the beach and linking it with Shorland Park He would also like to see the return of the children's paddling pool. Is this all he needs to do to let you know his options or does he need to write a letter? Have a great day! | Alternatives |
| Respondent 24 - Comment 2 | 25/08/2014 | I have just found a really neat website about how to create fun neighbourhoods (http://www.communitymatters.org/blog/75-seriously-fun-ways-make-your-town-more-playful) and there was a video - http://www.youtube.com/watch?v=FCqY0dxDd8 about turning a street into a play street. I was wondering if this was a way that we could use the closed section of the esplanade during the trial closure (If that was still happening)? I hope everything is going well with the project. Looking forward to your feedback! | Alternatives |
| Respondent 25 | 11/05/2014 | Just saw this < http://wellington.govt.nz/your-council/news/2014/05/trial-road-closure-in-island-bay-proposed > http://wellington.govt.nz/your-council/news/2014/05/trial-road-closure-in-island-bay-proposed Where can we, the Island Bay public/residents or I personally leave my/our opinion on the proposed? I think it is a fantastic idea to improve look and feel of Island Bay beach and surroundings and get cars and traffic a bit further away from the shoreline. | Alternatives |

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| Respondent 26 - Comment 1 | 4/06/2014 | <p>Thanks for these updates "<i>Council Staff Name</i>". Great progress! I'm looking forward to the trial closure - so please provide the details when available.</p> <p>As a long term Trent Street resident, who will be affected by the sea rise projections, I'm a full supporter of the plans to restore the dunes. I wonder though if there is not a 5th option in the Tonkin - Taylor study - I call it C Plus. It's a bit of option C and D.</p> <p>Option C could be modified by closing the Esplanade south of Reef Street - ie, not shifting the road north into Shorland Park as in Option C now. The traffic would flow around Reef and Derwent Sts. Otherwise Option C remains the same. This has numerous advantages:</p> <ol style="list-style-type: none"> 1. It enables the dunes to be larger and to integrate the beach south of Reef St with Shorland Park. This is consistent with the Boffra Miskell plan for integrating the park and beach from a few years back (With others I led the team that gained WCC approval for the commitment of \$55,000 to that study) 2. The sea surge / rise damage is more mitigated than in Option c 3. The extended dune is a better ecological outcome and natural feature 4. Importantly, it enables traffic to continue down Reef Street, possibly one-way in conjunction with Trent Street. There is no way that Trent Street has the carrying capacity to deal with all the Esplanade's traffic especially at weekends (as in option D) 5. It keeps a sea wall as an urban design and heritage feature much loved by locals and visitors 6 It allows for further mitigation in future if needed. <p>I'll be advocating for this option to be put forward for community consultation.</p> <p>Please let me know the next steps, and keep up the good work!</p> | Alternatives |
| Respondent 26 - Comment 2 | 4/07/2014 | <p>"<i>Council Staff Name</i>" , can you please let me know when the group you propose setting up is planned to meet. I understand that this other group has met, with no notice to others who have an interest, so it's important that we can ensure that those with an interest in this issue can participate in the Council's advised process.</p> <p>There are a number of people in this part of Island Bay, directly affected by the proposals, with a lot of interest in understanding what the approach is to be. I have undertaken to be the contact for them.</p> | Alternatives |
| Respondent 27 | 20/05/2014 | <p>I live up on Milne Terrace at "<i>Residents address</i>". My concerns around the proposed diversion of the road are:</p> <ol style="list-style-type: none"> 1. Bus turning at the cnr of reef and the parade in traffic that would be busier than present 2. Turning onto the new busier route (Derwent) from Milne Terrace or Beach Street. (I assume that the new Number 4 bus route has been designed to deal with this issue (turning from Derwent onto the Parade is now eliminated). 3. Diverting more traffic onto a narrow, twisty with poor visibility and parked cars (Derwent) , with no room to widen the road, people cut corners at present. This would be much worse with more traffic, especially in the weekend | Status quo |
| Respondent 28 | 12/06/2014 | <p>I am a regular visitor from the UK, mostly visiting my son's family (including my two Kiwi granddaughters!) in Wellington. "<i>Residents Name</i>", one of my Kiwi friends, has brought my attention to the proposed works in Island Bay. May I voice my support to either of the two options which include the reinstatement of sand dunes in front of Shorland Park. Not only would it be an excellent solution from an ecological viewpoint but would allow direct access from the park to the beach without the hazard of crossing a road. By comparison the other options seem like simple patching up. Please do not miss this opportunity to combine a fabulous environment with natural sea defences.</p> | Alternatives |
| Respondent 29 | 18/07/2014 | <p>By signing the petition, signatories agree to a privacy policy which allows for their name to be provided to the campaign recipient (WCC Councillors) or the campaign creator (me). So I've attached it...</p> <p>I'm more than happy to do this again - just let me know when you need it. What will the cutoff date be for info considered at the 4th September Environment Committee meeting?</p> | Alternatives |
| Respondent 30 | 20/06/2014 | <p>Have you thought about doing some consultations with with young people. It has been mainly over 50s (that includes me) who have been giving their views.</p> <p>I'd be happy to assist. i'd be happy to organise a public meeting for 18s and under. also a good way of engaging young people in local decision-making.</p> | Alternatives |

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| Respondent 31 - Comment 1 | 12/03/2014 | <p>In the Autumn 2014 Branch Out, WCC is seeking feedback on the options under study for the future of the Island Bay seawall. The options apparently include:</p> <ul style="list-style-type: none"> • closing the Esplanade to traffic between either Trent Street and Derwent Street or between Reef Street and Derwent Street, removing the seawall and expanding the beach and linking it with Shorland Park • shifting the seawall further inland, perhaps within the park and/or creation of a beach berm • engineering that could encourage the return of natural sand dunes and vegetation to the bay. <p>"Organisations Name" do not have strong views on the options that have been outlined, although the idea of restoring the old connection between the beach and the sand at Shorland Park does have some attractions. We would expect that, whatever work is done on seawalls and rerouting roads and traffic flows, will take into account the integrity of the marine reserve and its protection status under the Marine Reserves Act 1971. Ecologically it is unlikely that extending the dune system inland to connect the Shorland Park sand with the Island Bay beach will have major effects on the reserve, other than beneficial, in creating a more natural land/sea interface. This might even see the marine reserve effectively extended slightly, to the degree that MHWS might vary more to the north, but the effect would be negligible on the values of the marine reserve. The deeper dune system could be seen as fitting well to the City's 'living space program' and would be a unique place to showcase the connection of the city to the sea and the marine reserve! Also the connection between Green Belt and Blue Belt.....! If the new space is made attractive for locals and visitors from the city as well as families and tourists it could attract quite a few additional people to the area and that could boost retails shops and cafes.</p> <p>Our concerns are focused as much on the strong likelihood that the options for the Council will be dictated by nature, especially by further storm events and the effects of climate change and accompanying sea level rise. It is understood that the Council is grappling with the many issues associated with climate change, not only rise of sea levels but also the greater frequency of weather extremes and strength of storms. It is noted that WCC intends to restore the seawall at the point of the break caused in the June 2013 southerly storm. History around the NZ coastline, most notably in Hawkes Bay and the Bay of Plenty, but by no means limited to those sites, shows that building hard walls against the direction of strong wave surge and force can frequently be an exercise in futility – because of the sheer energy of storm force waves and their ability to undermine the most carefully designed structures.</p> | Alternatives |
| Respondent 31 - Comment 2 | 12/03/2014 | <p>Equally, there is much evidence that the sandy beaches and dune systems left to their natural cycles, show an ability to absorb storm force wind and waves, generally with alternate erosion of beaches and then the return of sand from offshore when winds and weather systems change direction. On many west coast sandy beaches the health and integrity of the dune systems has been strengthened greatly by the planting of holding and binding grasses such as marram and pingao, followed further back by sowing lupin and planting pine trees. In 2014 there is a much greater consciousness that purely native grasses and plants can do the job equally well. Our members acknowledge the work of the community group which has so successfully restored the dunes on the western side of Island Bay. There is good evidence there of the ability of plants to absorb the force of winds and allow the accretion of sand in the lea of their plantings of grasses. Although those dunes suffered damage in the June storm, the damage to the Esplanade might have been very much worse if it had not been for that work. We are none of us coastal geomorphologists, and any consideration of restoring more natural beach forms would be likely to call for expert work in sand sources, long shore movement and the effect on the Bay of storm movements of sand on moorings. However, it is well worth the consideration that beach dune systems to absorb the force of the sea are likely to be ultimately more successful than building hard concrete structures or using piles of rock boulders.</p> <p>We do acknowledge that any proposal to redirect traffic around Shorland Park and link the park to the beach is likely to attract vigorous objection from some in the local community. The coastal road currently caters for a large amount of traffic transiting between the eastern suburbs/Kilbirnie/Lyall Bay areas through to the Happy Valley landfill, and access to the city via Brooklyn hill. A good percentage of this traffic is made up of heavy vehicles. Redirecting the road around the park would need some considerable reconstruction of these densely populated roads that presently are not wide enough to cope with that level of traffic. There are 2 pedestrian crossings that would be affected. A more natural and larger beach area would generate an even greater demand to cross the traffic flow for access to the park and public amenities.</p> <p>Summary: Consideration of alternatives to the current seawall will be forced on Wellington by climate change and sea level rise. There are arguments that natural beach profiles have considerable ability to absorb storm energy, whilst failure of hard rock structures tend to demonstrate the true dynamism and energy of the sea.</p> <p>Major change, incorporating road closures, will be polarising and controversial; care would be needed to resolve traffic and pedestrian flows and conflicts.</p> <p>Thank you for the opportunity to have a say in this debate.</p> | Alternatives |

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| Respondent 32 | 15/07/2014 | <p>I am a resident of Clyde St in Island Bay.</p> <p>I support the excellent work being done to consider the options created by the damage to the seawall at Island Bay. I support the concept of closing part of the road so that Shoreland Park can be linked to the sea.</p> <p>Option 4 from the project web-page is very appealing, although I feel it would be unfair to impose it unless that option has the strong support of the people of Trent St (which I doubt will be forthcoming – I wouldn't support it if I lived there!).</p> <p>I therefore feel Option 3 (a) would be a better compromise, and I feel that it would be less of an imposition on the people of Reef St (fewer houses, wider road, already a reasonably busy thoroughfare).</p> <p>I have long felt the road in front of Shoreland Park should be closed or given limited access. I feel it would vastly enhance the amenity value of both the beach and Shoreland Park. Im assuming (though hope Im wrong) however that closing the road will meet with considerable community opposition. I wonder if there might be merit for a trial period of time to close, say every weekend, the part of the Parade envisaged to be closed under Option 3(a). This will give people an opportunity to become accustomed to the idea, to see its merit, and to realise that there is very little inconvenience associated with it.</p> <p>As a final thought, and not really relevant to this project, but associated with the idea of closing roads on the weekend, I have just returned from a trip to Mexico city. Every Sunday, Mexico City closes one side of the "main road" (Reforma) through the central city. Thousands of cyclists and pedestrians reclaim the boulevard. See photo. Mexico City is one of the largest cities in the world and Reforma is one of its busiest roads. Yet the closure occurs EVERY Sunday of the year (daylight hours), and goes without a hitch. I would like to see something similar trialled Wellington. Weekend closure of the small section of the Parade would be a good pretext for a Sunday closure of the stretch of road from Lyall Bay (say, from Dorrie Leslie Park) through to Shoreland Park to all but local traffic. This stretch has very few houses (although one commercial business, "The Pines", might be a challenge) but is hugely popular with weekend walkers and cyclists, and a Sunday closure would Im certain make it considerably more attractive.</p> | Alternatives |
| Respondent 33 | 20/06/2014 | <p>I support not rebuilding the sea wall and removing the road between the beach and Shoreland Park - the other options are not child centred. The road is dangerous and also the wall is too high making the beach cold and shaded and limiting its family use. The cost of maintaining a sea wall needs to be fully factored in and is nonsensical given sea rise predictions. There is enough sea wall remaining for history buffs but you cannot fight nature and must adapt to the needs of the children and the family centred population that is increasingly the majority in the Bay . Also the potential connectivity with the marine reserve is of huge value both commercial and recreational in the Bay. Look forward to hearing more in early august, "<i>Residents Name</i>".</p> | Alternatives |
| Respondent 34 | 22/03/2014 | <p>I'd love to see the Esplanade closed with both an expanded beach and the return of natural sand dunes and vegetation at Island Bay. This would be well worth the extra couple of minutes drive when I drive around the south coast.</p> | Alternatives |

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| Respondent 35 | 4/03/2014 | <p>I am a local resident of Beach Street, Island Bay. This is the first time I have been annoyed enough to email the WCC with my thoughts.</p> <p>I am totally opposed to the following suggestions by WCC:</p> <ol style="list-style-type: none"> 1. Closing the Esplanade between Reef Street and Derwent Street 2. Not reinstating the damaged seawall to its existing heritage design 3. Extending Shoreland Park to the beach (doing away with road and wall) 4. Extending the current dunes any further. <p>As a long-term resident of Island Bay (22 years) I consider that I have a pretty good understanding of how Island Bay works- the traffic flows & volumes, the use of the park and beach areas, and of course the development of the dunes. We have also been subject to previous WCC bright ideas and frankly I'm not that impressed. I've never been consulted before so I struggle to see who they actually sought ideas from. The re-development of Shoreland park was started about 14 yrs ago with a major drainage upgrade. Over the next few years the kids playground was changed, taking away some popular kids play equipment. Then some bright spark in WCC decided to dump the spoil on top of the old concrete toilets- this remains there today and is a total disgrace. Before the WCC starts any further work in the park please fix up what you didn't finish the first time. Closing the Esplanade between Reef Street and Derwent Street Closing of this section of roadway is totally ridiculous. The amount of thru traffic is significant and to suggest re-routing that via Reef and Derwent would only place strain on those already busy road. You have the bus terminus at the Parade/Reef street corner, pedx crossings all leading to a narrow section at the end of Derwent. That leads to the equally poor designed intersection at the entrance of Beach street. The cost of making these road changes and the inconvenience to thousands of road users far out weighs the limited weekend beach use in summer by some people. I really wonder if the people making these suggestions actually live in the Bay. Damaged seawall to its existing heritage design Having experienced 22yrs of Island Bays weather at the beach I can safely say that we need a sturdy seawall- the wind, sand and sea all crash on that wall at various times during high tides.. I believe this needs to be built to the same design . The shape of the wall and curved top on the seaward side is most important because the curved top is designed to force the wind blown sand back down onto the beach and not over the wall. The cheap block wall at the southern end allows the sand to blow over the road. NOTE: this is the same issue at Lyall Bay because the WCC took the cheap option instead of keeping the curved top on the wall. Our current wall is iconic- it is the scene of families eating fish & chip dinners, kids walking along the top as dare devils, photographers perching their cameras and locals & visitors looking at the vista. Extending Shoreland Park to the beach (doing away with road and wall) The Linking the current park to the beach is not needed and is a total waste of ratepayers money. The current road between Derwent St and Reef street must be retained. People are able (and have their own responsibility) to cross the road safely- they manage to do this now every day. Plus for the reasons above. The WCC should invest in beautifying the current park- remove those old toilets and dirt- put in a descent garden, a few more picnic tables etc. Extending the current dunes any further The work to develop and maintain the current sand dunes by local residents has been outstanding. But I do not think there is a need to extend them any further. Finish off the paths, continue to maintain and improve the current dunes, reinstate the current wall to match the current design and fix up our park. If you manage that the residents would be more than happy. Note: A further email is also been drafted about cycleway suggestions for Island Bay. What we are hearing just doesn't make sense.</p> | Status quo |
| Respondent 36 - Comment 1 | 27/05/2014 | <p>I read with great interest the decision to explore closing a section of the Esplanade in Island Bay from Reef Street to the southern end of Shoreland Park.</p> <p>As a resident of Island Bay with two young children I fully endorse this option to made permanent so that my family may safely transition between the park and the beach and enjoy the enhanced amenity this would offer. I have often remarked with sadness that all beaches along our fantastic coastline are essentially cut off from adjacent parks or orphaned by roads and the traffic thereon dominating the shoreline. Examples include Oriental Bay, Scorching Bay, Seatoun, Lyall Bay...ok so everywhere really.</p> <p>I strongly support this initiative and would like to be kept informed of developments, particularly where there is the opportunity to make formal submissions on the proposal.</p> <p>The fact that there is an alternative route around the park that would not greatly affect traffic flows or emergency lifelines lends weight to this eminently sensible idea. I am also against wasting ratepayers money on rebuilding a seawall that the ocean is only going to reclaim again a some stage. You only have to observe the sand build-up across the road after a southerly to see that the dunes want to be reunited.</p> <p>Island Bay joined with Shoreland Park will be a jewel in Wellington's coastline. I look forward to safely enjoying both with my family in the summers (actually at all times of the year) to come.</p> <p>Thank you to Wellington City Council for making an entirely sensible decision.</p> | Alternatives |
| Respondent 36 - Comment 2 | 30/07/2014 | <p>I read with interest the developments around the Island Bay seawall. I would like to participate in the community group consultation process.</p> <p>I understand that you have a significant role in organising meetings for this.</p> <p>Please can you provide me with details of the next meeting and any other information that you think might be relevant.</p> | Alternatives |

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| Respondent 36 - Comment 3 | 31/07/2014 | <p>Hi "<i>Residents Name</i>", Thanks for your reply and providing a synopsis of the current situation. As to my pedigree, I am an Island Bay resident with young children. I have a keen interest in providing them with a safe and accessible local environment. I am also interested in what may be planned/proposed regarding the seawall and possible redevelopment of the Island Bay foreshore from an engineering, practicality, cost and community perspective as well as the council process. The information I have to date is essentially what is available on the WCC website, the excellent updates provided by "<i>Council Staff Name</i>", and the discussions I have had with local residents. Kind regards "<i>Residents Name</i>".</p> <p>Quoting "<i>Residents email address</i>": Hi "<i>Residents Name</i>", Thanks for your interest, I'm curious as to what information you have to date re the group and how you got my details, and what information you are interested in. You are more than welcome to join the group. Currently we are at a standstill awaiting on the Council. I will be away for a month, but happy to pass your info onto the interim chair to inform you when the next meeting will be. So I know how to introduce you to the group, are you and Island Bay resident, part of the regional council, Council, I guess what I'm saying is, what is your interest?? Cheers "<i>Residents Name</i>"</p> | Neutral |
| Respondent 37 | 31/01/2014 | <p>I had a look at the website earlier. As noted in my message as a local resident with three kids under 4 (until next week at least) I am and will continue to be a very regular user of the park and beach. As a consequence I'm interested in being involved in the discussion surrounding the sea wall.</p> <p>In addition to that, from a professional point of view, I'm also interested in what "<i>Organisation Name</i>" can do to assist Council options consideration, once the community has had a say on the matter. You are obviously aware of our extensive expertise in planning, engineering and surveying. However, you may not know that we also have an experienced team of landscape architects and a team of coastal experts (sea level rise, sea wall design and construction, dune respiration etc). In fact my colleague "<i>Residents Name</i>" and I have just spent a considerable length of time debating the ins and out of sea level rise and the merits of 50 and 100 year coastal erosion hazard lines with KCDC via their Proposed District Plan process.</p> <p>In summary "<i>Organisation Name</i>" could provide Council with a one stop shop this project as we do it all - sea level rise analysis, seawall/dune design, road and infrastructure design, road stopping (should things go that far), landscape design, and the planning to glue it all together. As a result we would like Council to keep us in mind with regards to this project.</p> <p>See you at the festival.</p> | Alternatives |
| Respondent 38 | 7/04/2014 | <p>As a long time resident/home owner of Island Bay, initially on The Esplanade and now on Melbourne Road, I would like to commend the Council on its intention to repair the broken section of the seawall. I hope that the repairs will be done to a standard (with sufficiently robust foundations) that will enable the whole seawall to be retained permanently as a "heritage object". The fact that the majority of the damaged wall is still essentially available to be re-installed should make this a relatively straightforward task (and perhaps a relatively cheap option!).</p> <p>I know from 40 years living in the Bay that the June 2013 storm was an unusually ferocious event, both in the height and the direction of the storm surge. The seawall is unlikely to be subjected to similar 'attack' in the foreseeable future. Its historic heritage status needs to be maintained and protected. I look forward to seeing the repair work underway in June.</p> | Status quo |
| Respondent 39 | 26/05/2014 | <p>Further to our phone conversation this afternoon, I would like to be on the mailing list for notification for community meetings and workshops to discuss the possible road closure of part of the Esplanade in Island Bay. I would like to register my name on the side of those opposed to any part of the Esplanade being closed.</p> | Status quo |
| Respondent 40 | 4/03/2014 | <p>I read with interest the article in 'Branch Out' about the above.</p> <p>I am not a resident of the Island Bay area but Island Bay has been a favourite destination of mine for many years, spanning a single adult lifestyle through raising children to the present time when I have adult children. Things that have brought me to the foreshore area have included:</p> <ul style="list-style-type: none"> • Snorkelling and scuba diving off the rocks at the east end • bringing my children to swim, paddle and play on the beach and explore the rocky shoreline to each side of the bay • bringing my children to Shorland Park for picnics and to enjoy the playground • driving visitors around the esplanade as part of a South Coast scenic drive • walking along the road around the coast on The Esplanade • buying fish and chips round the corner and eating them on the beach (usually below the sea wall) or (more often, due to sand) in Shorland Park. <p>I am in all in favour of the proposal to close off The Esplanade between Derwent and Reef Street. It's an idea I've had over many years, as the road between the beach and Shorland Park is a barrier between the two areas of open space – the beach/shoreline and the park. Bringing the two together would present great opportunities to better develop informal beachside picnic and sitting areas as well as recreational facilities and bring reinforce the coastal character with dune restoration.</p> <p>I appreciate that the seawall is part of the area's heritage but I also think that coastal management has to be adapted to the effects of climate change. If the scheme goes ahead, I would advocate for building something like a replica 'seawall' and promenade within the enlarged park area, with onsite interpretation recording photos and info about the original one, as a way of acknowledging the heritage while taking practical steps to improve the public open space and better protect the shore.</p> | Alternatives |

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| Respondent 41 | 27/02/2014 | <p>We think that the seawall should be fully reinstated just as it was. It's an integral part of the history and environment of Island Bay.</p> <p>We're not against progress per se, but sometimes it's OK to stick with what we have rather than going for "bigger and better" or "new and improved".</p> <p>□</p> | Status quo |
| Respondent 42 | 15/07/2014 | <p>I have reviewed the well-presented info on WCC website relating to the Island Bay seawall and requesting community views. I can see the opportunity that has presented itself and think WCC is on the right track with its review of options. The beach is very narrow (particularly at high tide) and the chance to link Shortland Park to the beach as an enhanced community space seems to be an excellent way forward (either Option 3a or 4 for me!).</p> <p>Derwent Street</p> <p>On another local matter (and please redirect if you are not the best contact), Derwent St is one of the most open roads in the area and consequently gets a small number of vehicles travelling well in excess of the speed limit, particularly between Mersey and Moselle Streets. In the extreme I have observed 2 vehicles travelling side-by-side in the vicinity of 100kph in the middle of the afternoon. This situation may deteriorate once the cycle lanes open on the Parade causing that road to narrow and more vehicles preferring to use Derwent Street. Is there some way that Derwent street can be made safer? The section of Derwent St north of Mersey St has central islands with trees as well as footpath planting that seems to have made a difference – it would be great to see this extended further south on Derwent St as it may help to calm traffic.</p> | Alternatives |
| Respondent 43 | 1/06/2014 | <p>Thanks for this informative update; our family lives in Trent Street, one road back from Reef St. Whilst we support the idea of closing off a stretch of The Esplanade we are anxious about how this will impact on us and our neighbours.</p> <p>Trent Street already receives a high certain volume of through traffic - people who believe it provides a shortcut. Much of this traffic (which often includes Go Wellington buses) passes through at speeds far exceeding the speed limit.</p> <p>I think it is extremely likely that whilst traffic will officially be diverted via Reef St, the proposed changes will push even more vehicles down our road.</p> <p>I am keen to know if this is a matter that has already been considered and what measures if any will be taken. Personally, I would like to see traffic calming in place regardless.</p> | Alternatives |
| Respondent 44 - Comment 1 | 6/05/2014 | Can you please advise how I have my say to ensure the wall isn't removed and can you also please advise of Council meetings when this will be discussed. | Status quo |
| Respondent 44 - Comment 2 | 8/05/2015 | <p>I am very concerned that you have already decided on proposal 4 being the preferred option and looking at closing off roads without there being any formal consultation with the community, the fact that you are taking steps to see how this will work, makes it appear you have decided and have no intention of consulting with the Island Bay community.</p> <p>It sounds very like the consultation process that put the Marine Reserve through, where the consultation was simply to tell people what had been decided and bad luck what the community think, want or what was best for the community.</p> | Status quo |
| Respondent 44 - Comment 3 | 19/05/2014 | <p>Interesting enough the report shows that option 4 is the least viable of all the options and will cause flooding in all the low lying areas. Add on the traffic realignment also the most expensive.</p> <p>Options 1 and 3 are the most viable and will protect Island Bay in the future, I'm having the report assessed by scientists.</p> <p>From your stall at the Island Bay fair on which you are basing your only consultation can you please advise how many of the people were locals and how many were form outside Island Bay.</p> <p>Can you please advise when the meeting to decide the temporary road closures will be held and how us residents of Island Bay can speak.</p> | Status quo |
| Respondent 44 - Comment 4 | 20/05/2014 | <p>It is very concerning that you don't know where the people lived that made the submissions at the Island Bay Fair, as you stated in the meeting last week that you have made your decision to proceed with road closures on this. As I live on the flat not far from the beach I will be affected by the flooding if you remove the sea wall, and yet I did not receive a letter. I have been speaking to a lot of people and no one knew about the stall at the fair or had any idea of your plans. You state you have consulted with some organisations I don't know what GW stands for, and as "Councillor Name" stated in the Environmental Committee meeting last week, he finds the Italians a joke and does not take them seriously. It is concerning that he is the chair for the committee making the decision to close a road when you have not had any public meetings or consulted with the community. He clearly has a conflict of interest and should stand down. Consulting means listening, not just holding a meeting and then dismissing as you have done with the Marine Reserve and the cycle way. I would like the opportunity to address both the Environmental Committee and the Regulatory Committee. No decisions should be made until there have been public meetings. Re your flyers, myself like many people do not frequent the venues you left them at, also they do not give enough detail. E.g That Tonkin and Taylor report states that your preferred option 4 will flood the low lying areas of Island Bay, and that is without any rises in sea level. Please also note when you talk about option 4 you state, the return of sand dunes. There were never any sand dunes in this area.</p> | Status quo |

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| Respondent 44 - Comment 5 | 5/06/2014 | <p>I see the plan showing traffic routes if you close off roads is not yet up on the website as promised, can you please advise as to when this will be there. I also note you have snuck in some new alternatives without bothering to inform people there are now more options, I would suggest you make these all separate options as the outcomes and impacts on the community from these extra options are very different from the original proposals. Could you please make copies of all the options and reports available for the public at the Wellington City Council and the Island Bay Community Centre as many of the people we have been talking with do not have access to a computer. I think it is great you have delayed the date for the meeting until the 6 August and that there will be no attempt to close off roads before this date.</p> <p>Unfortunately I will be in Europe when this meeting is on as I had requested to address the meeting. Fortunately several people have volunteered to present on my behalf and will be contacting you to organise to address the committee with our numerous concerns and lack of consultation.</p> | Status quo |
| Respondent 44 - Comment 6 | 5/06/2014 | <p>I repeat "Council Staff Name", you should not be at the stage of proposing street closures when you have NOT consulted with the Island Bay community. Progress the project further does not mean close off the road, it means WITH the community discuss, listen and explore options. It is not just the neighbours of the roads affected by the road closure, I'm not a neighbour but I go home that way every night. Can you please advise how people will be selected to be part of these workshops to ensure there is a good cross section of views present. How do I apply to be part of these??? I think your last statement says it all, I am also happy to meet and talk people through the project.</p> <p>It's time you stopped talking and started listening. Councillors copied in, we elect you to represent us not dictate to us, you need to start listening to the community. What are you going to do to ensure the Island Bay community is listened to??</p> | Status quo |
| Respondent 45 | 10/05/2014 | <p>I live in Island Bay. I am a regular user of the South Coast road. If the road closure goes ahead (and I know it's only preliminary) I think MUCH more thought needs to be given to the traffic flow up and down the route around the park. I regularly drive from town via Brooklyn to Island Bay during the evening rush hour weekdays. Though the distance is longer it can be from 15 min to half an hour quicker to get home via that route due to avoidance of traffic lights and congestion. Commute time is a major hot button for me and my family and is one of our "quality of life" measures. I turn into Derwent Street to get home. It's currently a relatively quiet street at that end. It has a bit of a rise hindering driving vision. It's narrow and cars are regularly parked either side narrowing one section of the road down further. Given this fact, I think significant thought needs to be applied as to what measures are needed for safety if that road becomes the main way through to Island Bay. I'm not sure how the city council proposes to make that route safer for the mix of cars, bicycles, and pedestrians that use it given the close proximity of the residential housing, the winding section of that road, and the hillside. To do this properly I believe road works will be required to widen and straighten the road to accommodate street parking, an extension of the Island bay bike lane, and accommodate pedestrians. Can I also put a plea in for those car drivers like me that do everything they can to avoid delay. Please don't take away another arterial route from Wellington. The whole south coast road is one of ease and convenience. I'm thinking joining up the beach and the park is an okay idea but not if it means more accidents and yet more commute delays.</p> | Status quo |
| Respondent 46 | 15/08/2014 | <p>I thought these photos taken a half hour ago would interest Wellington City Council.</p> <p>I was driving my son around the bays to WRAC for swimming sports and The Esplanade was awash with sea debris coming through the temporary sea defence wall which was placed there after the 2013 June storm. I as well as many other motorists needed to stop/slow down. Please note there is no traffic diversion for what I see is a potentially dangerous situation for motorists. A fishing boat has also run aground on the beach near the wall.</p> <p>I am aware of ongoing debates about the seawall, however as an Island Bay resident and ratepayer I urge the council to think with common sense on the need to place a decent sea defence wall as priority for this stretch of beach and road. This is now becoming a road infrastructure and health and safety issue and is one of many incidents since last June that debris and sea water has spilled over onto the footpath and roads. A solid sea defence is the only answer and is of utmost priority for those people, children and families like myself living, driving and walking in this area.</p> <p>I will also be lodging this concern to the LTSA.</p> | Status quo |