



APPENDICES MINUTES

**Hui Poari ā-Hapori o Raumati |
Raumati Community Board Meeting**

Tuesday, 25 July 2023

Table of Contents

| | | |
|-----|---|----|
| 4 | Public Speaking Time | |
| | Appendix 1 Richard Young Speaking Notes 25 July 2023 | 4 |
| 6.1 | Update on Takutai Kāpiti | |
| | Appendix 1 Takutai Kāpiti Presentation 25 July 2023 | 6 |
| | Appendix 2 Correspondence from Caroline Davies 25 July 2023 | 15 |

Improving Access and Safety at the Raumati Beach Shopping Area

Firstly, I am pleased to see that the plans for a raised pedestrian crossing on Raumati Road are advancing - I shall return to this shortly.

The proposed Loading Zone at 22 Raumati Road is described as a 'line marking and signage upgrade' – but in reality it will significantly change how Raumati Road operates and will affect the safety and atmosphere of the Raumati Beach shops for many years to come. As this the District's first Loading Zone it also set a precedent, so it is in everyone's interests that it is carefully planned.

The prospect of a new supermarket on Raumati Road, to replace the dairy in Margaret Road is a welcome opportunity to improve safety in Margaret Road. The issues of double parking of delivery lorries, blocking pedestrian crossings and disabled parking spaces need to be addressed so let's move forwards.

The new supermarket on Raumati Road, will necessitate more and larger deliveries than the dairy. The onus for managing these, and mitigating the effects on road and path users needs to be met by the developers in conjunction with the council.

In 2023 the developer should be providing adequate space on their own land for delivery trucks. I understand that this was their original proposal, with a dedicated Entry and Exit, but due to constraints in the council's District Plan, council only want a single crossing of the path. This would require trucks to reverse across that path – not an safe situation, especially at busy times of day.

I understand that to avoid the reversing issue KCDC proposed to install an on-road Loading Zone 'to avoid conflict between deliveries and customers in the car park'. No mention of pedestrians on the path.

It appears that the developers offered a safe and efficient design that allowed their delivery trucks to park on their land and their good be taken directly into their store. Therefore, is it right that a new supermarket be required by KCDC to park delivery trucks on a public road, to offload stock directly onto a relatively busy public path between 8am-6pm, six days a week?

I note that when cycle racks were recently located in Raumati Beach shops they were specifically located so no car parking spaces were removed, this resulted in some sub-optimal locations being chosen for them. This Loading Zone proposal seeks to remove two parking spaces, so is it fair that council are seeking to removing car parking to benefit one set of road users but not for others? This appears to show some institutional and probably subconscious bias - but bias none the less.

I offer some proposals for the Community Board's consideration.

In 2023 (and for the next 20 years) do we want a supermarket to park trucks on the public road and unload on the public path – we expect better than this. So, I propose that the new Raumati Road supermarket developers and council work together to provide a safe and practical delivery bay on their land for the delivery of their goods; if the District Plan has to change to accommodate this - then so be it.

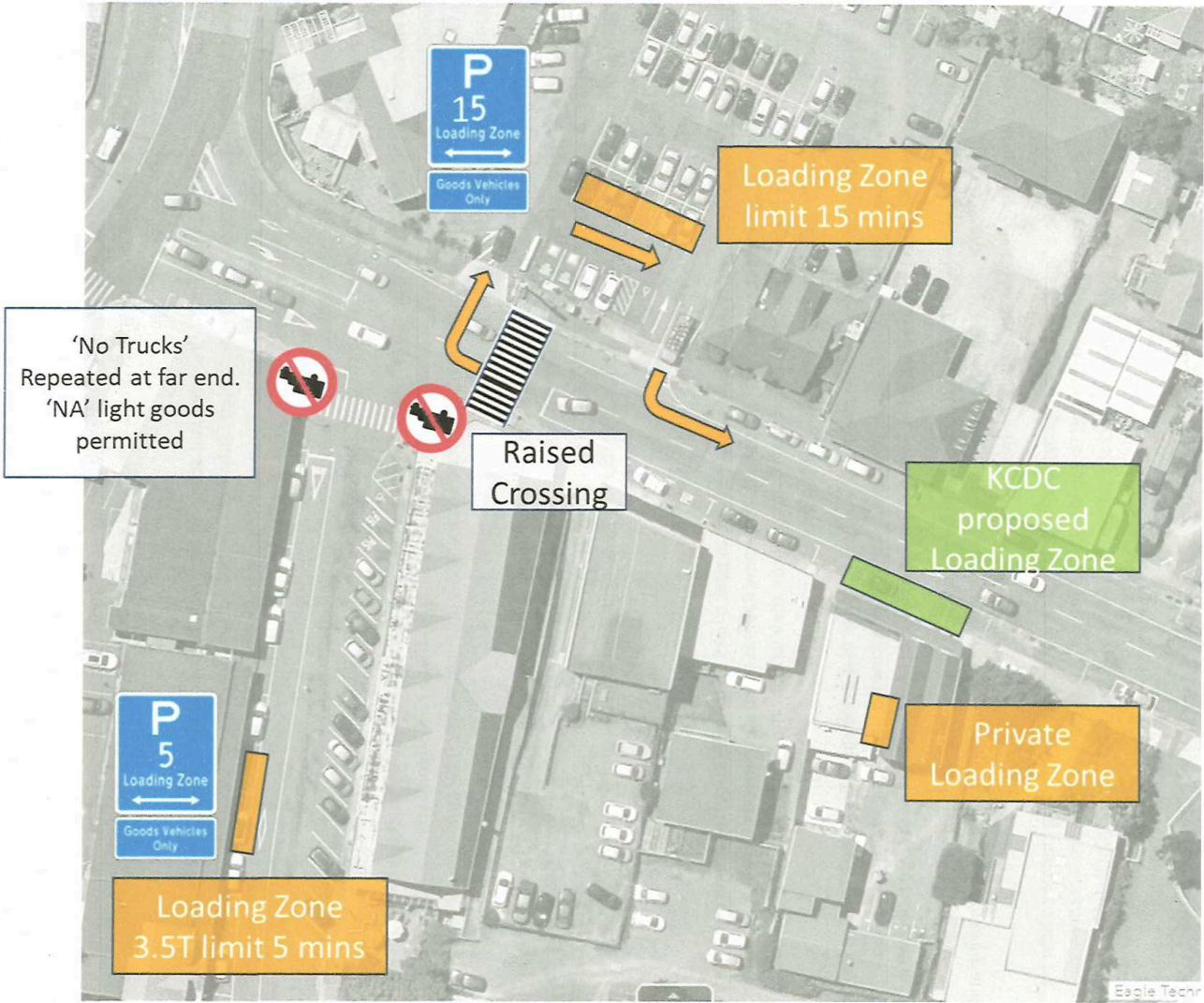
I fully accept that deliveries need to be made to other shops, so I propose that a dedicated large truck Loading Bay be allocated in the Boundary Car Park. This location, combined with bringing forward the raising of the pedestrian crossing to Margaret Road will provide a safe, flat way to supply the shops in Margaret Road with large deliveries.

Additionally, a Light Goods Vehicle (Class NA) Loading Zone be placed in Margaret Road along with a ban on any vehicles over 3.5Tonnes. This would permit small vehicle deliveries to be made but exclude trucks from entering and reduce the obstruction they cause and placing people at undue risk.

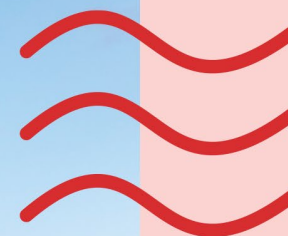
To summarise – this is not a 'line marking and signage upgrade' it is a significant and long lasting change to how we choose to prioritise traffic over people at Raumati Beach shops, and I request that our elected representatives act in the best interest of all in the community and reject the proposals in front of them and request council staff to make a proposal that address the points I have raised.

Thank you. Richard Young

Concept plan of Raumati Beach shops Loading Zones



Takutai Kāpiti.



Raumati Community Board Meeting

25 July 2023





Coastal Advisory Panel (CAP)

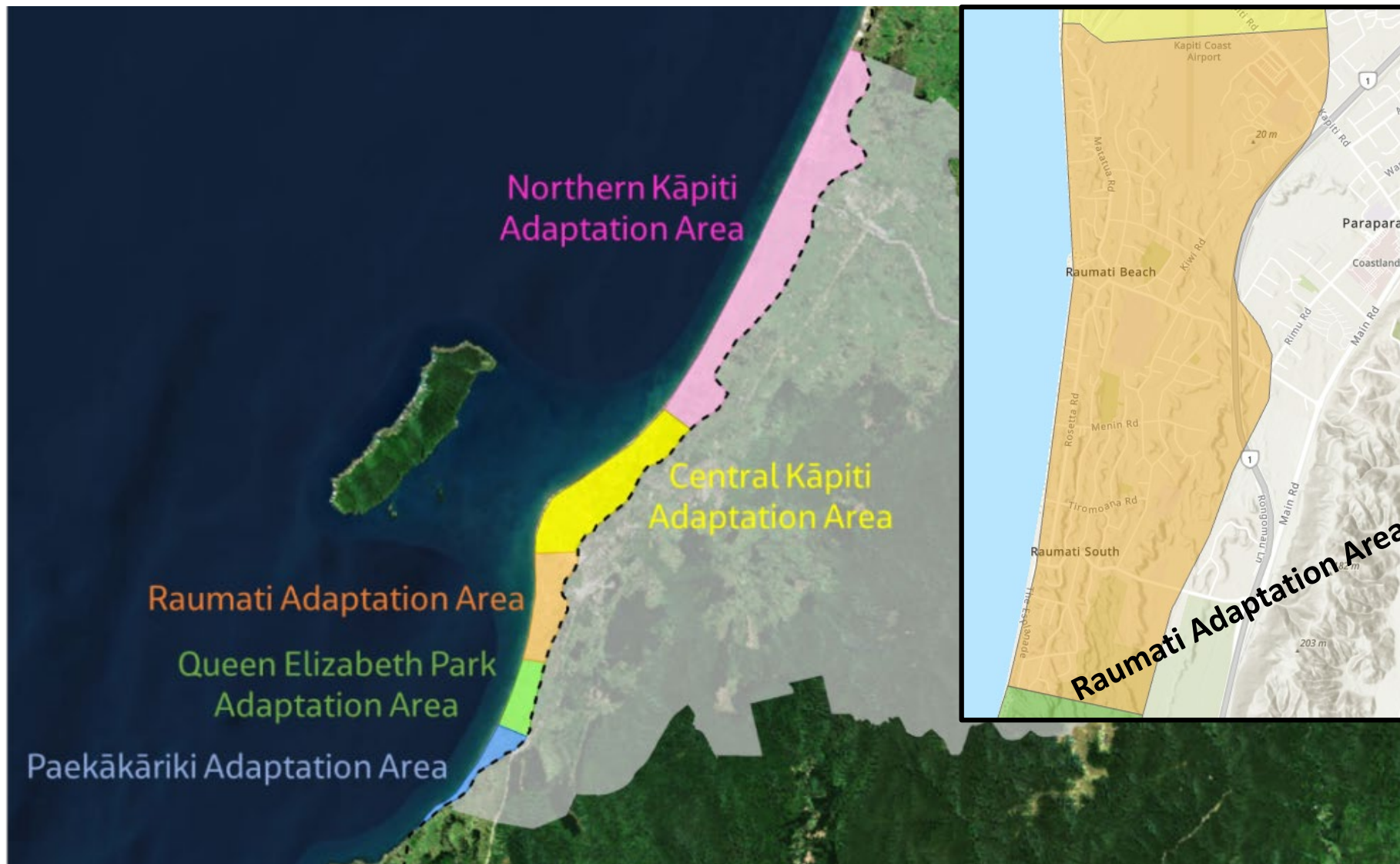


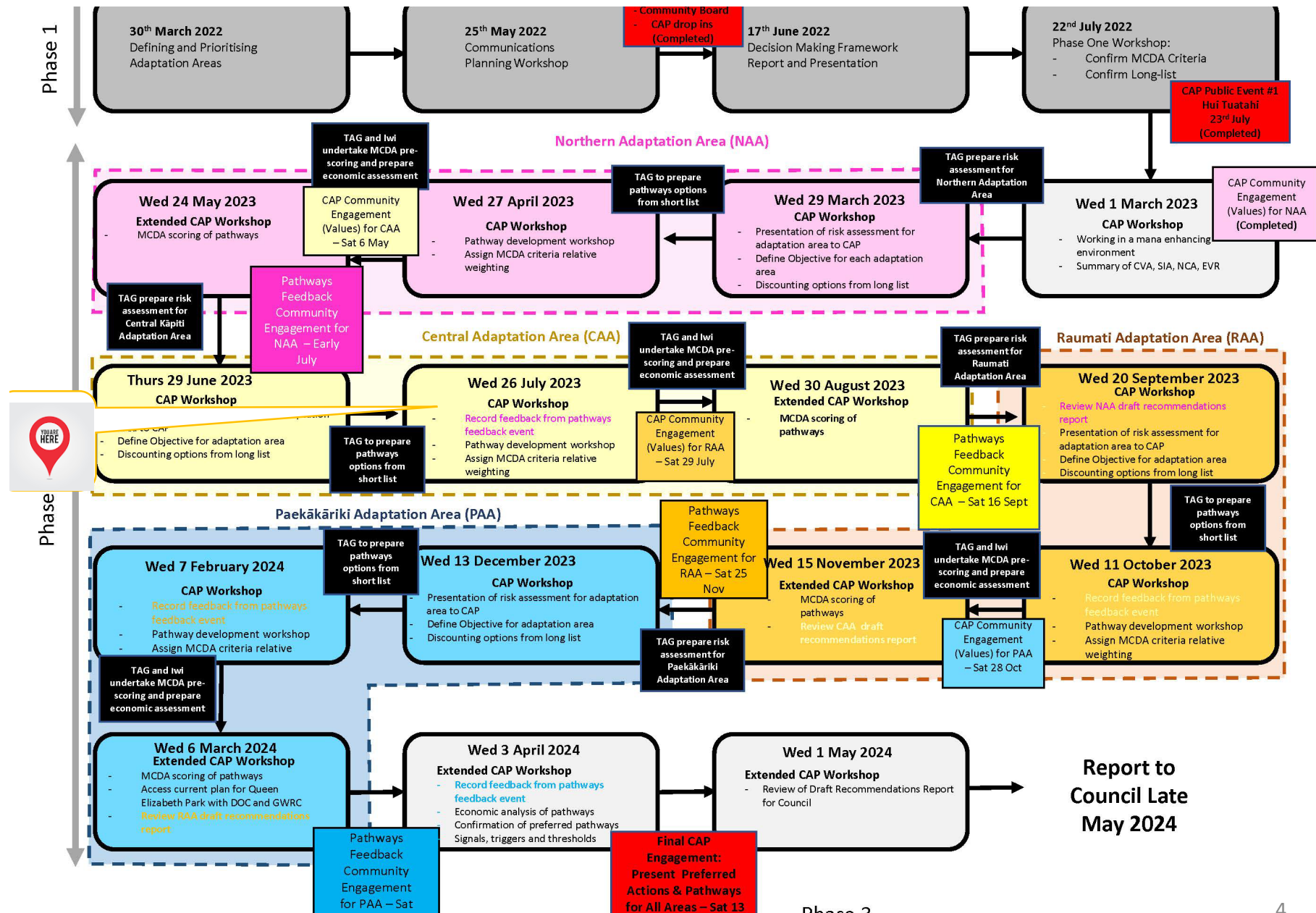
CAP is independent from Council and includes a mixture of mana whenua and community representatives. Their purpose is to:

- Lead our community's conversation about coastal hazards risks due to sea level rise – erosion and inundation
- Develop short-, medium- and long-term coastal adaptation options
- CAP Recommendation Report to Council late May 2024

**Iakutai
Kāpiti.**

Adaptation Areas







Guidance



The Coastal Advisory Panel are supported by a Technical Advisory Group who follow the most up to date guidance including:

- IPCC (2021) Climate Change 2021: The Physical Science Basis. Contribution of Working Group I to the Sixth Assessment Report of the Intergovernmental Panel on Climate Change.
- NZ SeaRise Programme (2022) by Victoria University (In partnership with GNS, NIWA and Antarctic Science Platform).
- Ministry for the Environment (2022a) Interim guidance on the use of new sea-level rise projections. Wellington: Ministry for the Environment.
- Ministry for the Environment (2022b) Aotearoa New Zealand's first national adaptation plan. Wellington: Ministry for the Environment.



Decision Making Process



Objective (Mission statement) = created for each Adaptation Area based on what the community says about its values (engagement workshop, survey).

Develop Pathways = CAP excludes unsuitable adaptation options based on local considerations (including the community's values); creates short-, medium- and long-term adaptation options (pathways), & scores pathways using Multiple Decision Making Criteria (MCDA)

Community Feedback = CAP shares draft pathways for feedback.

Economic Analysis = High level assessment of costs to implement pathways

Signals, Triggers and Thresholds = Determines when moving from short- to medium-, and medium- to long-term pathway steps.

Final Community Feedback = CAP shares final recommendations – district wide

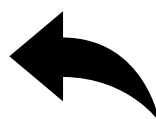
**Takutai
Kāpiti.**

Get Involved and Keep Up To Date



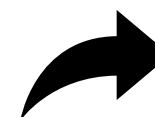
Attend Community Engagement Workshop
Saturday, 29 July 2023 at the Raumati Bowling Club
10.30am – 12.30pm

and/or complete Have Your Say online survey –
<https://haveyoursay.kapiticoast.govt.nz/coastal>



Keep Up To Date

Takutai Kāpiti Website
Have Your Say
Sign up to Takutai Kāpiti Newsletter



More information Brochure (take away)





Engagement Workshop and Survey Questions



1. What do you value most about living here?
2. How important is the coastline to you and why?
3. How concerned are you about coastal hazards like erosion and coastal flooding and why?
4. What do you want protected on our coast and how could it be done?



Next Steps



- Attend Community Engagement Workshop – 29 July 2023 10.30am – 12.30pm at Raumati Bowling Club and/or complete Have Your Say online survey – currently live
- Over approx. September to November the CAP will be working on their recommendations for the Raumati Adaptation Area.
- The CAP will seek your feedback (approx. late November 2023) on their draft pathway recommendations for the Raumati Adaptation Area.
- Districtwide feedback session – April 2024
- The CAP's Recommendation Report gets taken to Council/Elected Members for approval – late May 2024

Improving Access and Safety at the Raumati Beach Shopping Area

Firstly, I am pleased to see that the plans for a raised pedestrian crossing on Raumati Road are advancing - I shall return to this shortly.

The proposed Loading Zone at 22 Raumati Road is described as a 'line marking and signage upgrade' – but in reality it will significantly change how Raumati Road operates and will affect the safety and atmosphere of the Raumati Beach shops for many years to come. As this the District's first Loading Zone it also set a precedent, so it is in everyone's interests that it is carefully planned.

The prospect of a new supermarket on Raumati Road, to replace the dairy in Margaret Road is a welcome opportunity to improve safety in Margaret Road. The issues of double parking of delivery lorries, blocking pedestrian crossings and disabled parking spaces need to be addressed so let's move forwards.

The new supermarket on Raumati Road, will necessitate more and larger deliveries than the dairy. The onus for managing these, and mitigating the effects on road and path users needs to be met by the developers in conjunction with the council.

In 2023 the developer should be providing adequate space on their own land for delivery trucks. I understand that this was their original proposal, with a dedicated Entry and Exit, but due to constraints in the council's District Plan, council only want a single crossing of the path. This would require trucks to reverse across that path – not an safe situation, especially at busy times of day.

I understand that to avoid the reversing issue KCDC proposed to install an on-road Loading Zone 'to avoid conflict between deliveries and customers in the car park'. No mention of pedestrians on the path.

It appears that the developers offered a safe and efficient design that allowed their delivery trucks to park on their land and their good be taken directly into their store. Therefore, is it right that a new supermarket be required by KCDC to park delivery trucks on a public road, to offload stock directly onto a relatively busy public path between 8am-6pm, six days a week?

I note that when cycle racks were recently located in Raumati Beach shops they were specifically located so no car parking spaces were removed, this resulted in some sub-optimal locations being chosen for them. This Loading Zone proposal seeks to remove two parking spaces, so is it fair that council are seeking to removing car parking to benefit one set of road users but not for others? This appears to show some institutional and probably subconscious bias - but bias none the less.

I offer some proposals for the Community Board's consideration.

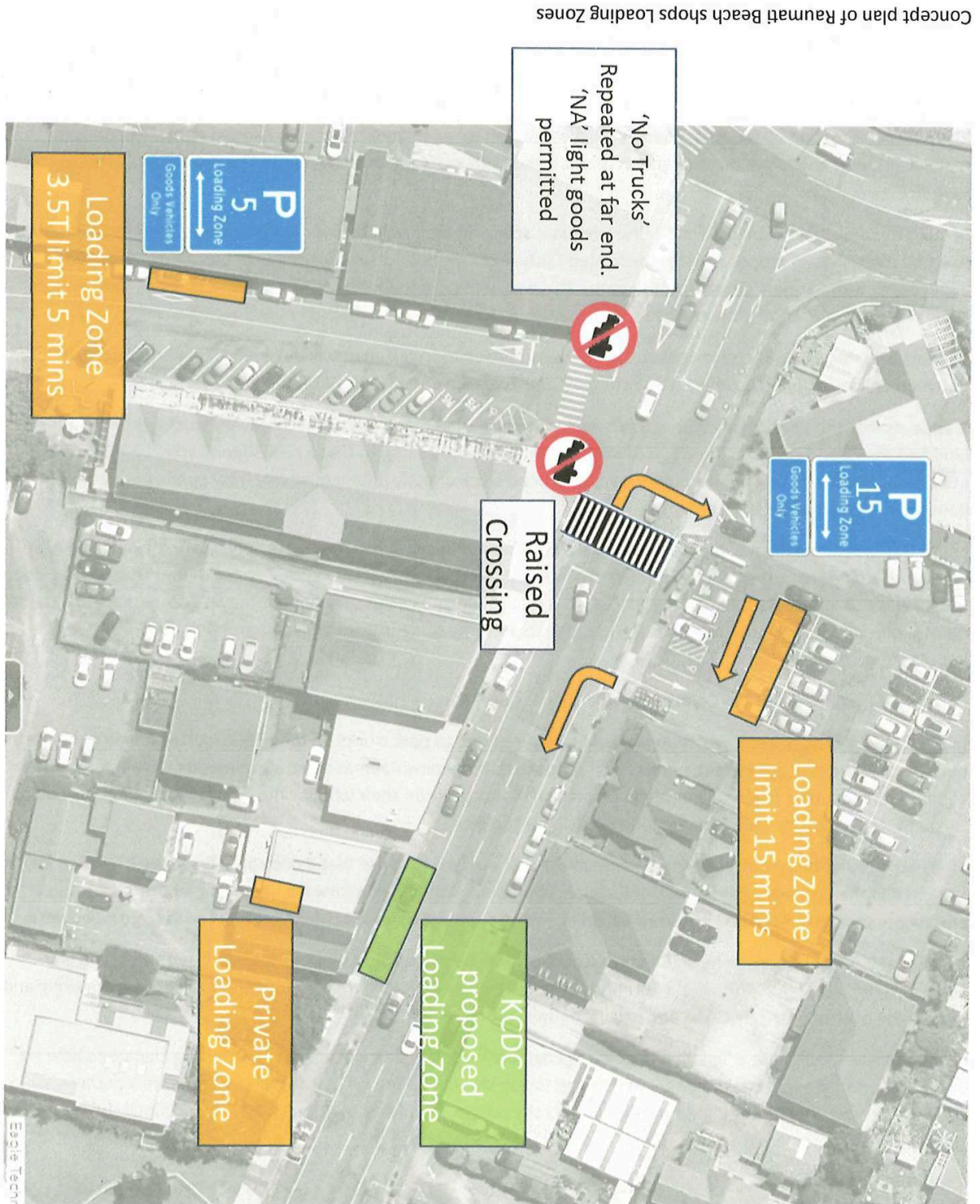
In 2023 (and for the next 20 years) do we want a supermarket to park trucks on the public road and unload on the public path – we expect better than this. So, I propose that the new Raumati Road supermarket developers and council work together to provide a safe and practical delivery bay on their land for the delivery of their goods; if the District Plan has to change to accommodate this - then so be it.

I fully accept that deliveries need to be made to other shops, so I propose that a dedicated large truck Loading Bay be allocated in the Boundary Car Park. This location, combined with bringing forward the raising of the pedestrian crossing to Margaret Road will provide a safe, flat way to supply the shops in Margaret Road with large deliveries.

Additionally, a Light Goods Vehicle (Class NA) Loading Zone be placed in Margaret Road along with a ban on any vehicles over 3.5Tonnes. This would permit small vehicle deliveries to be made but exclude trucks from entering and reduce the obstruction they cause and placing people at undue risk.

To summarise – this is not a 'line marking and signage upgrade' it is a significant and long lasting change to how we choose to prioritise traffic over people at Raumati Beach shops, and I request that our elected representatives act in the best interest of all in the community and reject the proposals in front of them and request council staff to make a proposal that addressess the points I have raised.

Thank you. Richard Young



25 July 2023

To KCDC:

My final question:

Why is the council applying an extreme response based on implausible international modelling for a coastline that is accreting?

Thank you for your time.

Caroline Davies