



The purpose of this public engagement

Welcome to the community engagement for the Wellington to Hutt Valley Walking and Cycling Link (W2HV Link). We're ready to share our proposals for walking and cycling facilities between Wellington and the Hutt City and are keen to get your input.

Petone to Melling section

Learn about our vision for a new off-road cycle path along the rail corridor with connections to the Petone railway station and the Hutt River Trail. We invite your feedback on the concept design and key elements for this section before we finalise our plans and get approval to build the new path.

Ngauranga to Petone section

This is your opportunity to find out how our preferred option of a shared seaward path is progressing. You can also learn about our investigations to identify additional resilience and urban design benefits. There will be another opportunity to provide input on the concept design later this year before we lodge Resource Management Act consent applications.



About the project

More people than ever are cycling in the Wellington region. This trend is being facilitated by ongoing and recently completed projects funded by the NZ Transport Agency, the Crown, local councils and the Greater Wellington Regional Council. These projects aim to improve connectivity, safety and journey experience for people walking and cycling, and build a network across the region.

The W2HV Link is divided into three sections that align with funding and planning requirements:

Wellington CBD to Ngauranga - This Wellington City Council project will provide a cycling path that will run from Bunny Street along Thorndon Quay and Hutt Road to the Ngauranga interchange. This section is jointly funded by the Urban Cycleways Programme, the National Land Transport Fund and the Wellington City Council.

Ngauranga to Petone - an NZ Transport Agency project to provide a shared off-road path from the Ngauranga interchange to the Petone interchange. This section is jointly funded by the NZ Transport Agency, the Wellington City Council and the Greater Wellington Regional Council.

Petone to Melling - an NZ Transport Agency project to provide an off-road cycle path linking the Petone railway station to the Hutt River Trail. This section is jointly funded by the Urban Cycleways Programme, the NZ Transport Agency and the Hutt City Council.



Key benefits

This project will provide a high quality shared path for people to walk or cycle along, significantly improving the level of service for cyclists and providing a path for pedestrians that doesn't currently exist between Ngauranga and Petone.

Benefits of the new W2HV Link:

- a high quality shared path for people who want to cycle or walk
- sustainable and affordable transport
- promotes healthy lifestyles
- riding a bike becomes a safer and more attractive transport choice
- shifting people from vehicles to walking and cycling will reduce traffic congestion and emissions

- people of all ages and abilities get the opportunity to ride a bike using a path that accommodates cyclists at any level of experience
- more connections to the wider cycling network
- better safety standards and capacity will improve network resilience to events such as storms and earthquakes
- supports tourism-related cycling and boosts the Wellington regional economy.

The W2HV Link will connect with existing and proposed paths in Wellington and Lower Hutt. Completing these projects will result in safer connections between our cities and contribute to a much wider network of walking and cycling paths in the region. Residents will have greater choice for everyday travel, better recreational links and improved street and waterfront environments.

Wellington to Hutt Valley Walking and Cycling Link - Project milestones

SECTION	2015	2016	2017	MID 2018	2019
SECTION 1 Wellington CBD to Ngauranga	Urban Cycleway Fund announced WCC responsible for design and construction	Hutt Road consultation WCC Councillors approve stage 1 of Hutt Road scheme (stage 1 Aotea Overbridge to Caltex)	WE ARE HERE Design and construction of Stage 1 Hutt Road Planning for Thorndon Quay Consultation and approval of Thorndon Quay scheme	Design and construction of Thorndon Quay	Design and construction of stage 2 Hutt Road (stage 2 Caltex to Ngauranga)
	SECTION 2 Ngauranga to Petone		Detailed business case for seaward option	Public engagement (late 2017)	Lodge RMA applications (early 2018) ← Design and construction →
SECTION 3 Petone to Melling			Public engagement (now) Lodge RMA application ← Design and construction →		



Petone to Melling section

The Petone to Melling section of the W2HV Link will provide a two-way off-road cycle path along the rail corridor. There will be links to shared paths from Hutt Road to the Petone railway station and at the northern end of the cycle path to the existing Hutt River Trail.

We're seeking your feedback on key elements of the concept design:

- the Petone rail underpass
- the route through the Petone railway station car park
- the cycle path along the rail corridor and southbound bypass connection off State Highway 2 at the Dowse interchange
- two options for the shared path route from the Parliament Street rail underpass to the Hutt River Trail.



North of Normandale underpass connection



Dowse interchange overbridge



North of Dowse interchange



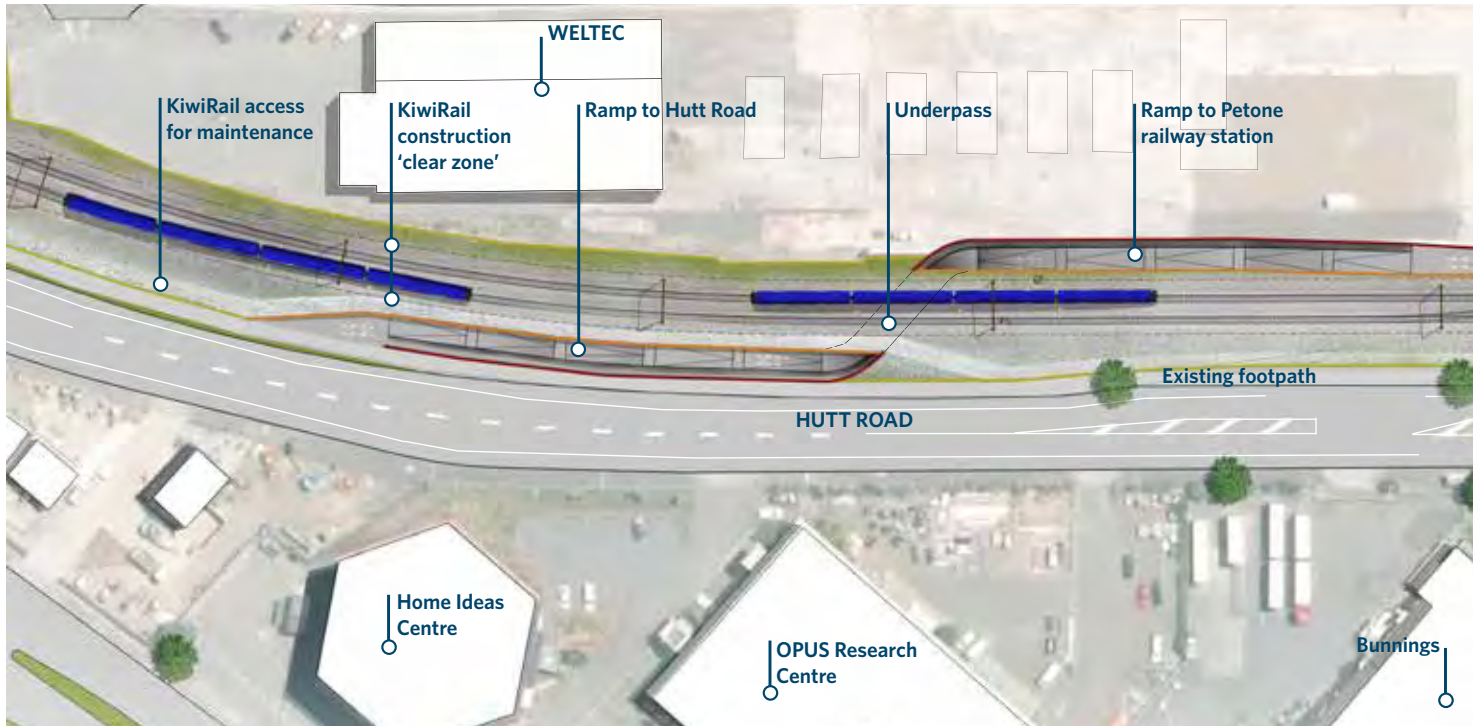
Dowse interchange bypass - south connection

Legend

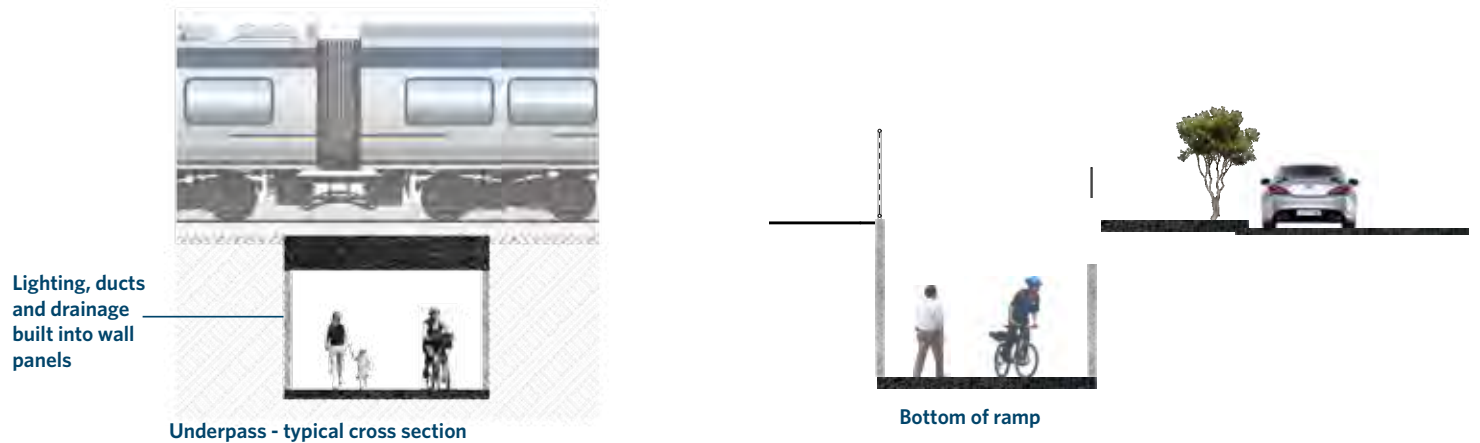
- A** Ngauranga to Petone section of the Wellington to Hutt Valley Walking and Cycling Link. Selected seaward option is being developed for a two-way off-road shared path.
- B** Existing Petone interchange to Hutt Road shared path connection.
- C** Petone rail underpass - a 4m-wide shared underpass connecting the existing Hutt Road shared path to the edge of the Petone railway station car park.
- D** 4m-wide shared path along the rail alignment to the edge of the Petone railway station car park and northbound platform.
- E** 3.5m-wide cycle path with a bypass for southbound cyclists at the Dowse interchange.
- F** Parliament Street rail underpass - a 3.5m-wide cycling rail underpass that connects the rail corridor to Parliament Street.
- G** Two options are being considered for a 3.5m-wide shared path to connect Parliament Street to the Hutt River Trail.
- H** The existing Hutt River Trail shared path.

Rail underpasses at Petone and Parliament Street

The Petone to Melling section includes two rail underpasses, one at Petone and another at Parliament Street. The Parliament Street underpass will be shorter than the one at Petone because it only passes under one rail track. It will also have a shorter and mainly open-sided ramp along the street which will help ensure good sightlines and a sense of openness. Space constraints in the road and rail corridor means we are limited to a 3.5m width.

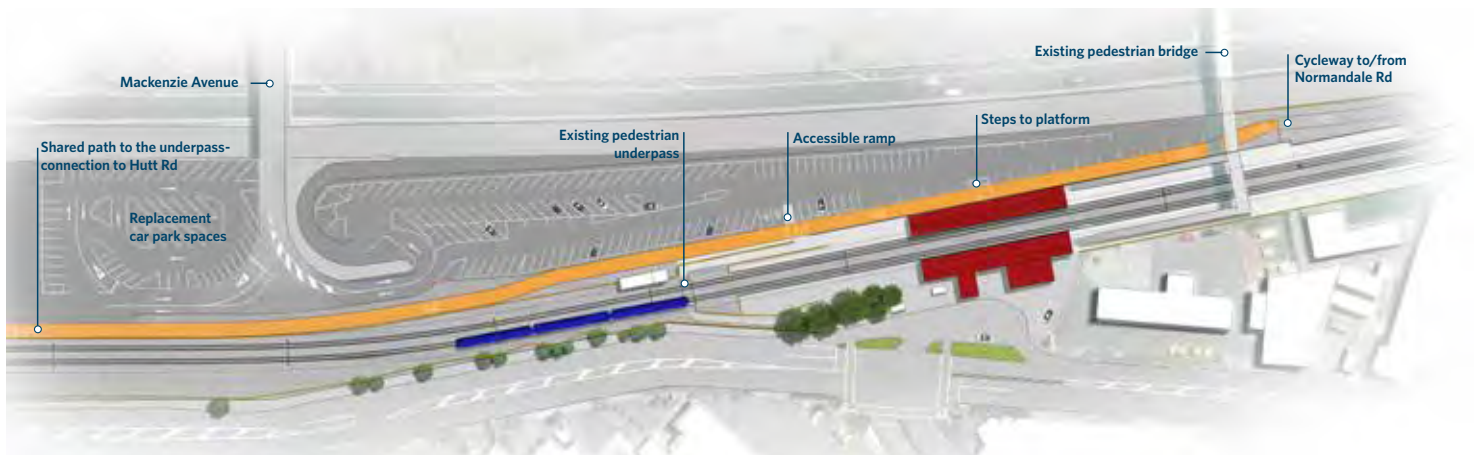


Cross sections of a typical rail underpass



Petone railway station car park

The 4m-wide shared path will continue from the underpass to the Petone railway station, running along the edge of the car park and the northbound platform. This path links to a cycle path along the rail corridor at the northern end of the station platform.



The rail corridor

A 3.5m-wide cycle path will run between the Petone railway station and the Normandale overbridge. At this point, an underpass will link the path to the end of Parliament Street. Our decision to provide a cycle path rather than a shared path was influenced by the limited available space, safety considerations and the number of cyclists we anticipate will use the path. We're also aware that pedestrians have alternative routes along the existing footpaths.

Parliament Street - Hutt River Trail connection

A 3.5m-wide shared path will connect the Parliament Street rail underpass to the Hutt River Trail at Marsden Street. We have two options for this part of the route so we are seeking your feedback to determine the best solution. Both options will reduce parking spaces on Parliament Street alongside the underpass ramp.

Option A: Normandale Road overbridge connection

- This option will upgrade an informal pedestrian connection under the Normandale overbridge and cross Pharazyn Street and the park to the Normandale Road intersection. From this point, the existing footpath along Bridge Street will be widened through to Marsden Street. From there it will link to the existing Hutt River Trail.

Benefits

- keeps parking along Bridge Street
- upgrades the area under the Normandale overbridge - currently used as an informal pedestrian path with ramp access to Normandale Road
- no conflict with driveways and parked vehicles
- the crossing at the Pharazyn Street intersection avoids turning traffic, making it safer for cyclists.

Possible issues

- a less direct journey means cyclists may use Bridge Street instead of the shared path
- the path under the overbridge area is not visible from the street.

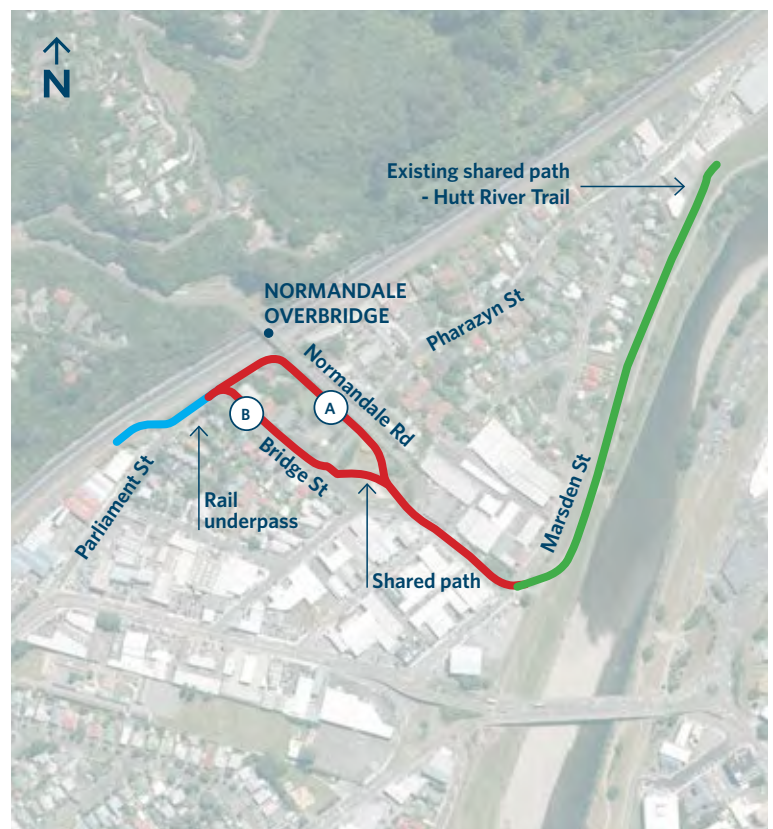
Option B: Bridge Street connection - This option travels along Bridge Street, widening the existing shared footpath to 3m and creating a crossing at the intersection of Pharazyn and Bridge Streets. From this point the path will cross the park to the intersection with Normandale Road and continue along Bridge Street using the same alignment as Option A.

Benefits

- provides a more direct route along Bridge Street to and from the rail corridor underpass
- cyclists and pedestrians will be more visible from the street between Parliament Street and Pharazyn Street
- the intersection crossing at Pharazyn Street will be similar to the crossing proposed for Normandale Road and Marsden Street.

Possible issues

- the intersection crossing at Pharazyn Street will coincide with turning traffic
- the shared path along Bridge Street will be 3m-wide for a longer distance rather than 3.5m, to provide a buffer to the street
- parking would be lost along Bridge Street.

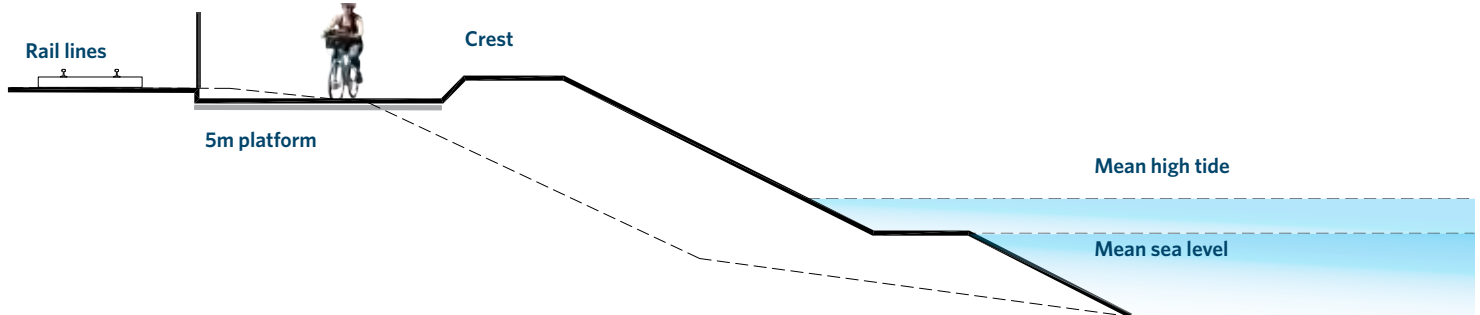


Update on the Ngauranga to Petone section

Background

Since announcing our preferred option for a seaward side walking and cycling path in 2015, we have undertaken additional work on the Ngauranga to Petone section. This section provides a shared path from the Ngauranga interchange to the Petone interchange with a bridge over the railway lines and enough reclamation to allow a seaward alignment.

Seawall cross section



We are following best practice urban design principles in designing the Ngauranga to Petone section. The final design will reflect input from our specialists, stakeholders and the community.

We aim to improve the quality of the waterfront and the facilities for cyclists and pedestrians in the region. We are investigating how to minimise effects on the environment, use best practice and cost efficient construction methods and make the path safe and easy to maintain. KiwiRail operational requirements and safety standards are also being taken into account.

While this is primarily a walking and cycling project, both the NZ Transport Agency and KiwiRail consider it worthwhile to improve the rail alignment.

The key features we're investigating include:

- a walking and cycling shared path on the seaward side of the railway line running between the Ngauranga and Petone interchanges
- a minimum path width of 5m, though possibly wider at some locations
- a new walking and cycling bridge just north of the Ngauranga interchange would link the Wellington CBD section to the new seaward side shared path
- a connection with the existing shared path between the Petone interchange and Hutt Road
- a connection to the Petone railway station and the Hutt River via the Petone to Melling section.

The seaward option

Our selection of a seaward option is based on technical analysis and feedback from stakeholders, user groups, iwi representatives, community groups and the general public from the 2014-15 consultation. We also assessed the wider benefits of this option such as safety, look and feel and resilience for both the highway and the rail corridor between Wellington and the Hutt Valley.

Reclamation and features of the seawall

In designing the seawall, we are considering the width, resilience and what amenities we could include for users. We propose a 5m shared path that will provide a generous area for both cyclists and pedestrians, while limiting impacts of the coastal marine area.

We're also considering resilience features that will provide protection from storm damage and future-proofing for sea level rise. Our design will incorporate a resilient rock seawall that slopes down to a sea level bench that provides a base to build upon in the future. This will provide greater resilience for the shared path and the rail and road links in the area. We are also investigating:

- widening the reclamation at three locations to allow the railway tracks to be straightened, enabling faster train journeys
- a varied shape to the platform and seawall that will appear less uniform and fit in well with the surrounding landscape
- rest areas with bike stands, seating, shade, shelter and artwork
- how a wider reclamation could facilitate SH2 safety, resilience and efficiency improvements in the future.

A bold, connected, shared path

A bold, connected and shared seaward path is the urban design theme proposed by our project team and key stakeholders.

Bold - As part of a world class waterfront with a look and feel that fits the existing environment

Connected - To our cities, other cycle/public transport networks and to the coastal edge

Shared - A path for walking and cycling with a design that celebrates mana whenua values and the importance of the harbour edge to our cities.

The urban design theme will guide our thinking as we further develop the concept design. It will apply as we consider specific features such as lighting, fencing, seating and ongoing maintenance requirements. We will also consider the urban design theme when we look at best practice construction methods that can limit effects on the environment.

Tell us what you think

We welcome your comments and ideas on the Petone to Melling section of the W2HV Link. Your feedback will help inform the work we need to complete and the decisions we need to make before we start construction later this year.

We'll come back to you with more information on the Ngauranga to Petone section. You'll have another opportunity to see how plans are progressing and give us your input in late 2017.

How to get the proposal details and tell us what you think:

- attend a public open day – the schedule is on our website
- submit a feedback form online, at a public open day or by post at **PO Box 5084, Wellington 6145**
- send our team an email at **w2hvlink@nzta.govt.nz**

Submit your feedback from 26 April to 31 May 2017.

More information

The full suite of project information is available at our open days and online at **www.nzta.govt.nz/w2hvlink** from 26 April.

To find out more about Wellington City's projects including the section between Wellington and Ngauranga and to sign up for updates, visit the Wellington City website: **www.transportprojects.org.nz**



Stay in touch with us

You can stay up-to-date about project developments by visiting our page or subscribing to our project updates.

You are also welcome to email the project team with your questions, comments or issues.



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