

The route options

We considered a shortlist of four different options for the Link Road and a further four options for the section that includes the Petone Interchange. These options were evaluated to consider criteria such as ecology, archaeology, cost, resilience and landscape/visual/recreational implications. A map of the options is shown below.

Petone Interchange

In considering a preferred route for the Link Road, we considered a number of alternative locations, other than Petone, for the SH2 intersection that would form the start of the new route. These were at:

- Dowse Interchange
- Korokoro Crescent and
- Horokiwi Road.

The Dowse Interchange and Korokoro Crescent options were discounted because they were more expensive and they both pass through Belmont Regional Park. The Dowse Interchange option also affected residential areas while the Korokoro option would also pass through the Korokoro Valley Stream.

The Horokiwi Road option was discounted because of a number of challenges. These were:

- Needing to upgrade SH2 to six lanes (three in each direction) because of increased traffic between Horokiwi and Petone
- Not enough separation between Horokiwi and Petone on and off ramps to meet safety recommendations
- SH2 would need to be widened to build a new interchange, resulting in a large part of the Petone foreshore needing to be reclaimed and complicated by the location of the railway line.

Interchange styles

Two interchange styles have been considered - one with north facing ramps only and the other, a full interchange.

We found that the full interchange with full accessibility delivered more benefits than the north-facing ramps option. A full interchange also allows for more connectivity through Petone because it is more effective in linking to both SH2 and the new Link Road.

The benefits of the Petone Interchange are that it improves the flow of traffic and reduces congestion and delays on The Esplanade, particularly in the eastbound direction in the morning peak period. There is a slight downside in that the Link Road's improved connectivity will also increase the number of vehicles travelling along The Esplanade. This latter issue is being considered separately as part of a study we have been carrying out in conjunction with Hutt City Council. Some information on this is available on the board considering how the Link Road fits into the wider network.

As well as providing better vehicle travel, the interchange could be used for improving walking and cycling connections between the Petone foreshore and Belmont Regional Park.

An interchange may look similar to the SH2 Dowse Interchange, with an elevated roundabout, or it may take another form. We will work on the interchange's design once we have finalised the route the Link Road will take.



An image of a full interchange concept at Petone



The north-facing ramps interchange concept at Petone

Walking and Cycling

In developing options for the new Link Road at Petone we considered how a "beach to bush" connection between Belmont Regional Park and Petone Foreshore could be included for pedestrians and cyclists.

This connection was previously proposed in the Ngauranga Triangle Strategy Study in 2010 and relates to a condition of the SH2 Dowse to Petone Upgrade Project to investigate a pedestrian and cycle bridge near the existing Petone overbridge.

We know that providing a connection between the Korokoro Valley mouth of Belmont Regional Park and the sea is important to the community and will be a key factor in designing the new Petone interchange.

The new interchange needs to allow a better connection for recreation activities, separate pedestrians and cyclists from traffic, support urban intensification in the western area of Petone and fit well in the local community context from a visual and urban design perspective.

It also provides an opportunity to improve the current entrance to the Regional Park from the Korokoro Industrial Area. This area is not currently designated as open space and the approach through the industrial environment is not attractive. This means there is no visual or physical link between the foreshore and Regional Park and no enticement to cross to it.

Providing pedestrian and cycle facilities on the new Link Road itself is something we are still considering and would be keen to receive feedback on. This will help us to decide if we should

consider developing a dedicated pedestrian cycle path along the route or continue to have cyclists use the shoulder of the road as they currently do on other parts of the highway and local road network. Issues we will need to consider for pedestrians and cyclists will include:

- The gradient of the route
- Whether it will be attractive to pedestrians and cyclists
- The cost of providing walking and cycling facilities
- The number of vehicles using the route, and
- Whether trucks would use the shoulder.

Please let us know your thoughts.

Questions

What do you think about the Petone Interchange options?

How often do you visit Belmont Regional Park and how do you access it?

What do you think the benefits are of providing a pedestrian and cycle link between Belmont Regional Park and Petone Foreshore?

What would be the benefits of providing a pedestrian/cycle path along the Link Road?