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# W2HV Consultation Questions and Answers

February 2014

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## **Why doesn't the Urban Cycleways Fund cover the Petone to Ngauranga Section?**

Money for this fund is available to projects for which construction will be completed within the next three years. We still need to confirm a preferred option for the Petone to Ngauranga Section and then have it consented before construction could begin. As a result the Petone to Ngauranga Section falls outside the current Urban Cycleway Programme timing. We will be working hard to get the project ready for construction as soon as possible.

## **When is the Petone to Ngauranga section likely to be constructed?**

We currently expect construction on the project could begin in 2018/19 or sooner if possible.

## **When is construction likely to commence on the Melling to Petone section, and the Wellington City sections?**

Construction for these sections is anticipated to begin in early 2016 and is expected to be completed in 2018.

## **Why is the cycleway longer than the original length, ie Melling to Hutt Road?**

We had always considered how the project connected through to the wider transport network, including local road and state highway connections. The project has been considering these connections as it completed its work to identify a preferred option to ensure that proposals were future-proofed. This means the extent of the project has extended.

## **When will a decision be made about the Petone to Ngauranga section?**

We expect to make an announcement about our preferred option (either a roadside or seaside option) before the end of the year.

## **What is the Wellington to Hutt Valley Walking and Cycling Link?**

This is a project to investigate options to deliver a safe and efficient route for cyclists between Ngauranga and Petone along State Highway 2. The Walking and Cycling Link aims to close the gap of the existing cycleway along SH2, support existing cyclists and encourage more people to travel by bike between the Hutt Valley and Wellington.

The Transport Agency is working in partnership with Wellington City and Hutt City councils on this project, to ensure that the cycleway effectively and efficiently connects with other cycling facilities at either end of the proposed highway facility, including along Petone Esplanade and through to the Railway Station and along Hutt Road in Wellington.

The path is needed to close the gap of the existing path along SH2, improve the current facilities for pedestrians and cyclists and encourage more people to walk, run or cycle between the Hutt Valley and Wellington particularly for commuting.

### **How does this relate to the Petone to Ngauranga cycle path?**

This is the name that the project has been listed under previously. It was renamed to better reflect that the project will provide a facility that can be used for both pedestrians and cyclists and that covers the connections between Wellington and Lower Hutt, not just Petone to Ngauranga.

### **What are the objectives of the Walking and Cycling Link?**

The objectives are to:

- improve walking and cycling safety between Lower Hutt and Wellington, particularly between Petone and Ngauranga
- provide a facility that generates more use of the Lower Hutt to Wellington transport corridor by pedestrians and cyclists, regardless of ability
- separate pedestrians and cyclists from highway traffic between Petone and Ngauranga
- improve resilience by providing a walking and cycling facility with better safety standards and capacity, and
- manage the impacts of the project on the communities by choosing options that avoid, remedy or mitigate impacts.

### **What is being proposed to 'close the gap' of the existing path along SH2?**

We have considered a number of different options, but two are now being considered in further depth – one is an upgraded roadside option, the other is a new seaward side path.

More information on the two options can be seen in our newsletters or by reviewing the maps.

### **Why are both options proposing a width of 3.0m?**

The proposed 3-metre width is in line with Austroads Guidance which stipulates that a shared (walking and cycling) commuter path can be between 2.0 metres and 3.5 metres. This is adequate for two-way movements of cyclists and pedestrians.

Option 1 (roadside) would be 3.0m in width with a few narrower sections of 2.5m. Option 2 (seaside) would be 3.0m along the whole length of the path between Ngauranga and Petone.

### **What are the estimated costs of the two options?**

We expect option 1 to cost between \$12 and \$16 million and option 2 to cost between \$36 and \$48 million.

### **What decision-making criteria will be used to choose a preferred option?**

How to fund the options and the cost differences between the two will be key decision-making criteria. Option 1 costs less and would be a similar amount to what has previously been anticipated. This means there is money earmarked for the cost of this option, subject to it being approved for funding.

Option 2 is more expensive, but we and the project's partners (including Wellington City Council, Hutt City Council, Greater Wellington Regional Council and KiwiRail), acknowledge the Walking and Cycling Link has wider benefits for the region, such as improving the transport network's resilience. The cost of this option could be reduced if excess soil and rock to be taken from the nearby hillsides for construction of the Link Road is used, but additional funding beyond what is already earmarked would be required.

If this becomes the preferred option, we will need to consider with our partners where the additional funds will come from. We will also need to consider when this option could be built if it's aligned with the Petone to Grenada Link Road as its construction is currently scheduled for 2019.

### **Why do you propose a shared path and not separate facilities for cyclists and pedestrians?**

We believe that cyclists and pedestrians do not need to be separated from one another because the current and predicted volumes of cyclists and pedestrians do not warrant it.

### **Why does the seaside option end at Ngauranga interchange?**

A seaside path past the Ngauranga interchange was considered as part of a long list of options. This option was not considered viable because of a number of issues, including:

- safety concerns around cyclists and pedestrians passing the ferry terminal
- the route does not link to residential and employment areas as effectively as Hutt Road does
- prohibitive costs.

### **Are both options separated from motor vehicles?**

Both options would provide a dedicated and fully segregated shared path away from motorised vehicle traffic along SH2 between Ngauranga and Petone interchanges. For option 1 (roadside) we are proposing a wire rope barrier between the SH2 traffic lanes and the shared path where space is limited and a solid median barrier in wider sections. We are still looking at barrier options for option 2 (seaside) between the path and the harbour, including a seawall, rock wall (known as rip rap) or a handrail.

For both options, we are proposing a diamond mesh fence between the railway track and shared path, similar to the type of fence used closer towards the Ngauranga side of the existing path.

Both options will have enough clearance between the shared path and barrier to prevent any safety issues with bike handle bars.

### **Is anything planned to address cycling along Hutt Road in Wellington?**

We are considering a number of options to improve travel for cyclists along Hutt Road as part of the work we are doing for the Walking and Cycling Link. Improvements would be designed to improve safety and may include removing obstructions (ie lamp posts, manhole covers), changing or removing (where possible) parking from beside the footpath and improved markings and signage.

**How does the project connect with the Petone to Grenada Link Road?**

The two projects connect geographically at Petone interchange so the two teams working on each project have been sharing information to consider how the Walking and Cycling Link proposals would fit with proposed changes for the Petone to Grenada Link Road. Through this work, we have seen that there could be some benefit in aligning the construction of the Walking and Cycling Link with construction of the Petone to Grenada Link Road. One particular benefit is that excess soil and rock taken from the hillside to construct the Link Road could be used for the construction of the Walking and Cycling Link where we need to reclaim the shoreline. If we decide to combine them, more work will need to be done regarding funding and joint construction.

**When will you decide on a preferred option?**

We expect to decide on a preferred option in the next two to three months. Once this has happened we will work towards applying for consent for our preferred option in 2016.