

Wellington to Hutt Valley Walking and Cycling Link

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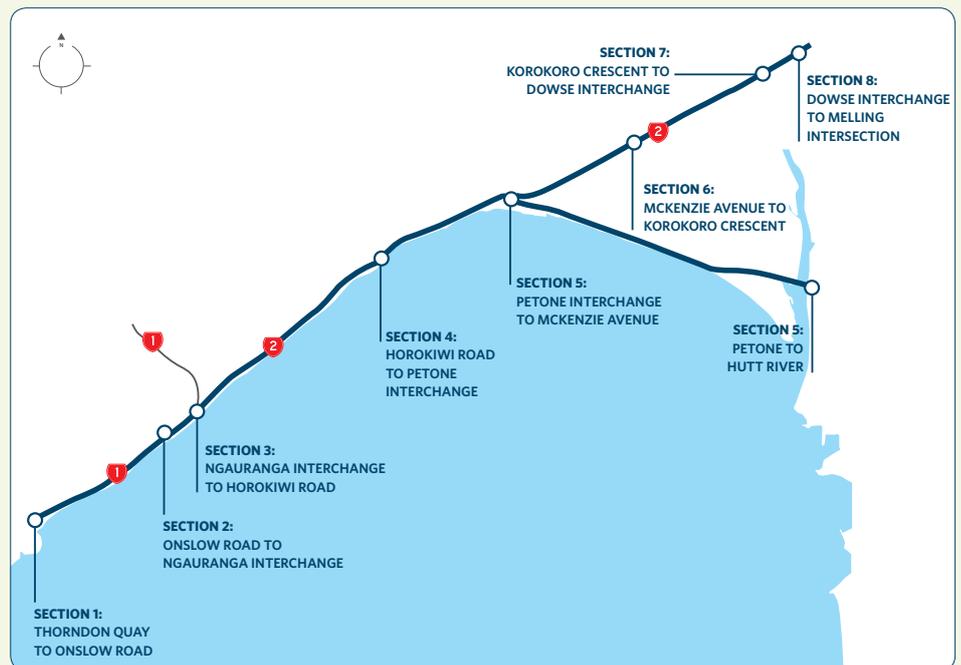
We are currently investigating options to deliver a safe and efficient route for cyclists and pedestrians between Ngauranga and Petone along State Highway 2.

The Wellington to Hutt Valley Walking and Cycling Link (Walking and Cycling Link) aims to 'close the gap' of the existing cycleway along State Highway 2 (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 during peak hours.

The Walking and Cycling Link is important because cycling plays an important role in the way many people choose to travel to work. Unless we improve on the route that is currently available, we will not be able to meet the current, known demand for a dedicated walking and cycling path, nor meet an expected suppressed demand that would encourage more people to walk or cycle to work.

To ensure the Walking and Cycling Link effectively connects with each council's facilities at either end of the highway, we are working in partnership with Wellington City Council, Hutt City Council, Greater Wellington Regional Council and KiwiRail. This means the Walking and Cycling Link considers the route between Thorndon Quay and as far as Dowse Interchange on SH2 and the Waione Street/Randwick Road/Seaview Road roundabout.

The 4.7km stretch of SH2 between Petone and Ngauranga includes a transport corridor bordered to the west by the Wellington Fault escarpment and to the east by the Wellington Harbour. This is a busy route with a speed limit of 100km/h, carrying over 60,000 vehicles and 400 cyclists every day.



Key objectives of the Walking and Cycling Link 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.

There could be a benefit to aligning the Walking and Cycling Link with the construction of the Petone to Grenada Link Road (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.

More information on the proposed options for the Wellington to Hutt Valley Walking and Cycling Link and ways to give feedback can be found inside.

Proposed Options

Since the end of last year, we have been asking key stakeholders, interested user groups and the public what we could do to improve walking and cycling between Wellington and Lower Hutt. So far, we have come up with two preferred options.

Option 1: Roadside– upgrade the existing cycleway to provide a 3m wide dedicated path from Petone to Ngauranga with

connections to other existing walking and cycling paths. This option would require us to reclaim a minor amount of the shoreline at Petone. We expect this option could cost between \$12 and \$16 million.

Option 2: Seaside – a new 3m cycleway on the seaward side of the rail corridor with new connections to existing walking and cycling paths at Petone and Ngauranga. This option

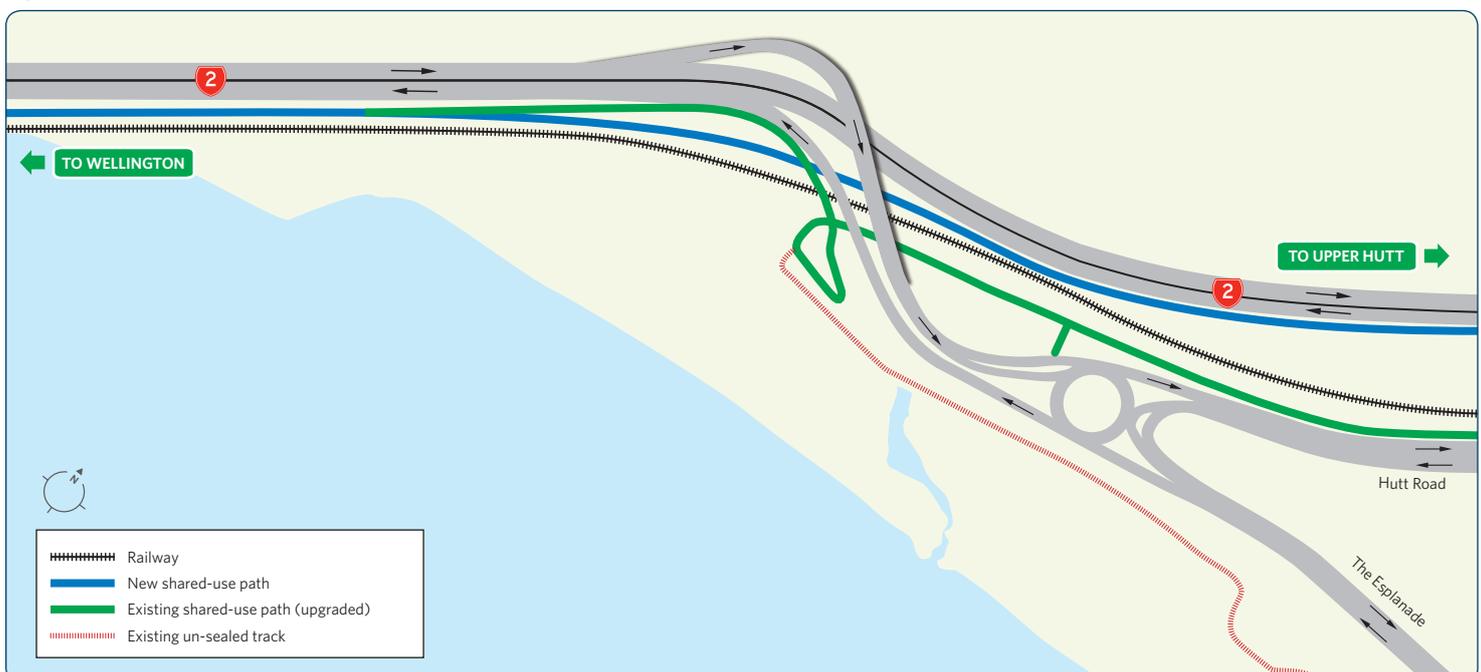
would require us to reclaim a significant amount of the shoreline. We expect this option could cost between \$36 and \$48 million.

On these pages are maps of the two options at the key areas of Ngauranga Gorge and Petone Interchange. More maps are available on our website or can be seen at our information day on 22 February.

Option 1: Ngauranga Roadside



Option 1: Petone Roadside



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 we have previously anticipated. This means we have money earmarked for the cost of this option, subject to it being approved for funding.

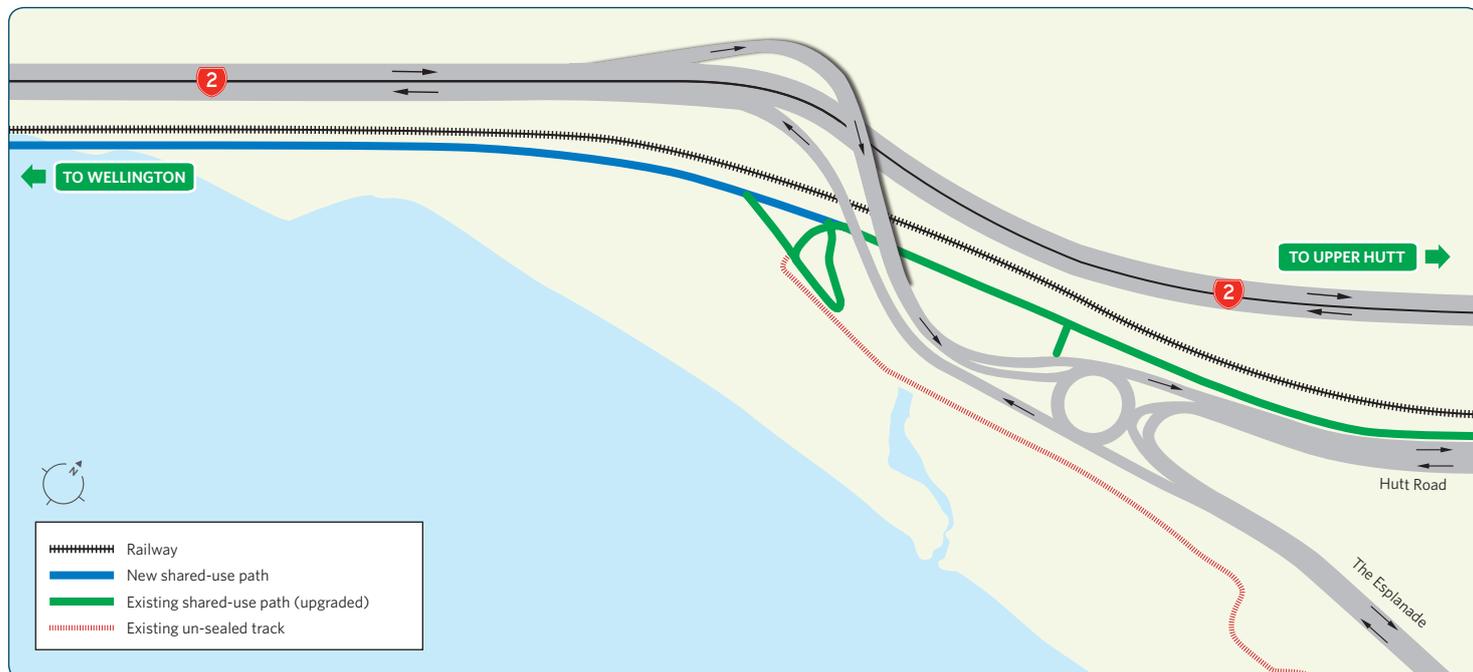
Option 2 is more expensive, but we and our partners (including Wellington City Council, Hutt City Council, Greater Wellington Regional Council and KiwiRail), acknowledge the Walking and Cycling Link has wider benefits for the region, such as improving the transport network's resilience. The cost of this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

additional funding beyond what is already earmarked would be required. If this option is endorsed as 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.

Option 2: Ngauranga Seaside



Option 2: Petone Seaside



How to get involved

More information on these proposals and some further background on the project will be available at the first Petone to Grenada Information Day:

When: Saturday 22 February 2014

Where: Opus Research and Training Facility, 33 The Esplanade, Petone

Time: 10am - 3pm

Alternatively, if you haven't already taken part in our survey, please fill it out online at: www.nzta.govt.nz/w2hvlink or send us an email responding to the below questions at w2hvlink@nzta.govt.nz



What we'd like to know

What do you believe are the benefits of Option 1?

What do you believe are the benefits of Option 2?

Which is your preferred option?

Does your preference change if it cannot be built for a number of years due to funding?

Will an improved walking and cycling link encourage you to walk or cycle to work?

Next steps

We will be summarising everyone's feedback in a report that will be available later in the year. We appreciate your feedback and your personal details will remain private at all times.

The Walking and Cycling Link investigation work is expected to be completed in mid-to-late 2014 with further design work required after a preferred solution is identified. The project will then be subject to approvals and funding applications before anything can be constructed.

Contact us

The Wellington to Hutt Valley Walking and Cycling Link Team:

Website: www.nzta.govt.nz/w2hvlink

Email: w2hvlink@nzta.govt.nz

Freephone: (0508) W2HV LINK (0508 9248 5465)

Freepost: Wellington to Hutt Valley Walking and Cycling Link Team
PO Box 5084, Thorndon
Wellington 6145