

Petone to Melling section of the W2HV Link

New Zealand Transport Agency

June 2017

Public engagement report



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EXECUTIVE SUMMARY

The NZ Transport Agency is partnering with Wellington City Council, Greater Wellington Regional Council and Hutt City Council to provide a safe and efficient 12-kilometre walking and cycling route between the Wellington CBD and Melling. The Wellington to Hutt Valley Walking and Cycling Link (W2HV Link) will also connect with other walking and cycling facilities such as the Petone Esplanade and the Hutt River Trail.

The project has three sections:

1. Wellington CBD to Ngauranga section – a Wellington City Council project. This cycling facility will run from Bunny Street along Thorndon Quay and Hutt Road to the Ngauranga interchange. This section is jointly funded by the Urban Cycleways Fund, the National Land Transport Fund and the Wellington City Council.
2. Ngauranga to Petone section – an NZ Transport Agency project. This is 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.
3. Petone to Melling section – an NZ Transport Agency project. This is an off-road cycle path with shared path connections linking the Petone railway station to the Hutt River Trail. This section is jointly funded by the Urban Cycleways Fund, the NZ Transport Agency and the Hutt City Council.

The purpose of this public engagement was to inform key stakeholders and the community about plans for the W2HV Link and to get feedback on the section of path running from Petone to Melling along the rail corridor. Construction of this section is scheduled to begin in late 2017 or early 2018.

About 200 people participated in the five open days, talked with the project team and shared their thoughts and ideas on how the project might be improved. We received 120 submissions between 26 April and 31 May. Submitters used the electronic form on our website, sent emails or submitted a paper form at open days.

We heard from a good cross-section of the community including cycling and walking advocacy groups, the Hutt Chamber of Business and Industry and many individual cyclists and motorists. The submissions indicate strong interest and support for providing cyclists and pedestrians with a safe connection between Wellington and the Hutt Valley.

Some of the key findings include:

Benefits to Wellington region – Seventy-one percent of submitters say the Wellington region will significantly benefit from the path and another 23% think the Wellington region will benefit somewhat. The benefits most frequently cited include:

- a safer faster way to cycle between Hutt and Wellington
- will attract families and other leisure cyclists
- health benefits
- more people will choose cycling for their commute
- fewer vehicles on the road, less congestion
- will attract tourism
- provides an alternative route when roads are closed due to earthquakes and storms
- will provide an important link to local paths and trails.

‘It connects Wellington to the Hutt Valley for both commuting and recreation. It will be hugely utilised by people not wanting to drive / catch the train.’

Petone railway station car park – A section of the path runs through the railway station carpark and provides access to the northbound train platform. Fourteen percent ranked this part of the path

as excellent, 41% ranked it as above average, 29% ranked it as average, 15% ranked it either below average or poor.

Submitter comments focused on the potential for conflict in the car park between motorists, cyclists and pedestrians. There were many suggestions for minimising conflicts.

'Looks like a good idea and generally I support it, but I have reservations about pedestrians crossing the cycle path to enter the railway station. To help mitigate the risks here, it would be worth considering a raised pedestrian crossing, across the cycle path.'

Dowse bypass – Most submitters were supportive of the bypass with 34% ranking it as excellent and 35% ranking it as above average. Another 19% ranked it as average and 11% ranked it as below average or poor.

'Excellent way to avoid user conflict between highway traffic and bikes.'

Parliament Street rail underpass connection to Hutt River Trails – Two options were presented for this connection, one along Bridge Street and the other under the Normandale overbridge.

Seventy percent of submitters preferred the route under the Normandale overbridge while 30% preferred the Bridge Street option.

'Any slight increase in distance is easily made up when compared to having to slow down and/or stop at a road crossing. Also reduces the chance of objections from car drivers and/or residents who fear their parking spots will be reduced.'

However, several submitters didn't choose either option and instead favour extending the route along the rail corridor.

'Both options are a short section of route with multiple conflict points (conflict with pedestrians, driveways, three road crossings). This introduces a very "weak link" – it will, in time, be possible to ride without road or rail crossing 10 km from Wellington Station to Lower Hutt – including two rail underpasses, one rail overpass, and two road underpasses. This is brilliant! It seems bizarre for this premiere arterial route to end under a bridge and be "dumped" onto congested suburban streets.'

Features people want along the rail corridor – Submitters could select as many of the following options as they liked: Planting, lighting, security and other. The results were:

- 88% lighting
- 64% plantings
- 60% other
- 55% security.

Among those selecting 'other', the most frequent suggestions were sweeping and path maintenance. The poor condition of the current cycle path along SH2 was cited as a reason that regular maintenance is important for safety and preventing punctures.

Other frequent suggestions included seating/rest areas, signage, drainage, artwork and interpretation, access for maintenance and emergencies.

Access and safety - There were a wide range of other comments and suggestions. Many of these were requests to extend the path further north, add access points and provide greater connectivity to roads, trails, reserves, train stations and neighbourhoods.

Safety concerns were also raised about high-speed cyclists sharing a path with pedestrians and slower, leisure cyclists.

Next steps

The W2HV Link project team is analysing the feedback from this engagement and will look at opportunities to incorporate some of the many suggestions to improve the path. We expect to refine the design and begin construction on the Petone to Melling section in late 2017 or early 2018.

We plan to engage with the public again later in 2017 on the designs for the Ngauranga to Petone section of the path and provide an update on the Petone to Melling section including how we have responded to the feedback from this public engagement.

PUBLIC ENGAGEMENT PURPOSE

Objectives

The objectives of this public engagement were to:

- identify and engage with affected members of the community
- provide clear and concise information and communication
- create a platform for honest and open communication
- maximise participation in engagement and feedback
- encourage active participation and collaborative input design process
- ensure that feedback is adequately documented and fed back into the design process
- receive maximum buy-in from stakeholders and the wider community
- gain positive / balanced media coverage and
- meet our obligations under the Resource Management Act 1991, the Land Transport Act 2003 and Local Government Act 2003.

What we engaged on

This engagement was primarily focused on sharing the design for the Petone to Melling section of the path. The main aims were to:

- inform stakeholders about the design of the Petone to Melling section of the cycleway
- get feedback on specific features of this section
- obtain input on how the path could be made better
- provide an update on the Ngauranga to Petone section of the path.

Engagement milestones

This public engagement is part of a series of opportunities to get feedback during key milestones of this large and complex project.

The first engagement was held in 2014 to determine a preferred option for the Ngauranga to Petone section of the path. Following that engagement, we announced the preferred option of a seaside path. The preferred option was announced shortly after the Urban Cycleways Programme agreed to contribute funds toward the construction of the CBD to Ngauranga section and the Melling to Petone section.

The April/May 2017 engagement focused on getting feedback on the Petone to Melling section of the path slated to start construction in late 2017 or early 2018.

Later in 2017 we will engage on the designs for the Ngauranga to Petone section prior to lodging consents for the Ngauranga to Petone section. We'll also use the opportunity to provide an update on the construction plans for the Petone to Melling section. Once consent applications have been lodged, there will be a formal RMA consultation.

PUBLIC ENGAGEMENT PROCESS

Engagement principles

Public engagement requires a genuine commitment to communicate effectively with individuals and groups, and it is fundamental to the success of a project. When done well, it can improve both the quality of the project and the level of community buy-in to it.

This project has been based on the following engagement principles:

- a commitment to open and honest communications with stakeholders and the wider community
- engagement is a genuine dialogue about a proposal not yet finalised
- provide regular and relevant information on the project to inform affected parties and the wider community, and minimise the risk of misinformation
- allow sufficient time for engagement
- provide opportunities for feedback
- take into account the views received in the feedback
- work to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner and
- the engagement approach must be flexible and adaptable to meet changing needs.

Key stakeholder meetings

An informational briefing for local government officials was held on 21 April 2017, prior to the public engagement being announced. The purpose of the briefing was to make officials aware of the scope, nature and timing of the engagement and provide an opportunity to ask questions of the project team.

Thirteen people attended including five from the Greater Wellington Regional Council, six from the Hutt City Council and two from the Wellington City Council.

We also organised an information evening for the residents of Bridge Street who would be impacted by option B linking the Parliament Street rail underpass to the Hutt River Trail. One resident attended.

Raising awareness and promoting participation

Open days

A series of five open days held between 29 April and 4 May provided an opportunity for the public to meet and talk with members of the project team. A total of 199 people attended the open days at the Dowse Art Museum and Asteron House.

Full details on the times and locations of the open days are included in the posters and flyers in Appendix G.

Public engagement guide and display boards

A series of 10 display boards used a combination of text and graphics to explain various features of the proposed path. As participants viewed the boards, the project team were on-hand to explain and answer questions about the project.

One thousand engagement guides were printed and made available to open day participants. They were also placed in libraries and council service centres both before and during the consultation.

Both the display boards and engagement guide were published on our website so people could refer to them while making a submission. They are included in the report in Appendices A and B.

Map and post-it notes

A long map of the project was available at the Dowse Art Gallery open days. Attendees were invited to place post-it note comments and suggestions directly onto the maps. We received 45 comments most of which focused on the section of the path going through the rail station car park, the Dowse bypass and the rail underpass at Parliament Street. Input from post-it notes has been integrated into the overall findings.

Advertising, poster and flyers

We promoted participation by advertising the open days in both Wellington and the Lower Hutt. Posters and flyers were placed in cycle shops, council service centres and libraries. Flyers were also placed on the wind screens of cars in the Petone and Melling rail station car parks the week of the first open day. The poster and flyer are in Appendix G. The advertising schedule is below.

NZ TRANSPORT AGENCY WAKA KOTAHI		Campaign:																Flamé Strategic Media Agency					
		Date:																					
		Schedule:																					
		Planned																					
		Booked																					
				April														May					
Media	Position	Size/Duration	17	18	19	20	21	22	23	24	25	26	27	28	29	30	1	2	3	4	5	6	
		H x W	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	
Information days																							
WBS: 60339632																							
PRESS																							
Hutt News	Run of Paper - Tabloid	1/2 page Horizontal 180 mm h x 262 mm w																					
Circ. 49,356 Rdr.54,000																							
Wellingtonian	Run of Paper - Tabloid	1/2 page Horizontal 180 mm h x 262 mm w																					
Circ. 71,538 Rdr.67,000																							
Dominion Post	Run of Paper - Broadsheet	1/4 page Horizontal 140 mm h x 376 mm w																					
Circ. 53,638 Rdr. 166,000																							
OR Dominion Post - Saturday	Run of Paper - Broadsheet	1/4 page Horizontal 140 mm h x 376 mm w																					
		Total																					

Submission form

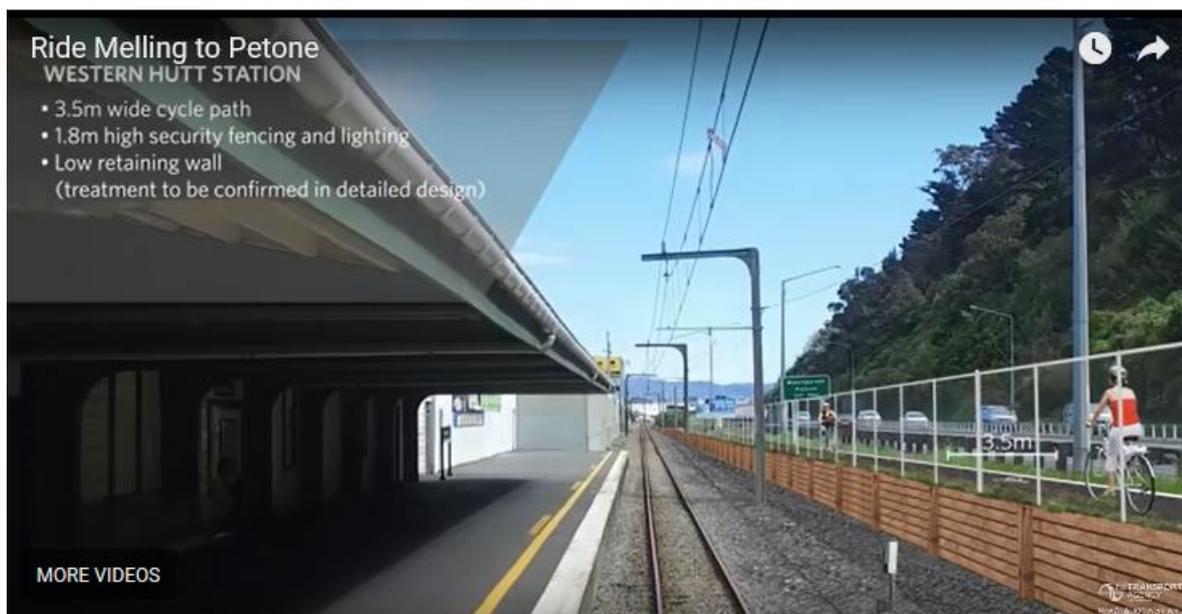
The submission form was provided in both printed and electronic form. About 20 people used the hard copy form to make submissions during the open days. The remaining submission forms were made via the Survey Monkey form available on the website.

We received 36 emails to the project email address offering feedback on the project. These have been treated as submissions and included in the analysis of feedback.

Video

A 3:30 minute video takes viewers on a virtual train ride on the part of the path that travels along the rail corridor. The video includes pauses along the way with text pointing out important features. We found this to be a particularly effective way of helping people experience how we anticipate the path will look and feel when completed.

The video was played at the open days and posted on the website where it had more than 1,000 views over the course of the engagement period. The Facebook posting featuring the video was the most popular post and generated the most social media activity.



Website and electronic newsletter

Two electronic newsletters were sent to nearly 200 subscribers. The first on 19 April 2017 announced the public engagement and open day schedule. On 26 April we issued an update announcing that public engagement was open and provided links to the engagement material posted on the website.

Increases in web traffic roughly coincided with the promotion via the newsletters and media releases with activity surges seen on 19 April and 26 April. Elevated activity can also be seen on the dates of social media posts.

While most of the referrals were organic via Google, we also saw significant traffic generated from Facebook, Stuff, Hutt City and Scoop. The most popular pages were the landing page and the community engagement page.

The full web analytics are in Appendix I.

Media

Media statements were issued on two occasions and mirrored the dates and content of the newsletter and website updates. On 19 April we issued a media advisory announcing the public engagement and open day schedule. On 26 April we issued a media release announcing the public engagement will run from 26 April to 31 May. The media release provided more detail on the purpose of the engagement, where to find engagement materials and submission forms and promoted attendance at open days.

The public engagement was covered by the Dominion Post, the Hutt News and Scoop. The Hutt News also posted a link on their Facebook page that generated a significant number of comments and discussion.

The consultation was also mentioned in a 29 May 2017 Stuff story about two cyclists being injured at a pinch point on SH2 north of Melling. The project was mentioned in the context of requests made by cycling advocates to address this pinch point as part of the Petone to Melling section. This news article generated a lot of discussion in the comment section.

Media statements are in Appendix E and media clips are in Appendix F.

Social media

Until this public engagement, the project had not used social media as a channel to reach the public. During this engagement, we tested the use of paid social media promotion on Facebook and targeted users in the Hutt Valley and those with an interest in cycling.

We implemented a schedule of seven postings over the course of the engagement on both Twitter and Facebook to promote the open days and encourage submissions and introduced a project hashtag: #w2hvlink.

The table below summarises the reach of each post along with totals for the campaign. The 26 April post announcing the engagement and the 16 May post promoting 'a ride on our virtual train' generated the most activity over the course of the campaign. Important 'shares' by the Hutt News, Greater Wellington Regional Council and the Hutt City Council were instrumental in leveraging our posts.

Date	Number reached	Number reactions	Post clicks	
26/04/2017	19,049	247	1,471	
28/04/2017	12,961	200	672	
1/05/2017	9,100	121	306	
3/05/2017	8,924	103	193	
8/05/2017	8,967	80	308	
16/05/2017	20,462	219	2326	
24/05/2017	14,087	40	969	
	93,550	1,010	6,245	Campaign totals

The full social media analytics by post is in Appendix H.

LESSONS LEARNED

Several aspects of this engagement stood out as notable and should be considered when planning future engagement activities for this project.

Social media - This public engagement marks the first use of social media as an engagement channel for this project. The high level of engagement (nearly 100,000 people reached) on Facebook indicates that this is an excellent channel for reaching our target audience and we should continue to invest in boosted postings for future engagement.

Video - Another notable component of this engagement was the fly-through video of the path along the rail corridor that received more than 1,000 views during the engagement. It was also the most popular social media post. A fly-through for the Ngauranga to Petone section of the path would provide dramatic views of the seaward path and its features. A second video is recommended for the next stage of consultation.

Asteron House - While this venue offered high visibility and was convenient to commuters, there were a few drawbacks. With no wifi available, attendees were unable to make online submissions using NZTA iPads. There were also no trestle tables available to display the project maps. If we use this venue again, consideration should be given to overcoming these drawbacks.

Website - Several people emailed that they were unable to find the submission form. The form, located on the Community engagement tab, was not highly visible. It is recommended that the next submission form be made more prominent and easy to find on the Community engagement page and perhaps include link of the landing page throughout the engagement period.

Local government briefing - The briefing for local officials wasn't well attended in part because it was held during school holidays. For future briefings, we should ensure we provide ample notice, send reminders and attempt to avoid school holidays and competing events.

Submission form - On the question about the connection from the Parliament rail underpass we provided the choice of option A and option B. It was apparent from the comments that a number of submitters preferred other ideas. In future, for these types of questions we should consider providing additional options for 'Other' with an opportunity to explain their ideas and another for 'No opinion'.

SUMMARY OF FEEDBACK

This section summarises the feedback received on the submission forms, via email and from post-it notes placed on the maps during the open days. It also incorporates feedback included in formal submissions from stakeholder groups. Full submissions by stakeholder groups can be found in Appendix D.

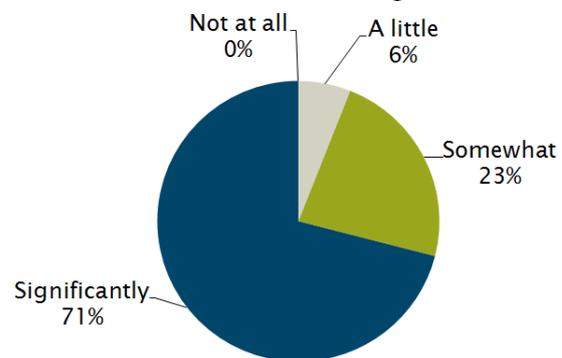
Benefit to Wellington region

Submitters were asked ‘How do you think the path will benefit the Wellington region?’ They were given the following four choices: not at all, a little, somewhat, significantly. Eighty people answered this question and 70% selected ‘significantly’ and 24% selected ‘somewhat’. Seven percent indicated the Wellington region would benefit ‘a little.’

Submitters were provided an opportunity to explain their selection. The comments fell into the following themes:

- a safer faster way to cycle between Hutt and Wellington
- will attract families and other leisure cyclists
- health benefits
- makes it more attractive to live in the Hutt
- more people will choose cycling for their commute
- fewer vehicles on the road, less congestion
- will attract tourism
- provides an alternative route when roads are closed due to earthquakes and storms
- will provide an important link to local paths and trails.

How much will Wellington benefit?



Some representative comments are below:

‘It will make cycling between the Hutt and Wellington a convenient and comfortable connection option that will ensure significant uptake. Resulting in less pressure on our roads and public transport + healthier people!’

‘The completion of the full cycleway will be a wonderful asset for Wellington and Hutt Valley residents alike in connecting us around our beautiful harbour. For those of us who live in the Hutt Valley and work in the city the cycleway and pedestrian options not only help us stay fitter and engage with our surroundings but they also form an important part of getting home from work in the event of a disaster.’

‘Many people would like to commute by bike but are afraid to. Being separate from traffic will provide them with more options... The true benefits will be attained when the whole section from Petone to the CBD is separate from motorised traffic.’

‘More people will have the confidence to cycle, which will mean a healthier, happier population, better environmental outcomes and less congestion.’

‘This is a great piece of infrastructure that is well over due. It offers great connectivity for other cycling infrastructure and will allow more people to access cycling in Wellington.’

‘Avoiding the Dowse interchange is great, but the full benefits won't be realised until the Petone interchange is sorted.’

Section of path through railway station

We propose a 4m-wide shared path that will run from the Petone rail underpass to the Petone railway station, then run along the edge of the car park and the northbound platform. Features include changes to the car park layout, signs and markings for the path and additional lighting.

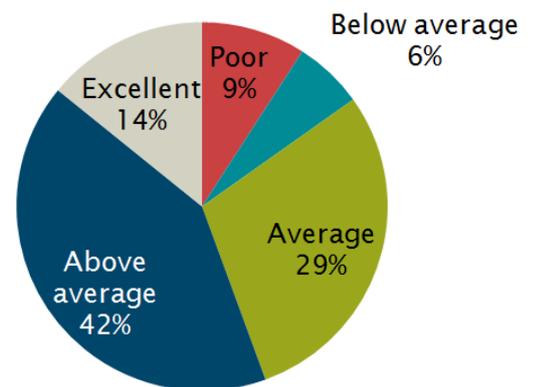
People were asked to rank the design for this section of the path using a scale of one to five stars with one being poor and five being excellent. Eighty-five people answered this question.

Submitters were given the opportunity to comment on this part of the path. The three main themes emerging from the comments include conflict, loss of car parks and the rail underpass.

Conflict – Most comments on this section of the path concerned the potential for conflict between motorists, cyclists and pedestrians. There were also numerous suggestions on how to help mitigate conflict. The comments below are representative of those we received.

- Need to ensure that train passengers walking from vehicles don't step in front of cyclists (small barrier perhaps), also need to ensure that cars do not encroach on path.
- High potential for conflict between bike riders and pedestrians, but acknowledge limited other options. Will need clear delineation between station platform and shared path, such as a step down. I also question the need for the Petone underpass to be a shared space, given it really only provides access to Weltec.
- Good visibility and separation from car entry and exit points. There would need to be careful consideration of pedestrian safety, particularly at peak commuter times and the speed at which cyclists might approach the high traffic pedestrian areas of the station.
- I am concerned about the part where the path passes parked vehicles on the same level. A small barrier appears to be planned to prevent vehicles driving onto the path, but I feel there needs to be some taller reminder to drivers so they don't spring out of their car and straight across the track to catch an approaching train.
- To reduce conflict further, the shared path may need clearer separation from the station platform, such as by height, or using posts or furniture such as seats and planters. Consider limiting the number of points where walkers can cross the shared path and mark them clearly.
- Looks like a good idea and generally I support it, but I have reservations about pedestrians crossing the cycle path to enter the railway station. To help mitigate the risks here, it would be worth considering a raised pedestrian crossing, across the cycle path.

Path through railway station



Car park - There were also a significant number of comments concerning the impact on car park numbers. Several people opposed removal of car parks while others indicated that the plan balances the needs of cyclists and commuters using the car park. The comments below are representative of those we received:

- The car park is already busy with people using public transport, so if you reduce the number of parking spaces then more people will drive to the city.
- Charge carpark users \$2/day to pay for maintenance of carpark and cycle path.
- It is good to see the carparks which need to be removed for the cycle path being replaced by new ones off Mackenzie Ave.
- Relocating the carparks to south of McKenzie Bridge seems reasonable.
- Seems logical & does not intrude significantly to reduce space in the car park.

Rail underpass - The following comments and safety concerns were submitted about the rail underpass.

- This looks good. However, I would recommend that shared paths are segregated in tunnels and narrow underpasses if possible.
- I think an underpass is a good idea, but you need to ensure it is safe, well-lit and aesthetically pleasing.
- Petone underpass. 60° change of direction is still a bit much. No visibility around the corner on approach. Downhill so gaining speed and want to retain speed for uphill. At 60° a bike may lean 30° to get around the corner and a rider 0.6m wide when vertical and 1.5m high would then take up 1.35m width. I think the width would need to be about 6m with the 60° change in direction. If the change in direction was only 30° then the lean would be much smaller, visibility would be much better and maintaining the 4m width would be OK.
- Use design / signage to encourage walkers to use existing underpass, allowing the new underpass to permit safe riding at speed.
- There are blind corners in the underpass.
- Cyclists entering an underpass which has a sloping entrance with poor visibility can cause injury to or near misses with other cyclists/pedestrians/runners using the underpass. Ideally all parties should be able to have a good view of each other as they enter or leave the underpass.
- I wouldn't use a tunnel. Creepy. Better to use existing footpath and overbridge to station.
- The use of an underpass at Petone rather than an overbridge will have less visual impact than a bridge.

Dowse bypass

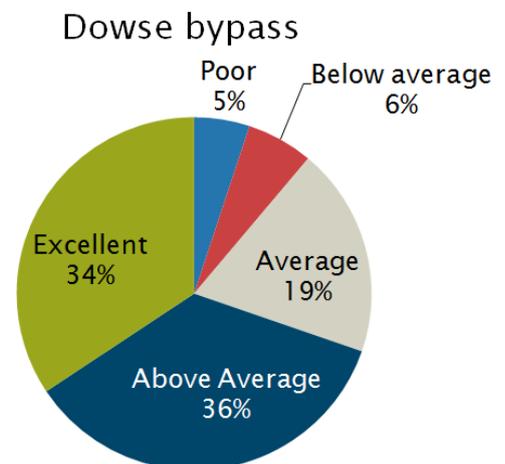
This section of the path along the rail corridor allows southbound cyclists to access the path and bypass the Dowse interchange.

People were asked to use a scale of one to five stars with one being poor and five being excellent to rate the Dowse bypass. Seventy-seven people answered this question. The results are summarised in the pie chart below:

Submitters were also provided an opportunity to explain their ranking of the bypass. The comments have been summarised under the four categories that emerged: suggestions/concerns, access/connections, supportive and oppose.

Suggestions/concerns

- Create a park and bike-ride car park near the Petone roundabout so people can drive down from the hills, park and cycle into Wellington.
- Clear and easy access for cyclists traveling southbound on SH2.
- Concern about bollards in close proximity to cyclists/handlebars
- Keen to see flexibility with the off motorway south-bound Dowse interchange where motorway and path traffic joins.
- Don't like the bollard separation and 1.5m would not afford the opportunity to pass. Would probably not use if in a bunch, 2m would probably be OK for a bunch as long as there is no overhanging vegetation.
- Runs around plantings rather than cutting through them, which could be problematic depending on how sharp the curves are.
- For the southbound cycle bypass, I am concerned about how safely road cyclists travelling at 40km/hr can enter and exit the shared use zone of that section. Will there be ample room



for competing path users to share the same space, or will the cycle bypass be separated from the shared path?

- How will cyclists heading north leave the shared path and exit on to Dowse Drive - an important consideration as the path is two directional? You don't want cyclists riding up the highway on-ramp from the south against the flow of traffic, but equally, cyclists are going to be discouraged by turning sharply on to the highway off-ramp on the northern side and trying to climb the ramp with no run up. Perhaps a separated cycle only on-off ramp could be provided on the south side?
- Visibility for cyclists exiting/entering SH2 will be really important. 3.5m is also not particularly wide.
- Need good non-slip surfaces when wet. Not too much paint and road furniture
- Clear bike verses pedestrian delineation.

Connection/access points

- Access to Alicetown/station village Hutt Road facilities.
- Provide links onto the Dowse interchange to cater for those from Alicetown and Maungaraki.
- An underpass for northbound cyclists under the Dowse interchange.
- Is there any ability for cyclists coming from/going to the Dowse interchange to get on/off the new cycle way?
- Access points are key and also points to get across the motorway.
- Access to Dowse drive for cyclists travelling north.
- Provide a connection to cycleway at Dowse.
- Clip-on access for hill residing bike users.
- Access to cycle path for cyclists from Maungaraki.
- Cyclists traveling in either direction must be able to leave cycle path and go up the southbound off-ramp to continue to either Dowse Drive or Alicetown.

Supportive

- Excellent way to avoid user conflict between highway traffic and bikes.
- Great idea, provided it is implemented well with smooth transitions in road surface and cornering, and clear sightlines to other riders already on the path.
- Removing potential conflicts is a good idea.
- Good design.
- Avoids the need to cross over the onramp (and off ramp). A pity something can't be done at the Petone overbridge, although the new cycleway will do away with this need.
- Gives a safe option for cyclists at what is a highly hazardous area with merging traffic.

Oppose

- We do not support the segregated path for southbound cyclists diverting off SH2 - this is overkill.

Parliament Street rail underpass

We propose a 3.5m-wide cycle path that 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. A 3.5m-wide shared path would connect the Parliament Street rail underpass to the Hutt River Trail at Marsden Street.

Submitters were offered two options for this part of the route. 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 Road 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.

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.

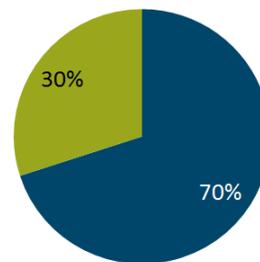
Of the 70 people who selected an option, 70% prefer Option A while 30% prefer Option B. The feedback below includes input from emails and post-it notes placed on maps at open days.

Those who prefer Option A cited the following reasons:

- fewer turning cars
- short quiet road
- keeps parking on Bridge Street
- better sightlines for motorists, cyclist and pedestrian at Pharazyn Street
- less traffic
- more logical
- safer and more scenic
- avoids conflict at intersection
- no conflict with driveways and parked vehicles
- fewer road crossings
- will make area safer
- avoids cars/driveways/pedestrians on Bridge St and makes for a much safer crossing point on Pharazyn Street
- less disruption for Bridge Street residents
- less traffic
- option B is too narrow
- option B is busy area.

Preference for rail underpass connection

■ Option A: Normandale Road ■ Option B: Bridge Street



Below are some representative comments, questions and suggestions.

'I prefer Option A as it will minimise exposure to driveway traffic. The access to the current ramp between Normandale Road and Bridge Street is difficult because there is no way to get off the road and onto the top of the ramp as there is a high curb. There needs to be a crossing ramp made in the curb of the Normandale Bridge. And a sign on the bridge saying watch out for cyclists. The ramp itself is narrow and the corners should be widened...The crossings of Pharazyn Street and Marsden Streets should be cyclist priority as these are dangerous high use roads where cyclists are abused for using the roads. The route along Bridge Street from Normandale Road to Marsden Street needs to be widened and obstructions such as light poles removed as is been done for Hutt Road access to Wellington. There also needs to be signs to alert the traffic to and from the businesses in this stretch to give way to cyclists.'

'The off road option A under the Normandale Bridge is preferable. The Bridge St option looks like a poor quality shared path, and creates transition problems if it's only on one side of the road.'

'Are you providing access to path at Normandale overbridge from SH2?'

'How will the exclusive use of this part of the route by cyclist be managed/policed?'

'Provision needs to be made for southbound riders on SH2 to join the cycleway at Parliament Street.'

'Natural desire line for cyclists (along SH2) so alternative under Normandale has to be excellent.'

Those who prefer Option B cited the following reasons:

- more direct
- safer and more public
- separate
- lose less parking
- Pharazyn St crossing seems safer.

Several submitters commented they didn't prefer Option A or B but rather a more direct route than offered by either option.

'I notice the dogleg to gain the river trail from Normandale Overbridge. Is a more direct route possible, along the rail corridor perhaps?'

'We'd like to see the Petone to Melling route clearly integrated into the designs of the RiverLink project.'

Features along rail corridor

People were asked what features they'd like to see along the rail corridor and allowed to select from among: plantings, lighting, security, other (asked to specify). They could choose as many features as they liked. Fifty people chose to answer this question.

- 88% lighting
- 64% plantings
- 60% other
- 55% security.

Cleaning, sweeping and path maintenance were the most frequently mentioned amenities among those who selected 'other'. Other suggestions include:

- seating
- drinking fountains
- shade
- signage
- drainage
- artwork and interpretation
- access for maintenance and emergencies
- design features
- signs to tell you what restaurants/supermarkets/accommodation are available nearby
- smooth surface
- clear markings/signage to remind pedestrians and cyclists to keep left, and with a number to call for maintenance issues
- direction signage
- bike parks
- secure bike pump & fix-it area
- way finding and maps
- historical info, including Māori aspects
- bike racks at railway station
- needs to be usable after dark
- not slip surface
- increased width
- 'milestones' - eg in the French mountains there is a sign every 250m showing the rider how far they have come, the gradient in the next 250m and altitude etc.
- manage plantings - over time they can easily grow in to cycle path
- good lighting and cameras for security.

- Some form of temporary barrier is required on the hard shoulder between the Petone overbridge and the existing separated path.
- Provide better cycle storage and infrastructure at the railway stations.
- There is no shoulder north bound from Melling to a point some distance north of Kennedy-Good Bridge. Ideally, a high speed cycle path would be provided alongside this section to remove all cyclists, including fast pelotons, from this section of SH 2.
- Extend the W2HV link to the Kennedy Good Bridge.
- Ensure cyclists are separated from motorists even in car parks.
- Ensure the path is sufficient to enable cycling a 30km/h in most sections.
- Extend the existing path from Korokoro Road through Percy Scenic reserve to provide access to Maungaraki.
- The planned route does not extend far enough into the Melling area and should offer better routes to commuters to get to the surrounding area.
- Focus, least noisy route, above ground, avoid cars, use raised overbridges, rather than subways (subways are creepy and flood-prone).
- A bike repair station and bike parking at Petone Station would be great. This facility should be safe, secure and covered.
- Ensure there is plenty of room at all the areas where users can enter the sections. We want cyclists, runners and walkers of all speeds to use the path, so make sure there are no bottlenecks.
- Signage to/from Waterloo railway station through the city centre from the Melling end of the cycleway.
- Clear signage from SH2 to direct cyclists to the cycleway.
- For commuters coming from the north, it will be necessary to leave SH2 at Melling, travel along the river bank, drop down to cross Marsden Street, then cross Pharazyn street, and make a sharp turn to go under the railway line. A good connection to the path as part of the Dowse by-pass would be a possible solution or perhaps a connection immediately south of the proposed railway underpass adjacent to the Normandale bridge.
- For commuters travelling north, the current design offers no good way to avoid, the tortuous route via the river bank, although a linkage at Dowse would be better than the proposed river bank route. Extending the path along the rail corridor to Melling would be the ideal option. I would like to recommend you consider options for extending the path along the rail corridor to Melling, and integrating the path with the proposed Melling interchange. This should allow cyclists travelling in either direction on SH 2 to safely negotiate the Melling interchange and move between SH2 and the Petone to Melling path. A further issue you might consider is how cyclists continue north on SH2.
- In the CBD area I would like to see better segregation of bikes away from traffic and would prefer that the route goes via Aotea Quay rather than the Hutt Road and Thorndon Quay.
- Design the overall project in such a way that elements such as intermediate access can be retrofitted later - consider propensity to cycle modelling.
- Build to allow future on/off access to Korokoro Crescent (or put it in current scope) as we need to include more residents (including hill residents with e-bikes) in the catchment for this facility.
- Extend the W2HV Link to the Kennedy Good Bridge at Kelson/Avalon.
- The existing river trail on the true right (west) bank of the Hutt River needs to be improved linked with the proposed W2HV route.

Questions

- Will the barriers between the cycleway and road be of a standard height?
- Is work being coordinated with RiverLink project?
- If the Melling station is relocated as part of RiverLink, will that allow the cycleway to be wider?
- How will the 'cycle only' section of the route be managed/policed?
- Is there any way for people to get on and off at points other than start and finish? Could something be done?
- How do you propose to manage cyclists who are cycling at speed for recreation?

- My biggest concern for the cycleway would be addressing the confusion between getting from the CBD to the railway station and then to the bottom of Ngauranga. Could this be improved by putting a cycleway all the way along the waterfront/Aotea Quay to the Interislander junction?

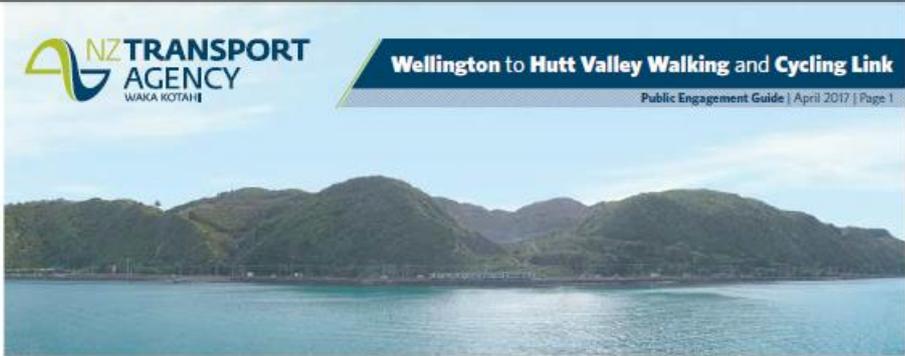
Comments

- Doesn't cater to fast road cyclists who will continue to use SH2.
- Many cyclists ride 30-40km/h so ensure it is designed for all cyclists, and that the current wide shoulders on SH2 are not reduced.
- Having the path on the north side of the railway line limits connections with the Hutt/Petone urban area.
- Provide good visibility and safe connections to the Esplanade, Jackson St, the Hutt Road, and to SH2. All the benefits will be lost if these connections are confusing, narrow, or otherwise compromised.
- There is poor connectivity to the roading network at the north end of the project.
- The most recent information does not mention a narrow section alongside the railway runaway siding where space was limited. Perhaps this section is now wider.
- Feedback to Hutt Council re: no seating on Hutt Trail for families for picnics whilst cycling. Cycling in Wellington CBD is poor. Prevents more people using cycling to commute to work once in Wellington.
- Hutt City Council is currently consulting on their 'RiverLink' project, and may consider moving Melling station / making improvements to the city-side of the Hutt River. Those decisions should also feed into this cycleway, ensuring it is future proof and able to be extended / duplicated on the other side of the Hutt River.
- Shared paths need separate lanes for cyclists and pedestrians especially in tunnels
- Sign to indicate when cycleway is closed. Proper signage on SH2 to indicate when cyclists are required to give way to traffic approaching from behind eg BP station, Horokiwi turnoff
- This has the potential to be as popular as the Otago rail trail.
- 5m is too wide, 4m is better and can accommodate rest areas, art, plantings.

Comments relating to the Ngauranga to Petone section

- If rail is realigned, consider SH2 capacity improvements between Korokoro and Ngauranga.
- Rail track alignment allows multiple benefits to be realised, rather than this just being a cycling project.
- The inside option provides better protection from adverse weather and is less environmentally invasive.
- Making this section cyclist only would allow for those cycling for transport and those cycling for fitness (usually at higher speeds) to stay out of each other's way.
- Are there any plans for designated fishing areas, that could possibly have some benches to sit on, and a rubbish bin for any litter? A bait/chopping board would be a great option too.
- I would consider the link between Petone and Ngauranga most important. This is the very unpleasant part for any commuter between Wellington and Lower Hutt. Solve the important backbone first, before doing the easier bits.
- My family of four support the Petone to Wellington shared walkway/cycle way. We walk, run and cycle. We've never encountered conflict between these three groups and think a 4m wide trail will be perfect.
- Penguin habitat in seawall.
- I oppose 'reclamation' of the harbour, i.e., the dumping of soil and rocks into it, to make a shared walking/cycling path. Te Whanganui a Tara has been subject to so much dumping of soil, rock and rubble, all of which detract permanently from its natural character, and disrupt the natural functioning of the marine ecosystem.
- Please start the project with a marine survey of the foreshore. I would expect to see a significant ecosystem of fish etc. associated with the present foreshore. It is my view that to begin the project a separate reef should be formed a suitable distance from the present foreshore. This would allow an ecosystem to develop on the new reef and to provide a suitable escape for fish from the existing foreshore.

APPENDIX A: PUBLIC ENGAGEMENT GUIDE



The purpose of this public engagement

Welcome to the community engagement for the Wellington to Hutt Valley Walking and Cycling Link (WZHV 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.



New Zealand Government

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 Cyclways 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 Cyclways 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 Calfax)	WE ARE HERE Design and construction of Stage 1 Hutt Road Planning for Thorndon Quay Consultation and approval of Thorndon Quay schema	Design and construction of Thorndon Quay	Design and construction of stage 2 Hutt Road (stage 2 Calfax 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 →		

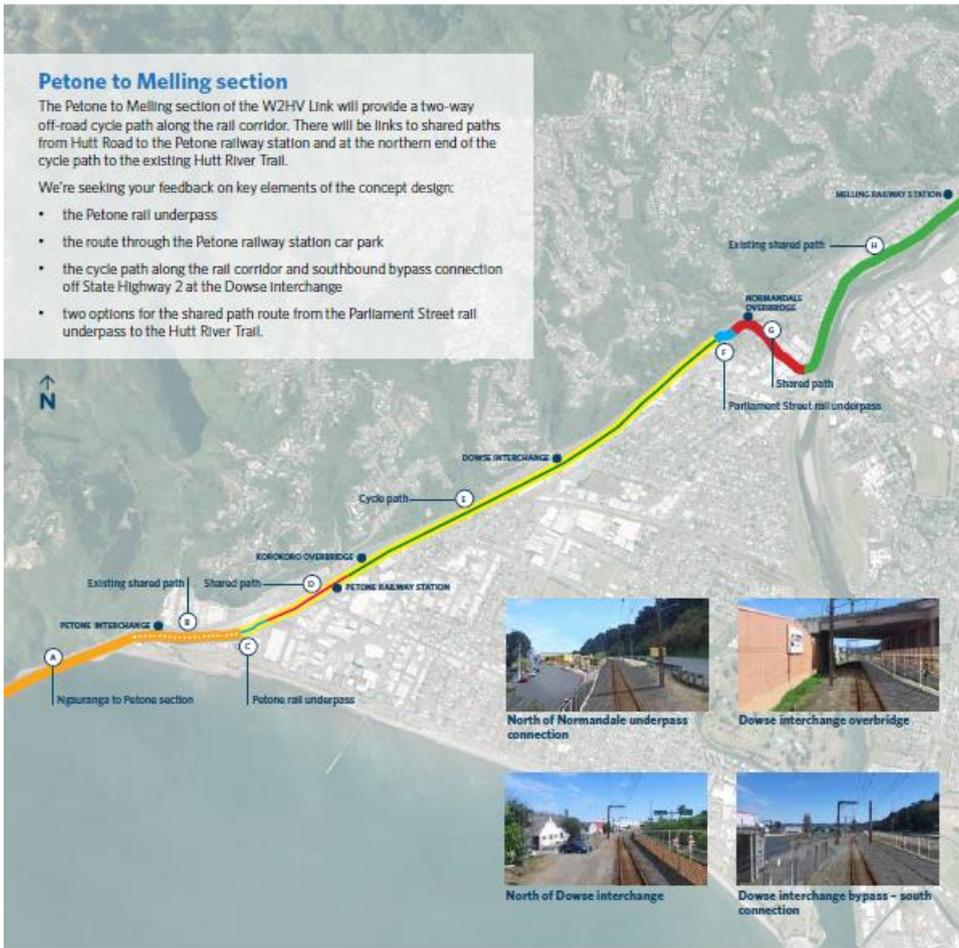


Petone to Melling section

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.



Legend

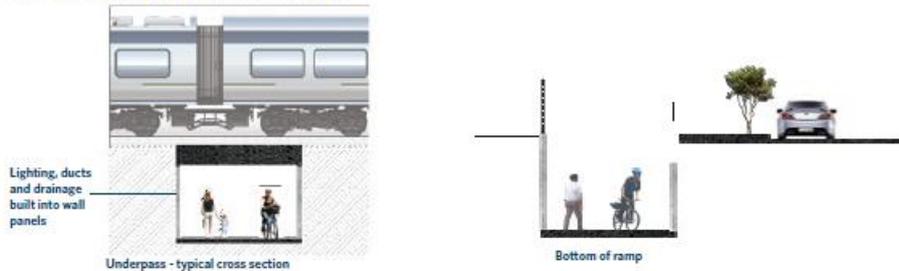
- A Ngauranga to Petone section of the Wellington to Hutt Valley Walking and Cycling Link. Selected seaward option is being developed for a two-way off-road shared path.
- B Existing Petone interchange to Hutt Road shared path connection.
- C Petone rail underpass - a 4m-wide shared underpass connecting 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.

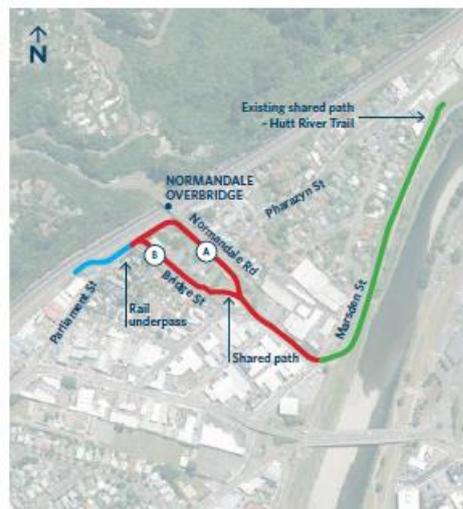
Option B: Bridge Street connection - This option travels along Bridge Street, widening the existing shared footpath to 3m and creating a crossing at the intersection of Pharazyn and Bridge Streets. From this point the path will cross the park to the intersection with Normandale Road and continue along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

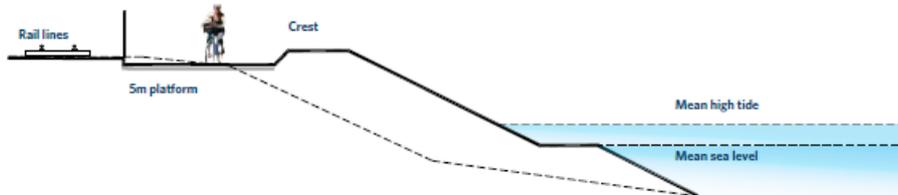


Update on the Ngauranga to Petone section

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 **w2hvlm@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/w2hvlm** 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.



w2hvlm@nzta.govt.nz



www.nzta.govt.nz/w2hvlm



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APPENDIX B: OPEN DAY DISPLAY BOARDS

APRIL 2017

1

Wellington to Hutt Valley Walking and Cycling Link

How the project fits in with other transport improvements



Our region's transport network performs a critical role in connecting national and inter-regional freight and tourism flows. It also supports large flows of people and goods to key destinations such as the Wellington City Central Business District, CentrePort, Wellington International Airport and Wellington Hospital.

Topography confines the major road and rail links to two key corridors, State Highway 1 (SH1) to the north and State Highway 2 (SH2) to the east. Network constraints, a lack of alternative routes and significant commuter peaks combine to make the region vulnerable to major disruptions from natural hazards. The transport network has limited resilience to cope with minor and significant events.

The Wellington to Hutt Valley Walking and Cycling Link is part of a wider package of improvements across the Greater Wellington Region to help transform the transport system and support our region's economic prosperity in a way that is environmentally and socially sustainable. We are taking a balanced, multi-modal approach to keep people and goods moving safely, reliably and efficiently through the region. This includes:

- growing public transport patronage with investments in rail and bus networks, park and ride facilities and optimising timetables
- completing walking and cycling networks to provide more travel choices
- building new infrastructure
- optimising existing road and rail networks to improve efficiency, safety and resilience and exploring ways to influence travel demand.

Key projects relating to the Wellington to Hutt Valley Walking and Cycling Link

On the northern corridor (Ngauranga - north of Kapiti) - There has been significant investment in Wellington's Roads of National Significance and rail corridors to improve journey reliability, safety and resilience. The Wellington to Hutt Valley Walking and Cycling Link will help realise the benefits of this investment by contributing to network resilience to severe weather and major events such as earthquakes.

On the Hutt corridor (Ngauranga - north of Upper Hutt) - Construction of the Petone to Grenada Link Road will enhance resilience in the region and help reduce congestion on SH1 and SH2. As part of the project, the Wellington to Hutt Valley Walking and Cycling Link will pass through the redesigned Petone interchange and provide a connection to the Hutt City Council's local cycle network, e.g. at the Petone Esplanade and Hutt River Trail.

We are talking with councils to better understand the role the state highway network plays in moving goods and people across the Hutt Valley and to learn how we can support their local growth aspirations. We will also investigate how best to optimise traffic flows on the SH1 and SH2 corridors when the Link Road opens.

Project overview

More people than ever are cycling in and around Wellington. New cycle paths funded by the NZ Transport Agency, the Crown, local councils and the Greater Wellington Regional Council facilitate this trend. These projects aim to improve connectivity, safety and journey experience for people walking and cycling and to build a network across the region.

The Wellington to Hutt Valley Walking and Cycling (W2HV) Link is divided into three sections that align with funding and planning requirements:

Wellington CBD to Ngauranga section – a Wellington City Council project. This cycling facility 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 section – an NZ Transport Agency project. This is 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 section – an NZ Transport Agency project. This is a two-way off-road cycle path with shared path connections 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.

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. These benefits will make the Wellington region a more resilient and enjoyable place to live, work and visit.

Key benefits

- 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 an opportunity to ride a bike using a path that accommodates less confident as well as experienced cyclists
- 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.

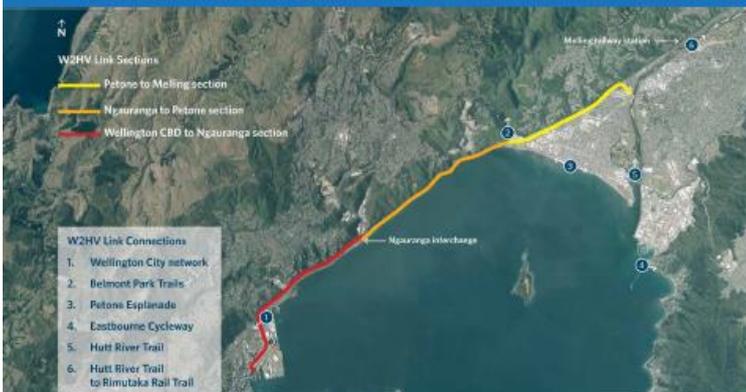
The purpose of this public engagement

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 round of consultation on the concept design later this year before we lodge Resource Management Act consent applications.



Wellington to Hutt Valley Walking and Cycling Link - Project milestones

SECTION	2015	2016	2017	2018	2019
			WE ARE HERE		
SECTION 1 Wellington CBD to Ngauranga	Urban Cycleways Fund announced WCC responsible for design and construction	Hutt Road Consultation WCC Councilors approve stage 1 of Hutt Road scheme (stage 1: Astor Overbridge to Cabley)	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: Cabley 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 →		

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Wellington to Hutt Valley Walking and Cycling Link

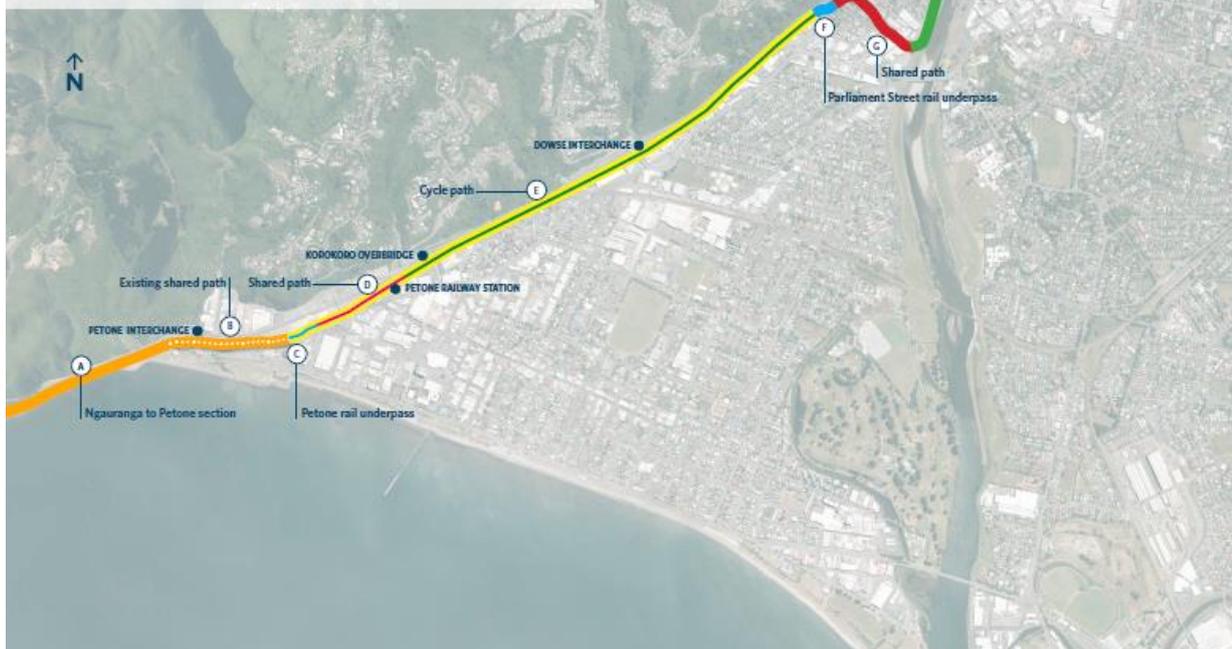
Melling to Petone section

Petone to Melling section

The Petone to Melling section of the W2HV Link will provide an 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.

Key elements of the Petone to Melling section include:

- 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.



Legend

- | | |
|--|--|
| <p>(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.</p> <p>(B) Existing Petone interchange to Hutt Road shared path connection.</p> <p>(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.</p> <p>(D) 4m-wide shared path along the rail alignment to the edge of the Petone railway station car park and northbound platform.</p> | <p>(E) 3.5m-wide cycle path with a bypass for southbound cyclists at the Dowse interchange.</p> <p>(F) Parliament Street rail underpass - a 3.5m-wide cycling rail underpass that connects the rail corridor to Parliament Street.</p> <p>(C) Two options are being considered for a 3.5m-wide shared path to connect Parliament Street to the Hutt River Trail.</p> <p>(H) The existing Hutt River Trail shared path.</p> |
|--|--|

Rail underpasses at Petone and Parliament Street

The Petone to Melling section includes two rail underpasses, one at Petone and another at Parliament Street. We're working with KiwiRail to plan the construction so that there is as little disruption to services as possible and minimal impact on everyday operations, security and access for maintenance.

Work on the concept design includes:

- good lighting and a sense of space – ramps will be well-lit to avoid shadowed areas and blind spots and open to the air where possible
- a smooth 'snag free' ride enabled by good sightlines, easy curves at the ends of the underpasses
- 'built-in' lighting, security cameras and storm water systems
- quality, robust materials in keeping with the rail corridor and to ensure easy maintenance.

Petone rail underpass

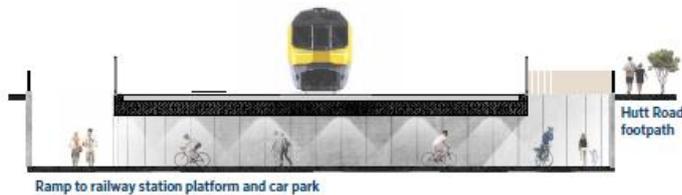
The 4m-wide rail underpass will provide a new shared path connection from the Hutt Road to the northbound platform of the Petone railway station. It is a key element that will link cyclists to the path along the rail corridor to Parliament Street.

To ensure connectivity is retained, the Petone underpass may need to be adjusted when the Petone interchange is redesigned as part of the Petone to Grenada Link Road project. This means we may temporarily minimise urban design features while ensuring that the underpass is safe and functional for users.

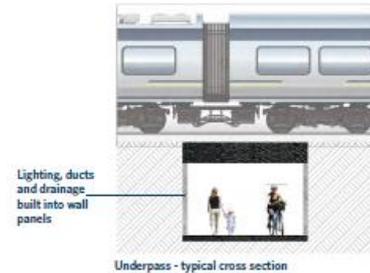
Parliament Street rail underpass

The Parliament Street underpass will be shorter than the Petone underpass because it 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.

Petone rail underpass



Cross sections of a typical rail underpass



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Wellington to Hutt Valley Walking and Cycling Link
Petone to Melling section

Petone railway station car park

The 4m-wide shared path will continue from the Petone rail 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.

In developing plans for this area, we looked carefully at the movement of vehicles and pedestrians to ensure safe and efficient flow at peak times with cyclists moving through a 'slow zone' at the railway station. We have incorporated:

- changes to the car park (accessed off State Highway 2). In order to separate the shared path from vehicles, we will need to reduce car

park numbers in this area. These will be replaced with additional car parks to the south of Mackenzie Avenue. The new layout will include parking spaces and ramps closer to the platform making the car park easier to use, particularly for disabled drivers.

- clear signs and markings for the shared path, car park and railway station. Slow zones for cyclists and steps/ramps to and from the car park will be clearly marked so that cyclists can easily see pedestrian crossing points.
- additional lighting in the car park.



Northbound view of the approach to the Petone railway station



Northbound view of the Petone railway station platform



Wellington to Hutt Valley Walking and Cycling Link
Petone to Melling section

The rail corridor

The 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.

Our design team is working to ensure:

- a minimum path width of 3m
- a well-lit route, security fencing and good visibility from the road and rail lines
- a bypass at the Dowse interchange to provide access for cyclists traveling southbound on SH2
- monitored cameras at regular intervals along the route
- more lighting at the Dowse interchange overbridge to improve safety
- continued access to the KiwiRail track for maintenance
- lighting for the Parliament Street underpass with good sight-lines, flow of movement and a quality finish
- opportunity to display local art work on the feature panels at the Dowse interchange and retaining wall structure facing Bridge Street.



North of Parliament Street rail underpass

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting
- 1.1m-high balustrade to highway
- lighting and security cameras integrated with underpass structure



South of Parliament Street rail underpass

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting
- 1.1m-high balustrade to highway
- lighting and security cameras integrated with underpass structure



Western Hutt Station

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting
- low retaining wall (treatment to be confirmed in detailed design)



North of Dowse interchange

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting
- low retaining wall (treatment to be confirmed in detailed design)



North of Petone railway station

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting



Korokoro Crescent overbridge

- 3.5m-wide cycle path
- 1.8m high security fence and lighting



Dowse interchange bypass - south connection

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting
- 1.5m-wide southbound cycle bypass



Dowse interchange overbridge

- 3.5m-wide cycle path
- 1.8m-high security fence and lighting
- 1.5m-wide southbound cycle bypass to State Highway 2
- 1.2m-high bypass markers
- panels with lighting beneath the overbridge to improve safety

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Wellington to Hutt Valley Walking and Cycling Link
Petone to Melling section

Parliament Street to 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

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.



View 1 - shared path approach to Normandale Road overbridge



View 2 - shared path approach to Pharazyn Street intersection



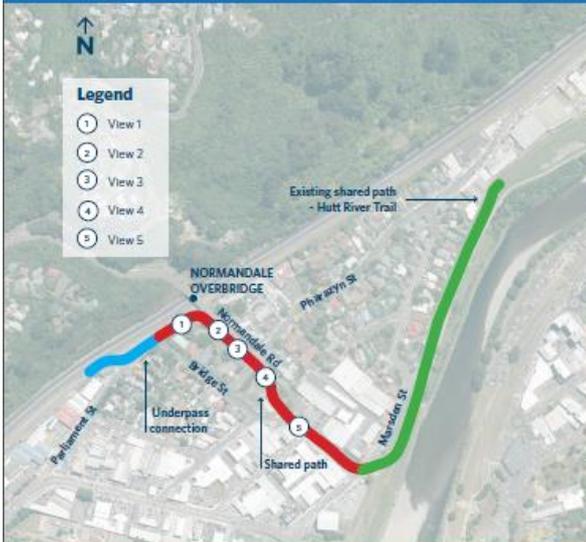
View 3 - Pharazyn Street intersection



View 4 - Pharazyn Street Park



View 5 - Bridge Street to Marsden Street



Parliament Street to Hutt River Trail connection

A 3.5m-wide shared path will connect the Parliament Street 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 B - Bridge Street connection

This option travels along Bridge Street, widening the existing shared path 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.



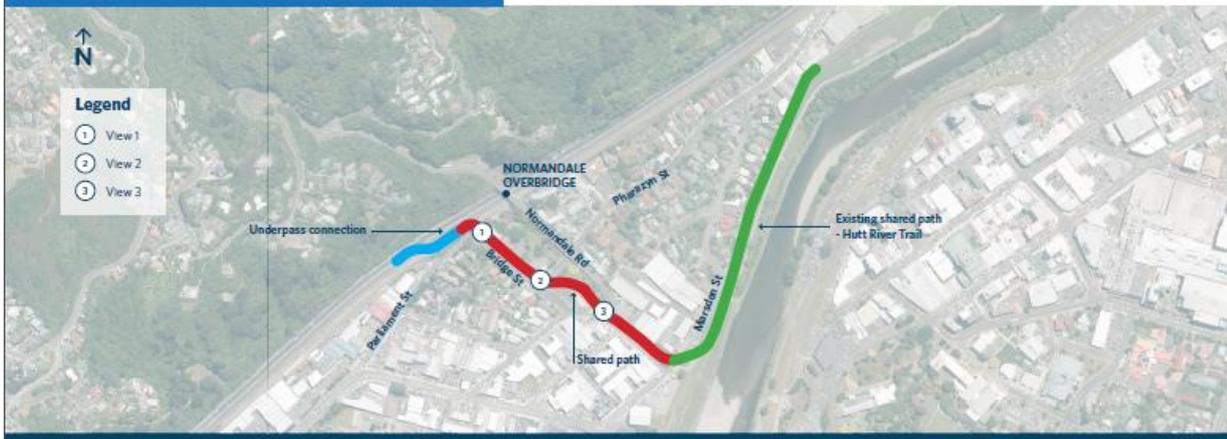
View 1 - Bridge Street to Pharazyn Street



View 2 - Pharazyn Street Intersection



View 3 - Bridge Street to Marsden Street



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Wellington to Hutt Valley Walking and Cycling Link Ngauranga to Petone section

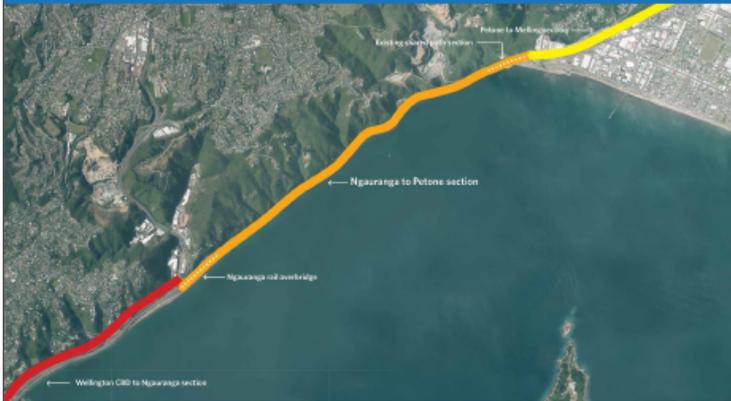
Update on the Ngauranga to Petone section

Since announcing our preferred option for a seaward 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 across the railway lines and enough reclamation to allow a seaward alignment.

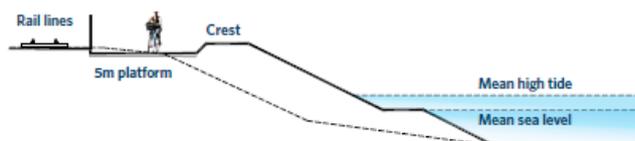
The seaward option

We based our selection of a seaward path on technical analysis and feedback from stakeholders, user groups, iwi, 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.

We'll further develop our proposals for this section and come back to you with more detailed information later in 2017.



Seawall cross section



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 features like 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.

Key features

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're investigating how to minimise effects on the environment. We intend to use best practice, cost efficient construction methods to make the path safe and easy to maintain. We're also taking into account KiwiRail's operational requirements and safety standards.

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 to link the Wellington CBD section to the new shared seaward 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.

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 on 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 which will enable 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.

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Wellington to Hutt Valley Walking and Cycling Link

Where do we go from here?

Next steps for the Petone to Melling section

The project team aims to complete the design of the Petone to Melling section following community feedback. We will then confirm which route from the Parliament Street rail underpass to the Hutt River Trail to progress and apply for any consent applications so we can begin to build this portion of the W2HV Link.

Once the detailed design is completed and we have consents, we will confirm construction timeframes. We expect to begin construction at the end of 2017.

We are also working with the RiverLink team on flood capacity improvements and redeveloping the Hutt River corridor to ensure that our proposals are consistent with their plans.

Next steps for the Ngauranga to Petone section

We have more work to do on the concept design to confirm how much foreshore to reclaim, the shape of the seawall, rest areas and the bridge. We also need to consider mitigation requirements based on the width of the reclamation platform. We plan to bring you further information and seek your input later in 2017. This later round of consultation will help us prepare our resource consent applications.

Upcoming work includes understanding how both sections of the proposed W2HV Link connect and integrate with related State Highway 2 projects such as the Petone to Grenada Link Road and the Melling intersection improvements.

Tell us what you think

We welcome your comments and ideas on the Petone to Melling section of the W2HV Link. It's important that you provide input now and during any consent application processes.

You can complete a feedback form in writing or online at the project website by visiting www.nzta.govt.nz/w2hmlink. Please ask the team about how to do this.

Alternatively, you can email us your comments to w2hmlink@nzta.govt.nz.

Stay in touch with us

If you have any questions, comments or issues you want to discuss about the projects, please email us at: w2hmlink@nzta.govt.nz.

You can also stay up-to-date about project developments by checking our website for updates and subscribing to our project updates at: www.nzta.govt.nz/w2hmlink

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



APPENDIX D: FORMAL SUBMISSIONS FROM STAKEHOLDER GROUPS

Living Streets Aotearoa submission



Submission from Living Streets Aotearoa on

the Wellington to Hutt Valley Walking and Cycling Link

Contact person: **Mike Mellor**

Date: **30 May 2017**

Submission

Thank you for the opportunity to submit on this important project.

1. **Petone to Melling Section** We support the proposals, with the following amendments:
 - a. The trees along the current shared path along Hutt Road at Petone (the path is marked incorrectly on the top map on p5 of the Public Engagement Guide as “Existing footpath”), not marked on the map, should be retained but trimmed to provide adequate width. North of the proposed subway the shared path should revert to being a footpath (not shared).
 - b. The map on p2 includes Belmont Park Trails as a W2HV Link Connection, but no connection is shown or referred to elsewhere in the document. The Dowse to Petone project severed the link between Hutt Road and the park, and we submit that it should be reinstated by providing a shared path across the Mackenzie Avenue overbridge. At its eastern end this would also provide a shorter walking/cycling link between Petone Station and the park, and also a link between Petone station and Weltec, a short distance but very difficult if not in a vehicle.
 - c. We are concerned about the proximity of the shared path to the northbound (up) platform at Petone station, with risks for passengers, particularly those alighting from trains, having to cross a path along which cyclists may be travelling at speed. This needs

to be addressed. We also suggest that the geometry of a ramp between the shared path and the platform should be such that cyclists have to dismount, so that cycling on the platform is discouraged.

- d. We prefer Option A (Normandale Road overbridge connection) over Option B (Bridge St connection), but we do not support converting the footpath along Bridge St (described incorrectly in Option B as being currently a “shared footpath” – it is a footpath, not shared) into a shared path. Despite Option A having “no conflict with driveways” as one of its benefits, both options include turning the footpath along Bridge St into a shared path, creating such conflicts. There are number of vehicle and pedestrian accesses along this stretch of road, and we submit that there would be significant risks presented both to people entering/leaving those premises (particularly on foot), and to cyclists on the path (particularly from conflicts with vehicles). We submit that other options along here need to be explored, such as on-road cycle lanes.

2. Ngauranga to Petone section

- a. We support the updated proposals, including straightening the railway line to remove the current speed restrictions, but we would like clarification of what “SH2 efficiency improvements” means. We do not support increasing road capacity on this section: any increases in travel demand should be accommodated by methods that do not induce vehicle demand. Such measures could include better provision for public transport (both road and rail – the latter will be helped by the proposed straightening) and travel demand management. Connections to Belmont Regional Park (see 1.b above) as well as to Petone station and the Hutt River should be created.
- b. In the blue box on p7, “connected” should mean connected to other pedestrian links as well as to cycle/public transport networks.

3. General points

- a. We find the terminology used to describe pedestrian and cycle facilities less than clear, and their depiction on the maps to be inconsistent. For instance, the terms “cycleway”, “cycle path”, “walking and cycling shared path”, “shared footpath”, “shared path”, “path”, “footpath”, “cycling path”, “pedestrian path” are all used in the Public Engagement Guide (and elsewhere in NZTA documentation and signage), apparently fairly indiscriminately, to describe facilities for pedestrians or cyclists or both. This is particularly noticeable and misleading when a shared path is described as a “footpath” (along Hutt Rd, top map on p5), when a stretch is described as both a “footpath” and a “shared path” (Bridge St, on p6), and when a shared path is described as a “cycle path” or “cycleway” (see for example <https://www.nzta.govt.nz/assets/projects/wellington-to-hutt-valley-walking-and-cycling-link/ngauranga-underpass-cycle-path-improvements-oct-dec-2016.pdf>). We suggest that consistently using terms like “footpath” for a pedestrian-only facility, “cycleway” for cyclists only, and “shared path” for use by both, would add clarity and help improve communication.
- b. This consistency should also include mapping: for instance, it is not easy to work out from the map on p4 which stretches are shared paths and which are cycleways; nor on p5, where both the shared path and footpath are uncoloured on the top map but on the bottom one the shared path is orange, the cycleway uncoloured; and on p6 where green

on the top map indicates a cycleway, on the bottom map a shared path, and with no orange in sight.

- c. Showing a North point on the maps would also help. Oddly, three of the four maps that have north at the top include a North point, but it's missing from both the maps that are not so aligned. A scale, absent from all the maps, would also be helpful.

4. The condition of the current Ngauranga-Petone shared path

There are issues with the current path between Ngauranga and Petone that need to be addressed:

- a. While signage at the Ngauranga end shows that it is a shared path, at the Petone end there is just cycling signage. This appears to have confused the author of the Public Engagement Guide, which says that "a path for pedestrians currently does not exist". It does, but it is grossly substandard.
- b. At other places along Hutt Rd and its on-ramps the shoulder/cycle lane is delineated by rumble strips or wands, but at the Petone end there is no such protection for pedestrians and cyclists. To provide a measure of protection we suggest that the wands along the cycle lane on the on-ramp bridge over the railway line be continued south to the start of the separate shared path.
- c. This exposed stretch of shoulder/path is made even less safe by untrimmed vegetation forcing pedestrians and cyclists closer to the fast-moving vehicular traffic, and this needs maintaining on a regular basis.
- d. The fence between the shared path and the railway line is in dreadful condition, in many places held up by what is said (by decades-old signs) to be a 3kV power cable along the top rail, in other places rotted away, replaced by temporary orange fencing, or completely absent. There are (old and faded) signs prohibiting trespass on the railway, but the state of the fence indicates that those responsible don't actually care.

If there is an opportunity, we would like to be heard in support of this submission.

About Living Streets

Living Streets Aotearoa is New Zealand's national walking and pedestrian organisation, providing a positive voice for people on foot and working to promote walking friendly planning and development around the country. Our vision is "More people choosing to walk more often and enjoying public places".

The objectives of Living Streets Aotearoa are:

- to promote walking as a healthy, environmentally-friendly and universal means of transport and recreation
- to promote the social and economic benefits of pedestrian-friendly communities
- to work for improved access and conditions for walkers, pedestrians and runners including walking surfaces, traffic flows, speed and safety
- to advocate for greater representation of pedestrian concerns in national, regional and urban land use and transport planning.

For more information, please see www.livingstreets.org.nz.

Submission by Hutt Cycle Network

Comments to NZTA on the May 2017 Consultation on the Petone to Melling Cycleway

Summary

The proposed Petone to Melling cycle path is a welcome and bold step forward in the development of a world-class “Welly to Melly” cycle corridor.

We recommend:

- Urgent establishment of a high-level steering committee, including senior inter-agency representation and stakeholders, to:
 - o improve planning and delivery of an “end-to-end vision” for cycling between Wellington and Hutt Cities
 - o establish a process for periodic review during detailed planning – early “trouble-shooting” between NZTA and cyclists will make for a more robust outcome
- Proceed with the proposed P2M cycleway with the following alterations:
 - o Design features to improve linkages with feeder routes at Petone and Dowse
 - o Improving “weak-link” sections at either end of the proposed path to stop the path becoming an under-utilised “middle span of a bridge with no ends”:
 - o Extending the P2M path along the rail corridor from Normandale to Melling Station as part of the current project (rather than waiting for Melling Flood works)
 - o Improvements in the “path” from the Petone roundabout to the south end of the proposed pathway. This should be addressed even as an interim prior to P2G works.
 - o Improved trip-end facilities near the Petone foreshore, including a Park-and-bike-ride car park as part of the P2G developments and public toilets

We request the opportunity to discuss this submission with you in person.

Who are We? - The Hutt Cycle Network is a network of people in the Hutt Valley promoting cycling as a viable option for transport. We work with councils to advocate for improved coordination and infrastructure.

The Big Picture - We are all roughly on the same page! We all want to create an “arterial” route for cyclists between the Hutt Valley and Wellington.

Most of these cyclists will be commuters – they should be the main “target group”. Other users should not be excluded – although measures aimed at other users (recreational cyclists and pedestrians) that dilute the value to commuter cyclists will have a negative impact on the overall return on investment from this route.

Currently, we estimate over 40,000 people commute through this corridor each way each day (car, train, bus, bike). Currently around 300 – 400 cycle (less than 1%). Achieving a mode share as little as 3 – 4% could potentially see close to 2,000 cyclists using this route each day. This will have measurable impacts on public health, on congestion, and on parking pressure in Wellington.

Construction of a “Welly to Melly cycle corridor” is a no-brainer. It will also be easy to get wrong.

Getting There

This is a large and complex undertaking, involving:

- Construction of around 10 kms of complex infrastructure, involving extensive reclamation, and integration with motorway and rail corridor infrastructure;
- Integration with cycle distributor networks – most which are still at the conceptual stage;
- Significant change to entrenched patterns of behaviour amongst commuters; and
- On-going infrastructure maintenance and promotional requirements.

Implementation of this vision is held variously across 5 agencies (NZTA, WCC, HCC, GWRC and Kiwirail).

Several sections of the corridor are “add-ons” to other large projects for which cycling is an adjunct (eg P2G,

Melling Floodworks) and for which the vision for the cycle corridor is a low priority (if at all). Feeder routes in the Hutt Valley, which will be essential to increased cycle uptake, are not in HCC's currently cycling strategy.

Currently, planning and implementation is happening with coordination at lower levels within these organisations, without commitment from senior levels, and without any agreement or documentation around vision and each agency's expected contribution.

There is currently no agreement about:

- Timing over various stages of the project to maximise uptake and maintain safety;
- Levels of service provision on each section of the route;
- Whether this route is in addition to, or an alternative to, SH2 (ie will the P2G interchange accommodate cyclists);
- Who will be responsible for on-going maintenance for each section – and what will the maintenance standard be;
- Trip-end facilities at various points along the route;
- Signage, or
- Even what it will be called.

The current approach is, sadly, a recipe for an uncoordinated implementation and significant underutilisation as a result – reducing the benefits to health, congestion and the environment.

We urgently need improved governance over the whole Wellington to Hutt Valley cycle route, including:

- Some form of Memorandum of Understanding with high level sign-off, outlining the visions and each agency's contribution;
- An Interagency steering committee, with a coordination and monitoring function. Stakeholder should be included on this group as observers; and
- A process for on-going “kicking the tyres” as detailed design progresses.

Petone to Melling – What's the Objective?

This is part of an “arterial route” from the mid-Hutt Valley to Wellington. Being largely locked between the railway line and the motorway, it's inaccessibility to local suburbs through which it passes (on the eastern hills or Petone/Alicetown) means it will be of lesser benefit to “cross-valley” travel.

It is not a particularly “attractive” route – it is sandwiched between a railway line and a motorway. Recreational riders, not concerned about where they are going to, are likely to ride the river trail.

This route is therefore likely to be principally used by commuter cyclists from central Hutt, further north and the Western Hills, wanting to ride into Wellington.

It will be of greatest value to the large cohort of people who would like to ride – but would feel unsafe on SH2. The magnitude of this cohort is represented in Wellington City Council data:

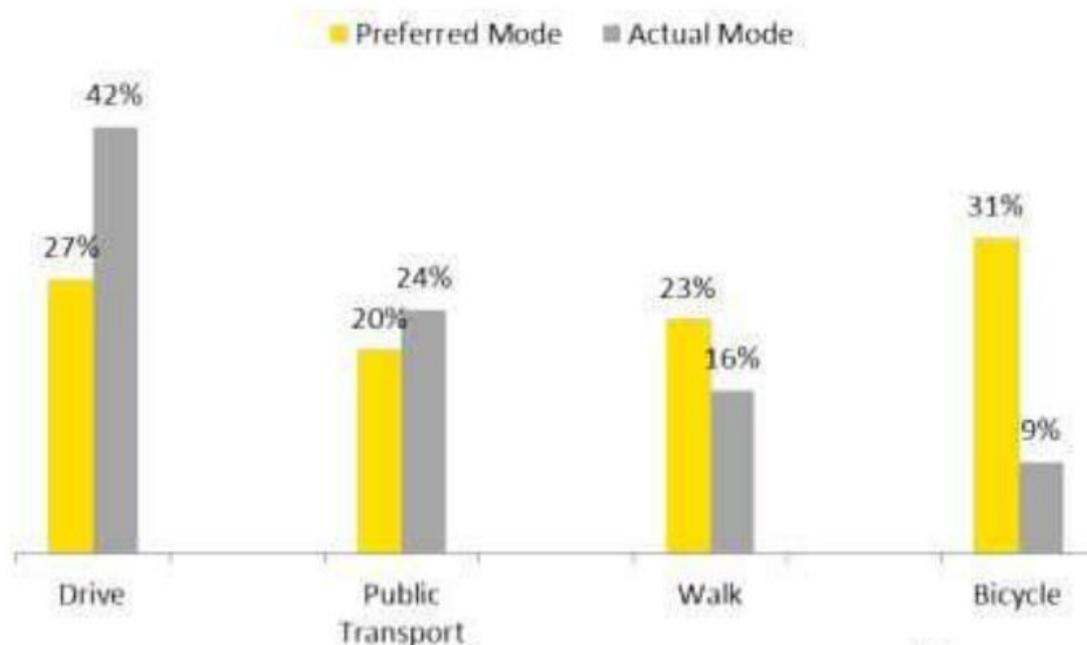


Figure 13 – Preferred and actual travel mode used in Wellington¹⁴

^{13/14} Wellington City Council, Cycling Demand Analysis, 2014

This is a reasonable ride – a minimum of 10 kms. Key objectives for this cohort of cyclists would be:

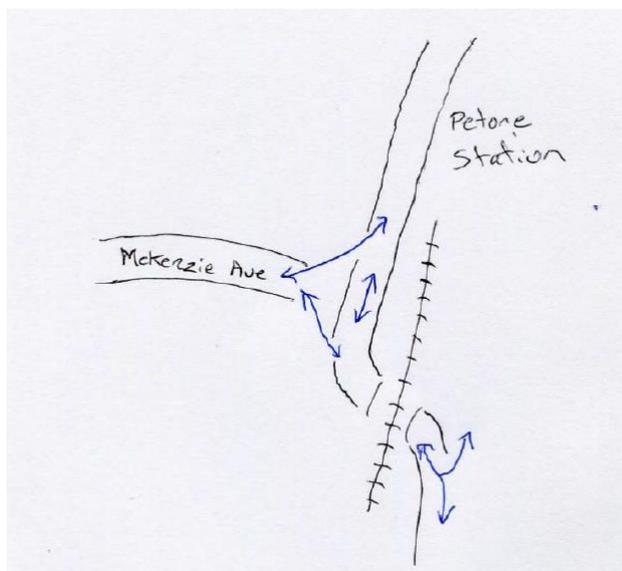
- A direct route – when you’re doing each way, every day, you just want to get there;
- An unobstructed ride – you want to get on with it – frequent “weak links” or conflicts will be significantly detrimental.

What to do now?

For this largest potential group of users, P2M is just one span of the “bridge”. If other “spans of the bridges are not robust – even in the interim – the use of this section will be significantly reduced and potentially reduce enthusiasm for on-going implementation of the “Welly to Melly” corridor.

In particular:

- The southern end (Petone): The current “path” from the Petone roundabout to the southern end of this project is appalling – featuring a narrow path with trees planted down the middle. It is simply ridiculous.
- The northern end (Normandale): The proposed options through Bridge street assume that commuters will be coming down the river trail. They do not. They funnel through the Melling interchange from many directions – and the “dog leg” along the river trail will be a material diversion. For current users, staying on SH2 will be preferred. For the large group of new users we would all like to attract to commuter cycling, P2M alone will be insufficient to overcome the “not-yet-fixed” other sections of the route (particularly P2N)



Trip -end Facilitates in Petone:

Current secure and short-term cycle parking at Petone Station is inadequate. This cycle path will lead to an increase in demand for this for people cycling to Petone Station. We realise this is the responsibility of GWRC – which is why better coordination between agencies is critical to the success of this project.

- A “park and bike-ride car park” near the Petone roundabout (eg configured in with P2G) would add significant advantage:
 - o Potential cyclists from the Western Hills, put off by the steep return climb, could drive, park, and bike into Wellington.
- Likewise, cyclists from further away (Upper Hutt or Wainuiomata) who would not do a 30 km commute, may well be happy to drive, park, and ride 10 km – especially if it excludes the most congested part of the trip for motorists.
- We would estimate significant demand for such a service – particularly if well promoted, and with good CCTV security of the car park. It would only take 1 in 200 current non-cycling commuters to do this, to require 200 car parks. There is a risk that cyclists will otherwise use the existing park-and-ride facilities at Petone Station - putting further pressure on this already cramped resource.
- Toilet facilities: it is a long way from Hutt to Wellington for older bladders! Toilet facilities at Petone Station are only open at limited times (and would require cutting back to Petone station). Toilets close to the beach (in conjunction with the Park-And-Bike-Ride car park) would be of value for cyclists, and also pedestrians.

Dowse:

We do **not** support the segregated path for southbound cyclists diverting off SH2– this is “overkill”. The diversion around the Dowse interchange is essential – but given cycle flows will largely be tidal, cyclists coming off SH2 Southbound should merge easily with cyclists already on the path. A wider path without division is likely to be safer, and will also make it easier for cyclists to stay on the path rather than returning to SH2.

- It must also be possible for:
 - o Cyclists from either Dowse drive or Alicetown, to go down the southbound on-ramp to SH2, and join the cycle path heading either north or south
- Cyclists on the cycle path from either direction to leave the cycle path and go up the southbound off-ramp, to continue to either Dowse Drive or Alicetown.

Normandale:

Both links from the P2M cycle path to the river are sub-optimal: They confuse different cohorts of cyclists – most cyclists on the P2M path will be commuters for whom joining the river trail will not be a direct route.

Both options are a short section of route with multiple conflict points (conflict with pedestrians, driveways, 3 road crossings). This introduces a very “weak link” – it will, in time, be possible to ride without road or rail crossing 10 km from Wellington Station to Lower Hutt – including 2 rail underpasses, one rail overpass, and 2 road underpasses. This is brilliant! It seems bizarre for this premiere arterial route to end under a bridge and be “dumped” onto congested suburban streets.

We are ambivalent about either route – both are bad – although would favour option A if a choice must be made - and see them as interim to the path continuing up the rail corridor to Pharazyn St, and to connect with the planned bridge across the Hutt River from Margaret St. Integration of this route into the RiverLink scheme needs to be explicit. Currently, the RiverLink scheme does not distinguish between the needs of commuter (heading to Wellington or the Hutt CBD) and recreational cyclists (largely going up and down the river). Further, the P2M link is not explicit in RiverLink planning.

Submission by Cycle Aware Wellington

Petone to Melling section of W2HV – Cycle Aware Wellington submission



**Cycle Aware
Wellington**

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Petone to Melling section of W2HV – Cycle Aware Wellington submission

For more information, please contact eleanor.meecham@gmail.com

Key points of our submission

- Overall the project looks good
- The cycle path instead of a shared path is wise
- Conflict may occur on the shared path sections
- The link between the rail corridor and Hutt River Trail is not optimal
- The connection to Lower Hutt needs attention
- Connections to SH2 at Dowse must be clear and easy to access
- Add a park-and-ride facility at Petone to encourage more cycling

Overall the project looks great

This is a great project that will encourage many more people to cycle between Wellington and the Hutt Valley. The two-way cycle route in the rail corridor will provide safe, comfortable cycling for many kilometres — much safer than State Highway 2 and much more direct than the Hutt River Trail.

The cycle path instead of a shared path is wise

You made a good decision to provide a cycle path rather than a shared path for the majority of this project. Shared paths in general have poor outcomes both for people walking and people biking — they make walking less pleasant and cycling less efficient. This is especially true when space is constrained, as it is in the rail corridor. As you mention, pedestrians have alternative routes, so don't need to be accommodated for the length of this project too.

Please make sure that signage clearly discourages people from walking on the path. The limited points of access to the path will hopefully help to make this route unappealing to walkers.

Conflict may occur on the shared path sections

Shared paths only work well where pedestrian volumes are very low. The two sections of shared path — at Petone Railway Station and from Parliament Street to Hutt River — potentially put walkers and bikers into conflict.

Petone Railway Station

Pedestrian volumes are not low at Petone railway station. The 4 metre width of the shared path here will allow some room for people going in various directions to avoid each other, and signage to indicate a 'slow zone' will help too. But to reduce conflict further, the shared path may need clearer separation from the station platform, such as by height, or using posts or furniture (such as seats and planters). Consider reducing the number of points where walkers can cross the shared path, to make it easier for cyclists to anticipate where people may be about to step into their path. Mark these crossing points clearly, such as with brightly coloured or tactile paint.

The Petone Station underpass looks like a shared path, extending the length of the route shared by bikes and walkers. Could you use some sort of design / signage to encourage walkers to use the existing underpass, allowing the new underpass to permit safe riding at speed?

Parliament Street to Hutt River

The two possible routes from Parliament Street to Hutt River are along shared paths of 3 metres wide. Will pedestrian volumes along both of these options be low enough to allow a high volume of cyclists? If not, conflict may occur.

The link between the rail corridor and Hutt River Trail is not optimal

The Petone to Melling route is functional rather than scenic. For this reason it's likely to be used far more heavily by commuter cyclists than by recreational riders. Commuter cyclists want a direct, uncomplicated route that gets them to their destination as fast and easily as possible. Detours that impede the ride will cause frustration and make some commuters seek other options.

The west-east connection between the rail corridor and Hutt River Trail is a significant detour from the most direct route north-south. We presume this is an interim solution only which will eventually be complemented by a connection along the rail corridor to Pharazan St, connecting with the planned bridge across the Hutt River from Margaret St. We'd like to see the Petone to Melling route clearly integrated into the designs of the Riverlink project.

In the interim, both Option A and Option B are problematic. They both feature multiple hazards and complications in the form of shared paths, driveways, and road crossings. Of the two options, Option A is preferable.

At the Hutt River end of this link, we presume you'll open up the access to the Hutt River trail (it's currently blocked by a gate). Please ensure cyclists can cycle directly from Marsden Street onto the Hutt River trail without needing to slow considerably or dismount.

Petone to Melling section of W2HV – Cycle Aware Wellington submission

The connection to Lower Hutt needs attention

Cyclists using the Petone to Melling route to access Lower Hutt will cross the river using Railway Ave Bridge. The bridge currently has painted cycle lanes, but these are narrow, have no buffer, and have insufficient signage to clearly indicate to drivers that cyclists may be present. Widening these cycle lanes, painting them solid green, adding a decent buffer from car traffic, and perhaps adding [armadillos](#) would improve this link to Lower Hutt.

Connections to SH2 at Dowse must be clear and easy to access

Please make sure the bypass at the Dowse interchange provides clear and easy access for cyclists traveling southbound on SH2. They need to be able to exit SH2 and enter the cycleway before the off-ramp when going southbound and rejoin SH2 south of Dowse. These riders will typically be riding fast, so links between SH2 and the cycleway must provide for access at reasonable speed. However, segregation between these cyclists and cyclists already on the path is not necessary.

Add a park-and-ride facility at Petone to encourage more cycling

One of the reasons for investing in cycling facilities is reducing congestion. To achieve this, you need to encourage people to switch from cars to bikes wherever and whenever possible. To get more people to give cycling a go, consider adding a park-and-ride facility near the Petone roundabout for several hundred cars. This would allow people to drive from further away and then cycle to the city, avoiding taking their car into the CBD.

Long term, we hope to see a complete, attractive cycle network that encourages people to use bikes for transport within the Hutt Valley and between the Hutt and Wellington City. We also hope to see improved public transport (with capacity to carry bikes) to allow people to easily combine public transport with cycling. Increasingly, we also expect to see cycle commuters using eBikes to tackle longer or hilly commutes. Until this is a reality, park and ride facilities open up cycling to people who would otherwise find it difficult to get to the start of safe cycle infrastructure.

About Cycle Aware Wellington

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent around 1,500 members and supporters.

Nā mātou noa, nā Cycle Aware Wellington
30 May 2017

Submission by the Hutt Valley Chamber of Commerce and Industry

The Hutt Valley Chamber of Commerce and Industry Inc has reviewed the material available for public comment and feedback relative to the Wellington to Hutt Valley Walking and Cycling Link (W2HV Link).

The Chamber is generally supportive of the establishment of the W2HV Link as providing a great amenity for public use and enjoyment.

This is a major infrastructural project and we would not like to see the opportunity missed, relative to the design and establishment of the Korokoro to Ngauranga section of the W2HV Link, in addressing the currently existing SH2 safety, efficiency and capacity limitations. Irrespective of the establishment of the Grenada to Petone link road, with its intended easing of traffic volumes on the Petone to Ngauranga portion of SH2, we still believe this section of SH2 needs addressing relative to the above referred limitations. The envisaged straightening of the Railway Line in the Korokoro area will likely provide a greater margin between the Railway Line and the existing SH2 taking away the existing pinch point to the establishment of a third SH2 lane southward (assuming the incorporation of the Existing Cycling lane). Should there be a more extensive need to raise the level or realign the railway tracks between Korokoro and Ngauranga then we would suggest consideration be given to more extensive SH2 capacity improvements.

The Chamber is keen to provide input on any further refinements to the W2HV Link proposal and provide oral submissions in support of our position.

Regards

Neville Hyde

President

Hutt Valley Chamber of Commerce and Industry Inc

P O Box 30653, Lower Hutt

APPENDIX E: MEDIA STATEMENTS

19 Apr 2017 09:17 am | NZ Transport Agency: Central region

The NZ Transport Agency is asking for public feedback on the Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link.

From 26 April to 31 May 2017, as well as having the opportunity to provide feedback, the community can also learn how we are progressing on the Ngauranga to Petone section of the path. Public open days are being held in late April and early May where people can speak to members of the project team about the proposals.

- **Saturday 29 April 2017**
10am-3pm, Dowse Art Museum, 45 Laings Road, Lower Hutt
- **Tuesday 2 May 2017, 8am-10am**
Asteron Centre, 55 Featherston Street, Wellington
- **Wednesday 3 May 2017**
8am-10am, Asteron Centre, 55 Featherston Street, Wellington
- **Thursday 4 May 2017**
8am-10am, Asteron Centre, 55 Featherston Street, Wellington
- **Thursday 4 May 2017**
4-7pm, Dowse Art Museum, 45 Laings Road, Lower Hutt

For those who can't make the open days, project information and submission forms will be available on our website [here](#) from 26 April 2017.

Public engagement guides and submission forms will also be available at Hutt City and Wellington City libraries and council service centres.

The NZ Transport Agency works to create transport solutions for all New Zealanders – from helping new drivers earn their licences, to leading safety campaigns to investing in public transport, state highways and local roads.

ENDS

26 Apr 2017 02:05 pm | NZ Transport Agency

The NZ Transport Agency is asking for public feedback on the Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link.

The Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link (W2HV Link) is one of three that will make up the new path. When the whole project is complete, it will run from near Wellington's railway station to the Hutt River Trail, and will connect with regional walking and cycling paths.

The Petone to Melling and Ngauranga to Petone sections are being delivered by the NZ Transport Agency. The Wellington CBD to Ngauranga section is being delivered by the Wellington City Council.

"A two-way, off-road cycling path that follows the rail corridor will provide a safe route for cyclists and people walking between Petone railway station and the Hutt River Trail. The path is designed to mesh seamlessly with the Ngauranga to Petone section when it is built. Safety features will include lighting, fencing and security cameras," says Neil Walker, Highway Manager, NZ Transport Agency.

"We want the community to help inform the final route and design of the Petone to Melling section of the path to make sure we get it right and will be holding public open days in late April and early May. We'll also have an update on the investigations and designs so far for the Ngauranga to Petone component and plan to consult on more detailed designs for this section at the end of this year," Mr Walker says.

Key elements of the Petone to Melling section include:

- rail underpasses at Petone and Parliament Street (near the Normandale overbridge)
- a well-marked route through the Petone railway station car park
- a cycle bypass for southbound cyclists at the Dowse interchange
- a connection to the existing Hutt River Trail.

Since announcing the preferred option of a seaward walking and cycling path in late 2015, additional work has been undertaken on the Ngauranga to Petone section. Key features being investigated include:

- a five metre-wide shared path from the Ngauranga interchange to the Petone interchange
- varying the overall width of the seawall according to the nature of the coastline
- widening the reclamation at three locations to allow the railway tracks to be straightened and for future improvements to State Highway 2
- rest areas with bike stands, seating, shade, shelter and artwork
- resilience features to prevent storm damage and protect from future sea level rise
- a new walking and cycling bridge just north of the Ngauranga interchange to link to the Wellington CBD section
- a connection with the existing shared path between the Petone interchange and Hutt Road.

"The W2HV Link will be a great asset for residents of both Hutt City and Wellington City. The path will also tie in well with the RiverLink project's aims to revitalise the Hutt City Centre, improve flood protection and address transport issues," says Hutt City Mayor Ray Wallace.

The NZ Transport Agency will undertake public engagement until 31 May 2017. Open days are scheduled from 29 April to 4 May in both Lower Hutt and Wellington.

Saturday 29 April 2017, 10am-3pm, Dowse Art Museum, 45 Laings Road, Lower Hutt

Tuesday 2 May 2017, 8am-10am, Asteron Centre, 55 Featherston Street, Wellington

Wednesday 3 May 2017, 8am-10am, Asteron Centre, 55 Featherston Street, Wellington

Thursday 4 May 2017, 8am-10am, Asteron Centre, 55 Featherston Street, Wellington

Thursday 4 May 2017, 4-7pm, Dowse Art Museum, 45 Laings Road, Lower Hutt

“We encourage anyone interested in the future of the Wellington region’s network of walking and cycling paths to come and learn more about our plans and to share their ideas on how we can improve them. The Wellington to Hutt Valley Walking and Cycling Link will be a huge step forward for safer cycling, more connected communities and greater resilience in events such as storms and earthquakes,” says Neil Walker.

For those who can’t make the open days, project information and submission forms are now available on our project page.

Public engagement guides and submission forms will also be available at Hutt City and Wellington City libraries and council service centres.

ENDS

APPENDIX F: MEDIA CLIPS

stuff National World Business Opinion Sport Entertainment Life & Style Travel Motoring

THE DOMINION POST

Wellington Wairarapa Porirua Kapiti Hutt Valley Hawke's Bay Local Papers

A safer route for cyclists has been talked about for decades and it finally appears to be coming a little closer to reality.

Feedback wanted on cycle/walking trail between Wellington and Lower Hutt

NICHOLAS BOYACK

Last updated 09:37, May 15 2017



Supplied artist's impression, Gr

Cyclists could one day ride on reclaimed land between Wellington and Lower Hutt.

The NZ Transport Agency is asking for feedback on the Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link.



Known as the “Cycling Mum” Jo Clendon hopes that a proposed new trail between Wellington and Lower Hutt will dramatically increase the number of cyclists.

Ultimately, it will connect to the Hutt River Trail and a number of regional walking and cycling paths.

READ MORE:

- * [Mum wants better facilities for cyclists](#)
- * [Petition to allow children to ride on footpaths](#)
- * [Century long wait for Hutt Wellington cycleway](#)

Wellington City is responsible for the Ngauranga to Wellington City. The other two sections, Ngauranga to Petone and Petone to Melling, will be built by NZTA.

In 2015, NZTA announced plans for a \$35 million shared pathway for cyclists and walkers on reclaimed land on the seaward side of the railway line between Ngauranga and Petone.

That drew a mixed response from cyclists who said they did not want to be competing with walkers.

NZTA has subsequently done more work on the design, key elements of which include.

- * Widening the reclamation at three locations to allow the railway tracks to be straightened and for future improvements to State Highway 2
- * A new walking and cycling bridge just north of the Ngauranga interchange to link to the Wellington City section of the trail.

With the work being done by Wellington City, cyclists will ultimately be able to go from Melling to the Wellington Railway Station on a purpose built trail.

NZTA Highway Manager Neil Walker is keen to get public feedback on the Petone Melling section. Features of the initial design include.

- * A rail underpasses at Petone and Parliament St (near the Normandale overbridge).
- * Access through the Petone Railway Station car park

* A bypass for southbound cyclists at the Dowse interchange

* A connection to the existing Hutt River Trail.

Hutt City Mayor Ray Wallace believes the completed Melling to Petone section will be a great asset for residents of both Hutt City and Wellington.

The path will also link in with the council's Riverlink project to revitalise the central Hutt by turning the city towards the Hutt River.

Cycling advocate Jo Clendon has attended the public meetings on the Petone Melling section and is pleased with what she saw.

People, however, were generally not aware of the project that would one day create a purpose built cycleway trail from Melling Station to Wellington, she said.

She received a lot of feedback from people who would "love" to cycle to Wellington but were put off by the dangers associated with the current route.

It was important to have a say on the design so that people who would eventually use it would feel confident and safe, she said.

Her major concern with the proposed design was around access for people living on the Western Hills and in Alicetown.

She predicted the number of commuting cyclists would increase dramatically and it had to be as easy as possible for them to access the trail.

Walker said the project was a game changer for the region and people should comment on the proposed design.

"The Wellington to Hutt Valley Walking and Cycling Link will be a huge step forward for safer cycling, more connected communities and greater resilience in events such as storms and earthquakes."

* Submissions close on May 31. To have your say go to [NZTA](#)

- Stuff

Plea to add area north of Melling to planned Wellington cycleway

NICHOLAS BOYACK
Last updated 16:52, May 29 2017



A truck near the pinch point where two cyclists were knocked off their bikes on Tuesday morning. Cycling advocates want NZTA to do something about the section of State Highway Two, just north of Melling.

An accident that left two cyclists bruised and lucky to be alive has resulted in a call for improvements to a narrow section of State Highway 2 just north of Melling.

Belmont resident and Hutt Cycling Network member Elaine Richardson came across the two cyclists on the side of the road last Tuesday morning.

"One was quite badly grazed and the other guy said he felt the truck brush his leg ... they were damn lucky to be alive."



Photo: NZTA/Transport.govt.nz

An artist's impression of what the section of the proposed cycle/walking trail between Wellington and Melling might look like.

Richardson had previously lobbied NZTA, and the regional and city councils about the stretch of road without success.

READ MORE:

- * [Feedback wanted on cycle trail](#)
- * [Mum wants better facilities for cyclists](#)
- * [Petition to allow children to ride on footpaths](#)
- * [Century long wait for Hutt Wellington cycleway](#)

Heading south towards Wellington, the road narrows to a pinch point and she said cyclists were at risk every time they used it.

The New Zealand Transport Agency is currently seeking feedback on the Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link.

The link would create a purpose-built facility for cyclists between the Melling and Wellington railway stations.

It includes a \$35 million shared pathway for cyclists and walkers on reclaimed land on the seaward side of the railway line between Ngauranga and Petone.

Caitlin Carew cycles from Belmont to Wellington three times a week and is supportive of anything that encourages more cyclists to commute.



She is, however, concerned about the area where the two cyclists had an accident. Although it is outside the area covered by the proposed Wellington to Melling trail, she said it needed fixing.

"It is an uncomfortable feeling having cars pass you because you are so close."

Carew wanted NZTA to look at the section of the road as part of the Melling to Wellington project.

Cycling advocate Jo Clendon agreed the area was unsafe and needed fixing.

Finding a solution was likely to be difficult and she hoped it could be included in the RiverLink project, upgrading stopbanks and possibly building a new Melling Bridge.

That would involve major changes to the entire Melling area and would be the best time to make SH2 safer for cyclists, she said.

A quick solution would be to upgrade the Hutt River Trail, which was currently too rough for road bikes.

NZTA and the regional council are working on plans to upgrade the stopbanks and possibly put in a Melling Bridge. She hoped the issue of making it safer for cyclists north of Melling could be addressed as part of that project.

An NZTA spokesperson said the agency was concerned to hear about the Tuesday accident.

"This section of road is constrained by the local geography – with a hill on one side of the road and a river on the other it's not possible to add shoulders to the roadway."

Although the Hutt River Trail was an alternative option for cyclists, NZTA was aware it was not suitable for high-speed road cyclists.

Finding a solution was not, however, related to RiverLink as it was unlikely that the flood protection work would add width to the state highway corridor, he said.

Submissions on the Petone to Melling section of the cycle/walkway close on May 31. To make a submission go to [NZTA website](#)

APPENDIX G: POSTERS AND FLYERS

WELLINGTON TO HUTT VALLEY WALKING AND CYCLING LINK

PUBLIC INFORMATION DAYS - APRIL 2017

Come and learn more about how our plans are progressing for a Ngauranga to Petone seaward side shared path and a Petone to Melling path. Discuss the concepts with our project team and check out the images. Your feedback can help inform the design of these two sections of the future Walking and Cycling Link.

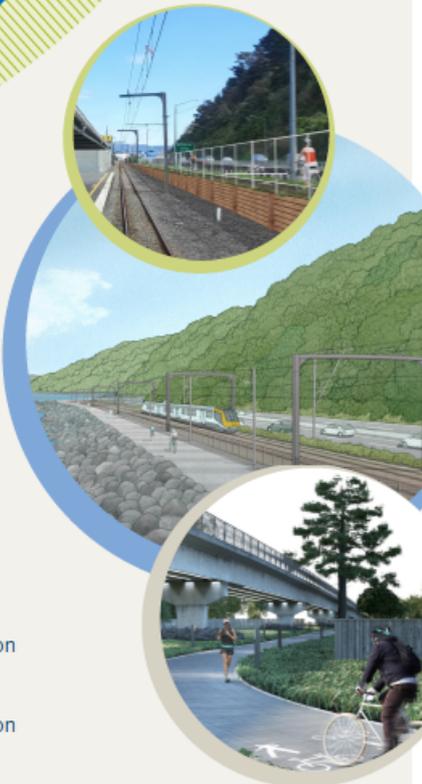
Information days are being held in the Hutt Valley and Wellington.

<p>SATURDAY 29 APRIL 2017 10AM-3PM</p>	<p>Dowse Art Museum 45 Laings Road, Lower Hutt</p>
<p>TUESDAY 2 MAY 2017 8-10AM</p>	<p>The Asteron Centre 55 Featherston Street, Wellington</p>
<p>WEDNESDAY 3 MAY 2017 8-10AM</p>	<p>The Asteron Centre 55 Featherston Street, Wellington</p>
<p>THURSDAY 4 MAY 2017 8-10AM</p>	<p>The Asteron Centre 55 Featherston Street, Wellington</p>
<p>THURSDAY 4 MAY 2017 4-7PM</p>	<p>Dowse Art Museum 45 Laings Road, Lower Hutt</p>

We look forward to seeing you there!

FOR MORE INFORMATION VISIT
www.nzta.govt.nz/w2hmlink



WELLINGTON TO HUTT VALLEY WALKING AND CYCLING LINK PUBLIC INFORMATION DAYS – APRIL 2017

Come and learn more about how our plans are progressing for a Ngauranga to Petone seaward side shared path and a Petone to Melling path.

Discuss the concepts with our project team and check out the images. Your feedback can help inform the design of these two sections of the future Walking and Cycling Link.

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SATURDAY 29 APRIL 2017 10AM-3PM	Dowse Art Museum 45 Laings Road, Lower Hutt
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WEDNESDAY 3 MAY 2017 8-10AM	The Asteron Centre 55 Featherston Street, Wellington
THURSDAY 4 MAY 2017 8-10AM	The Asteron Centre 55 Featherston Street, Wellington
THURSDAY 4 MAY 2017 4-7PM	Dowse Art Museum 45 Laings Road, Lower Hutt

We look forward to seeing you there!



FOR MORE INFORMATION VISIT www.nzta.govt.nz/w2hvlink



New Zealand Government

APPENDIX H: SOCIAL MEDIA ANALYTICS

26 April

Overall results

Post Details Reported stats may be delayed from what appears on posts



NZ Transport Agency - Wellington

Published by Hootsuite [?] · April 26 at 3:15pm ·

Like Page

Public engagement on the Wellington to Hutt Valley Walking and Cycling Link is now open. Check out our plans for the new Petone to Melling walking and cycling path here <http://ow.ly/r0fp30baYkX> #W2HVLink



19,049 people reached

View Results

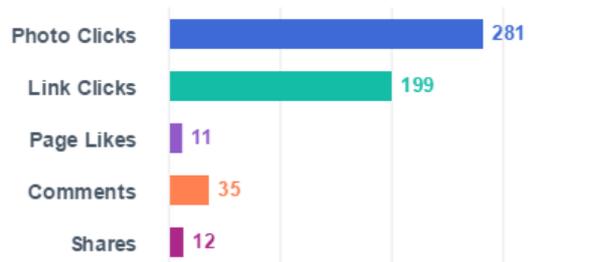
Like Comment Share

19,049 People Reached		
247 Reactions, Comments & Shares		
167 Like	127 On Post	40 On Shares
5 Love	4 On Post	1 On Shares
2 Wow	2 On Post	0 On Shares
52 Comments	43 On Post	9 On Shares
21 Shares	20 On Post	1 On Shares
1,471 Post Clicks		
607 Photo Views	351 Link Clicks	513 Other Clicks
NEGATIVE FEEDBACK		
7 Hide Post	2 Hide All Posts	
0 Report as Spam	0 Unlike Page	

Results of paid targeting (a subset of overall results)

8,478 People Reached [?]
600 Engagements
\$30.00 Total Spend [?]

Actions | People | Countries



28 April

Overall post results

NZ Transport Agency - Wellington
Published by Hootsuite [?] · April 28 at 12:30pm · 🌐

Join us at the Wellington to Hutt Valley Walking and Cycling Link open day this Saturday at the Dowse Art Museum from 10am to 3pm. See you there! #W2HVLink



12,961 people reached View Results

👍❤️👎 145 12 Comments 14 Shares

Like Comment Share

12,961 People Reached

200 Reactions, Comments & Shares

166 Like	142 On Post	24 On Shares
1 Love	1 On Post	0 On Shares
1 Wow	1 On Post	0 On Shares
1 Angry	1 On Post	0 On Shares
17 Comments	17 On Post	0 On Shares
14 Shares	14 On Post	0 On Shares

672 Post Clicks

439 Photo Views	0 Link Clicks	233 Other Clicks
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NEGATIVE FEEDBACK

4 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Results of paid targeting (a subset of overall results)

7,684 People Reached [?]
463 Engagements
\$30.00 Total Spend [?]

Actions | People | Countries

Photo Clicks	314
Page Likes	13
Comments	13
Shares	9

1 May

Overall post results

NZ Transport Agency - Wellington
Published by Hootsuite [?] · May 1 at 10:30am · 🌐

Drop in to Asteron Centre on your way to work this week and talk to the team about our plans for the Wellington to Hutt Valley Walking and Cycling Link. Open days 2-4 May from 8 to 10am.

View 1 - shared path approach to Normandale Road overbridge

9,100 people reached View Results

👍❤️😞 90 2 Comments 3 Shares

Like Comment Share

9,100 People Reached

121 Reactions, Comments & Shares

104 Like	88 On Post	16 On Shares
1 Love	1 On Post	0 On Shares
2 Sad	1 On Post	1 On Shares
4 Comments	2 On Post	2 On Shares
10 Shares	3 On Post	7 On Shares

306 Post Clicks

225 Photo Views	0 Link Clicks	81 Other Clicks ⓘ
---------------------------	-------------------------	-----------------------------

NEGATIVE FEEDBACK

1 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Results of paid targeting (a subset of overall results)

4,754 People Reached [?]	211 Engagements	\$30.00 Total Spend [?]
------------------------------------	---------------------------	-----------------------------------

Actions | People | Countries

Photo Clicks	123
Page Like	1
Comments	2
Shares	7

3 May

Overall post results

NZ Transport Agency - Wellington
Published by Hootsuite [?] · May 3 at 12:30pm · 🌐

Like to bike? Pop into the Dowse Art Museum tomorrow between 4 and 7pm to learn about plans for a walking and cycling link between Wellington and Lower Hutt. #W2HVLINK



8,924 people reached

[View Results](#)

👍👤 Martin Warr, Jan Esquilant and 77 others 3 Comments 4 Shares

8,924 People Reached

103 Reactions, Comments & Shares

90 Like	78 On Post	12 On Shares
1 Wow	1 On Post	0 On Shares
3 Comments	3 On Post	0 On Shares
9 Shares	4 On Post	5 On Shares

193 Post Clicks

113 Photo Views	3 Link Clicks	77 Other Clicks ⓘ
---------------------------	-------------------------	-----------------------------

NEGATIVE FEEDBACK

2 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Results of paid targeting (a subset of overall results)

3,241 People Reached [?]	93 Engagements	\$30.00 Total Spend [?]
------------------------------------	--------------------------	-----------------------------------

Actions | People | Countries

Photo Clicks	18
Page Likes	3
Comments	2
Shares	5

8 May

Overall post results

NZ Transport Agency - Wellington
Published by Hootsuite [?] · May 8 at 12:30pm · 🌐

Thanks to everyone who turned up at the Open Days to learn about the Wellington to Hutt Valley Walking and Cycling Link. It's not too late to have your say. Make an online submission here <http://ow.ly/5mah30baYn3>

8,967 people reached

63 Reactions 2 Comments 4 Shares

8,967 People Reached

80 Reactions, Comments & Shares

70 Like	60 On Post	10 On Shares
1 Love	1 On Post	0 On Shares
2 Wow	2 On Post	0 On Shares
2 Comments	2 On Post	0 On Shares
5 Shares	4 On Post	1 On Shares

308 Post Clicks

177 Photo Views	67 Link Clicks	64 Other Clicks ⓘ
---------------------------	--------------------------	-----------------------------

NEGATIVE FEEDBACK

1 Hide Post	0 Hide All Posts
0 Report as Spam	0 Unlike Page

Results of paid targeting (a subset of overall results)

3,921 People Reached [?]
142 Engagements
\$30.00 Total Spend [?]



16 May

Overall post results

NZ Transport Agency - Wellington
Published by Hootsuite [?] · May 16 at 12:30pm · 🌐

Take a ride on our virtual train to see what the Petone to Melling section of the W2HV Link will be like. <http://ow.ly/baBp30baYdP> #W2HVLink



North of Dowse interchange

- 3.5m-wide cycle path 1.8m-high security fence and lighting
- low retaining wall (treatment to be confirmed in detailed design)

20,462 People Reached

219 Reactions, Comments & Shares

146 Like	94 On Post	52 On Shares
2 Love	1 On Post	1 On Shares
1 Thankful	1 On Post	0 On Shares
1 Haha	0 On Post	1 On Shares
2 Wow	1 On Post	1 On Shares
43 Comments	39 On Post	4 On Shares
24 Shares	23 On Post	1 On Shares

2,326 Post Clicks

933 Photo Views	683 Link Clicks	710 Other Clicks ⓘ
---------------------------	---------------------------	------------------------------

NEGATIVE FEEDBACK

4 Hide Post	2 Hide All Posts
1 Report as Spam	0 Unlike Page

20,462 people reached ▶ \$16.91 Left

👍❤️🌸 97 21 Comments 23 Shares

Results of paid targeting (a subset of overall results)

4,704 People Reached [?]	569 Engagements	\$13.01 Total Spend [?]
------------------------------------	---------------------------	-----------------------------------

Actions | People | Countries

Photo Clicks	287
Link Clicks	209
Page Likes	3
Comments	17
Shares	12

24 May

Overall post results

Post Details Reported stats may be delayed from what appears on posts X

NZ Transport Agency - Wellington

Published by Hootsuite [?] · May 24 at 12:30pm · 🌐

Like Page

One more week to tell us what you think about our plans for the W2HV Link. Make an online submission here [#W2HVLink](http://ow.ly/5mah30baYn3)

View 3 - Bridge Street to Marsden Street

14,087 people reached

[View Results](#)

👍👎 23 1 Comment 3 Shares

Like Comment Share Top Comments

Write a comment...

Paul Bryant Unless you counter the monumental ballsup of the so called smart motorway. This too, will be a massive waste of taxpayer funds!

Like · Reply · Message · 🌐 2 · May 25 at 1:25pm

14,087 People Reached

40 Reactions, Comments & Shares

30 Like	22 On Post	8 On Shares
2 Love	0 On Post	2 On Shares
1 Wow	1 On Post	0 On Shares
1 Comments	1 On Post	0 On Shares
6 Shares	3 On Post	3 On Shares

969 Post Clicks

425 Photo Views	345 Link Clicks	199 Other Clicks
---------------------------	---------------------------	----------------------------

NEGATIVE FEEDBACK

6 Hide Post	1 Hide All Posts
0 Report as Spam	0 Unlike Page

Results of paid targeting (a subset of overall results)

8,213
People Reached [?]

511
Engagements

\$48.64
Total Spend [?]

Actions | People | Countries

Photo Clicks	257
Link Clicks	234
Page Likes	4
Shares	3

APPENDIX I: WEBSITE ANALYTICS

Project: W2HV Link

Apr 18, 2017 - May 31, 2017

All Users
100.00% Sessions

Page views

3,622

% of Total: 0.03% (11,948,736)



Unique page views

2,629

% of Total: 0.03% (8,650,085)



Average time on page

00:02:26

Avg for View: 00:00:48 (203.86%)



Bounce rate

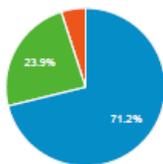
56.22%

Avg for View: 34.40% (63.44%)



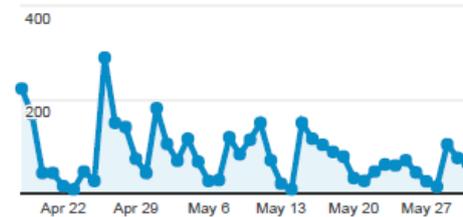
Viewed on device

desktop mobile tablet



Page views over time

Pageviews



Popular pages

Page	Pageviews	Avg. Time on Page
/projects/wellington-to-hutt-valley-walking-and-cycling-link/	1,718	00:01:34
/projects/wellington-to-hutt-valley-walking-and-cycling-link/community-engagement/	1,191	00:04:38
/projects/wellington-to-hutt-valley-walking-and-cycling-link/preferred-option/	283	00:02:53
/projects/wellington-to-hutt-valley-walking-and-cycling-link/publications/	206	00:03:50
/projects/wellington-to-hutt-valley-walking-and-cycling-link/media/	124	00:01:26
/projects/wellington-to-hutt-valley-walking-and-cycling-link/frequently-asked-questions/	92	00:03:52
/projects/wellington-to-hutt-valley-walking-and-cycling-link/engagement/	6	00:06:34
/assets/network/projects/wellington-to-hutt-valley-walking-and-cycling-link/docs/w2hmlink-feedback-form.docx	1	00:00:07
/projects/wellington-to-hutt-valley-walking-and-cycling-link/feedback/	1	00:29:07

Top referrers

Source / Medium	Pageviews
google / organic	1,299
(direct) / (none)	746
facebook.com / referral	304
m.facebook.com / referral	304
nzta.govt.nz / referral	286
stuff.co.nz / referral	212
huttcity.govt.nz / referral	166
i.stuff.co.nz / referral	166
wellington.scoop.co.nz / referral	111
surveymonkey.com / referral	92

Location of audience

City	Pageviews
Wellington	2,284
Auckland	442
Lower Hutt	378
Christchurch	304
Porirua	138
Tauranga	92
Napier	83
Sydney	37
Upper Hutt	37
Hamilton	28