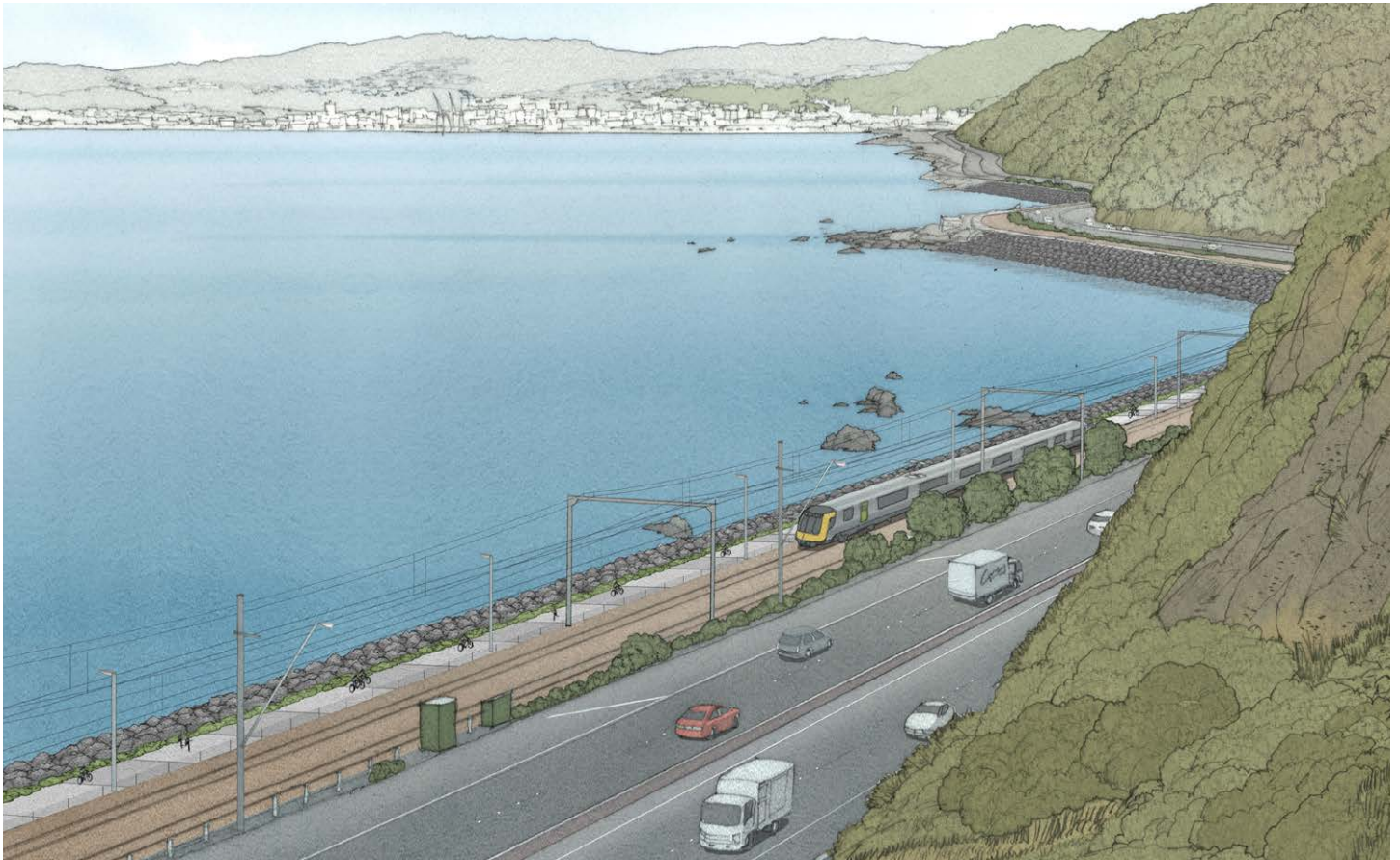




# Wellington region



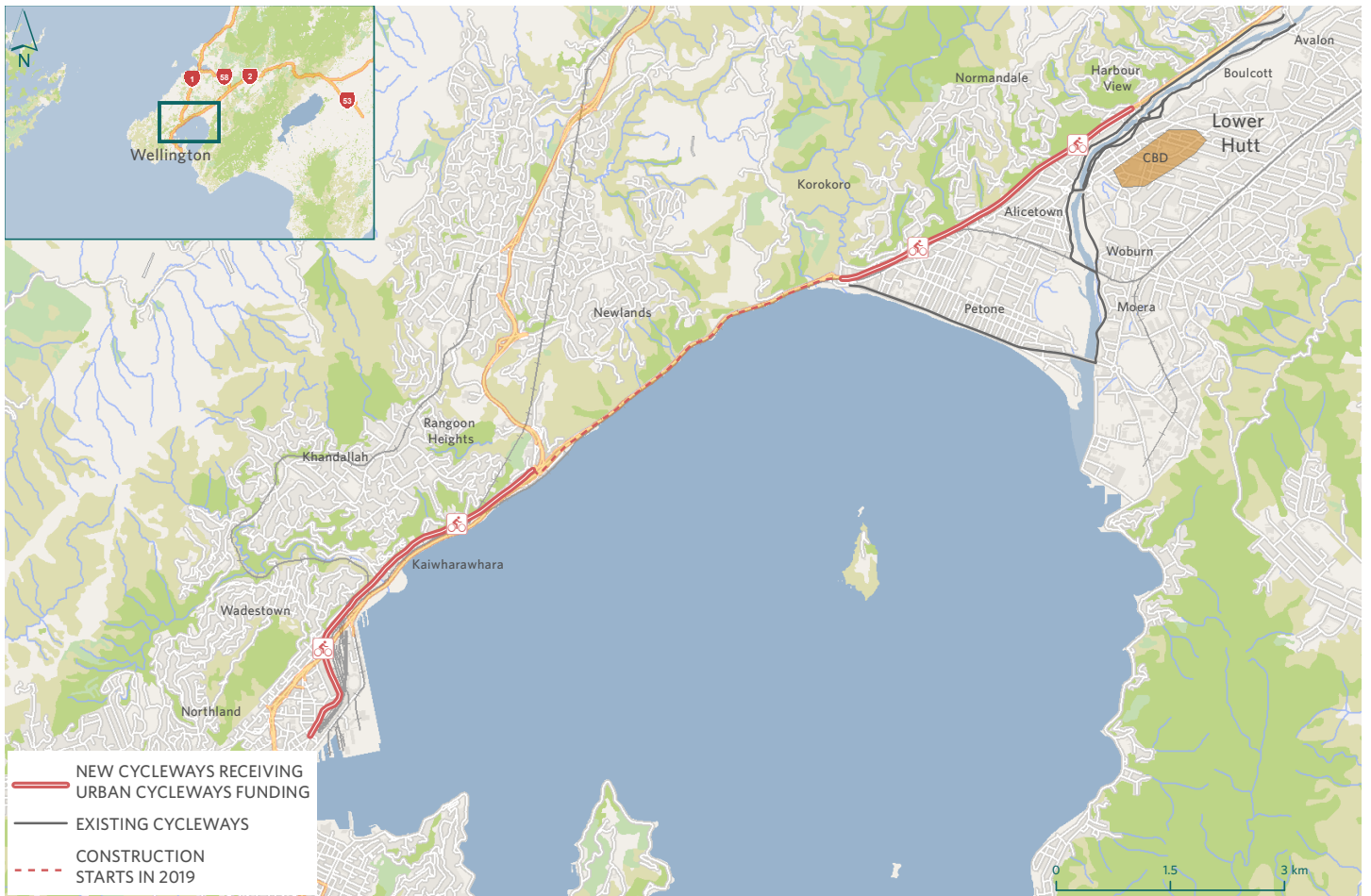
Since 2006, the number of people commuting by bike in the capital has almost doubled.

In recognition of the key role that active modes, including cycling, have in ensuring sustainable growth and improving the liveability of the city, Wellington will be focussing on giving people more transport choices for their journeys. The aim will be to increase the number of people choosing to travel by bike to get to work, go to the shops, run errands and go about their daily lives.

Over the next three years, the **Urban Cycleways Fund** will accelerate cycling facilities on the eastern and CBD corridors in Wellington City as well as on the route between Melling and Wellington CBD, helping to provide a key regional connection between Wellington City and the Hutt Valley. Two options are proposed for the Petone to

Ngauranga section which fall outside the Urban Cycleways Fund funding: a seaward side cycleway and a road side cycleway, of which the preferred option is yet to be determined.

The **Urban Cycleways Fund** will also accelerate major cycling programmes in other parts of the region. The Hutt Valley will be utilising its rail corridor to create a cycling spine through the valley, extending to the Eastern Bays. The Kāpiti Coast will progress its local network at an accelerated pace to maximise the benefits of the new high quality cycleway provided by the Transport Agency alongside the Kāpiti Expressway. Porirua will also develop a cycling connection between its CBD and residential areas through to Titahi Bay.



Cycleways refers to both on and off-road facilities

## Wellington City

### MELLING TO CBD (WELLINGTON TO HUTT VALLEY)

This 12km high quality cycleway will connect Melling in Lower Hutt to Bunny St in Wellington Central. This is a key corridor between the Hutt Valley and Wellington’s CBD.

This cycle route will connect to existing Hutt City and Wellington City walking and cycling networks and will also link Lower Hutt residents to their workplaces and educational facilities both in Hutt City and Wellington central. By improving the connection between Hutt Valley and Wellington City, the cycleway will provide a better level of service compared with the existing facility along the route.

The route is currently well-used, but could attract over 900 people each day once the new cycleway, which is made up of three sections, is completed.

**Benefits:** This project will provide a high quality cycleway between Melling and Wellington’s CBD, significantly improving the level of service for both cyclists and pedestrians. It will offer a safer and more attractive route for journeys between home and work or educational

institutions, and will pay particular attention to how cyclists travel through intersections.

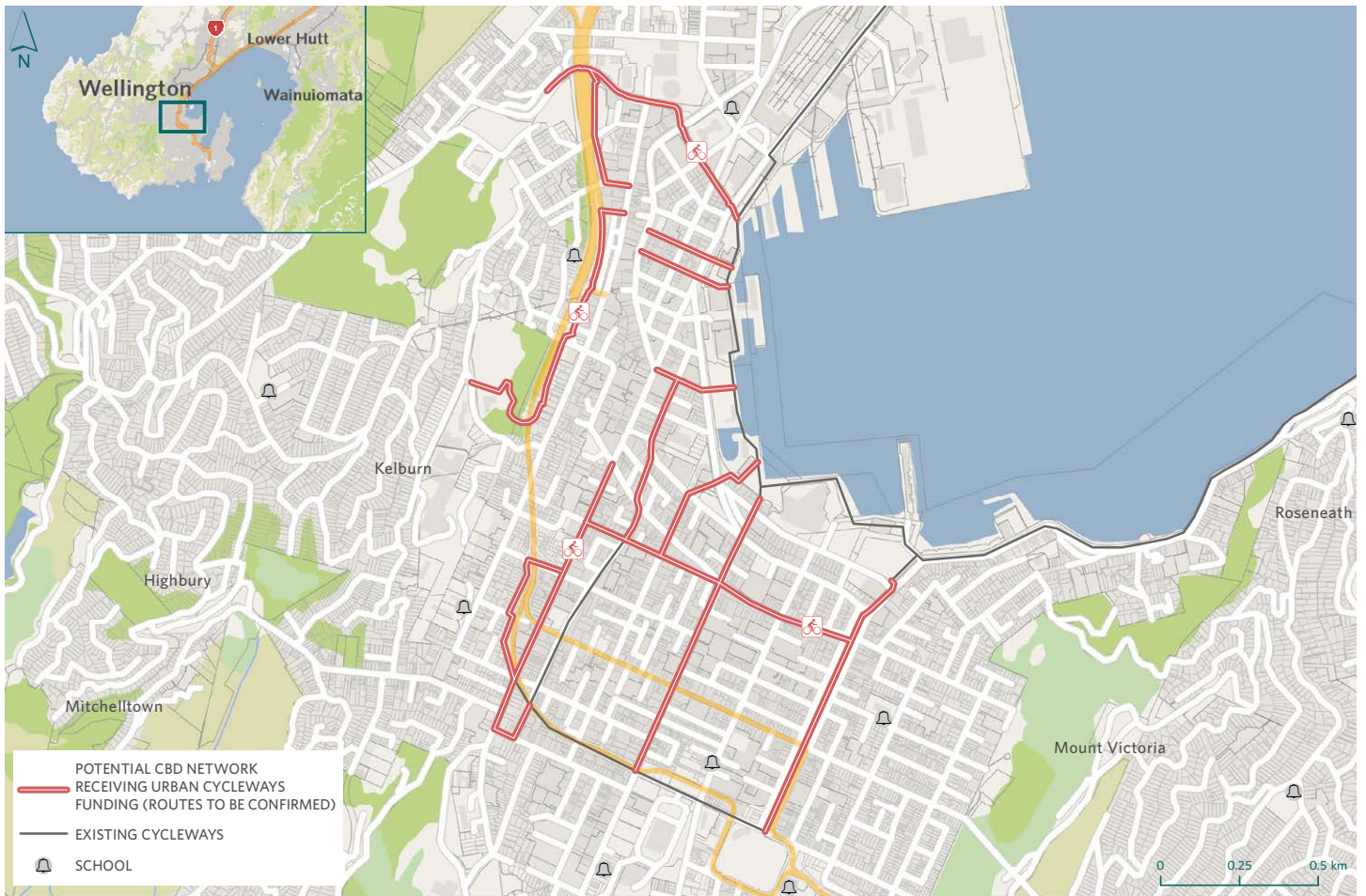
These additional facilities are expected to encourage new, less confident people to cycle as well as catering to the high numbers of people who use this route already. Connectivity with the larger cycling network will improve as a result and people will have alternative choices for their travel, which will help decrease congestion along the route, and improve journey time reliability.

Improvements between Melling and Wellington CBD will also benefit tourism-related cycling and help boost the local economies of Wellington and the Hutt Valley.

Construction is anticipated to begin in early 2016 with two of the three sections of the route expected to be completed by mid-2018. Construction of the remaining section between Petone and Ngauranga is anticipated to begin in 2019. Announcement of a preferred option for Petone to Ngauranga is expected later in 2015.

2015-18 ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$19 million	\$9 million	\$6 million	\$4 million

The total cost of this project is \$54 million, with the final stage to be complete outside the three year Urban Cycleways Programme.



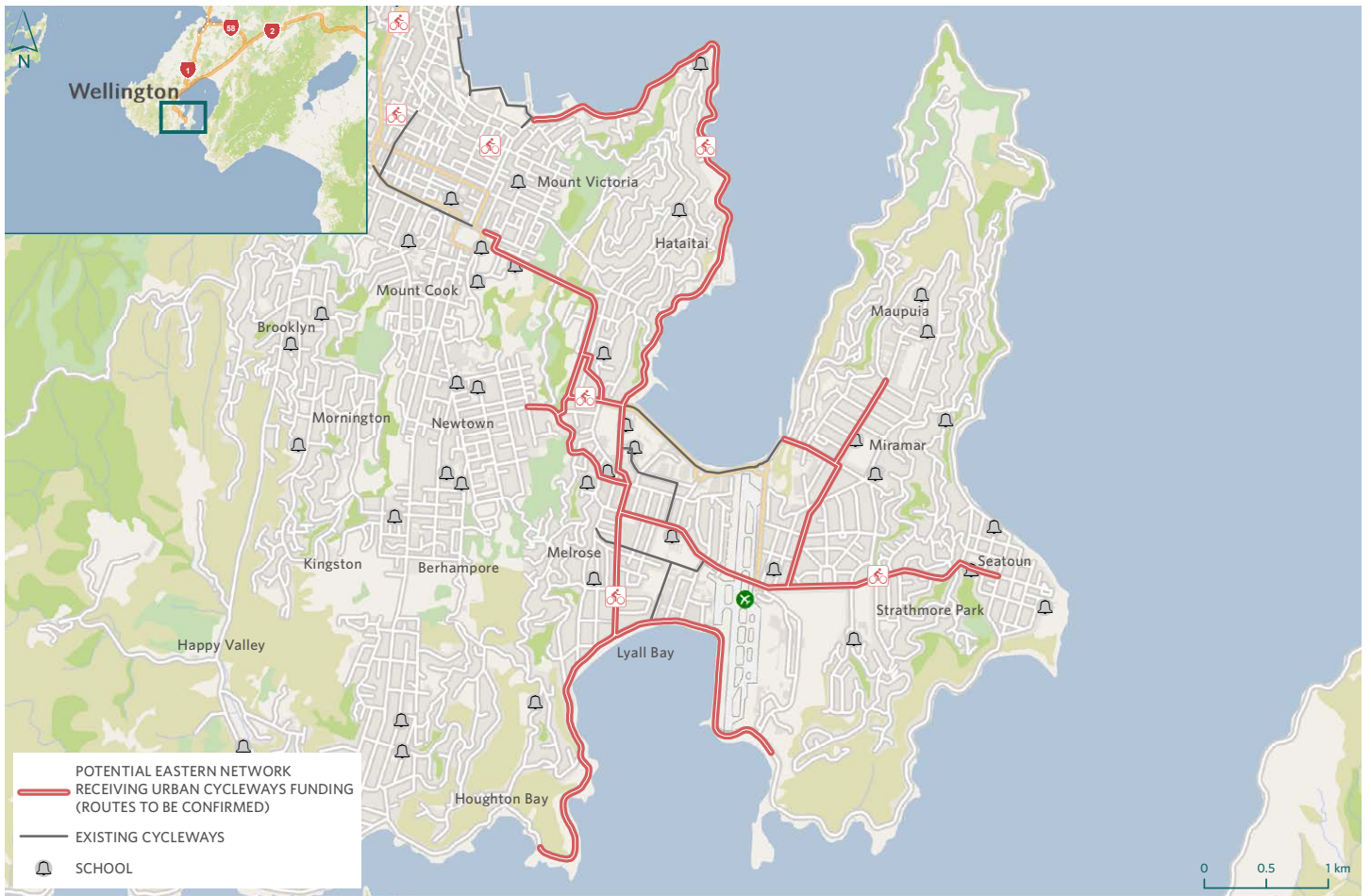
Cycleways refers to both on and off-road facilities

## WELLINGTON CBD ROUTE PACKAGE

This package of cycling facilities will form the basis of a Wellington CBD cycle network which will link to the major commuting corridors in Wellington and the waterfront shared path. As the main employment centre for the region, and the final destination for many cycling trips, an improved level of service for cycling infrastructure in the city centre is critical to provide for new riders. A range of design treatments will be used including separated bike lanes, shared paths, slower speeds and shared road space.

**Benefits:** This project will improve the connectivity of the cycling network through Wellington CBD and provide safer routes for people to cycle to work and school, and for other short inner city trips. These facilities are expected to encourage new people to cycle by providing more attractive connections to the city from the key corridors. This cycling package is expected to attract over 8,000 people each day. Route alignment and construction start and completion dates for this corridor will be determined once Wellington's cycling framework is finalised.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$13.5 million	\$4.5 million	\$4.4 million	\$4.6 million



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## WELLINGTON EASTERN ROUTE PACKAGE

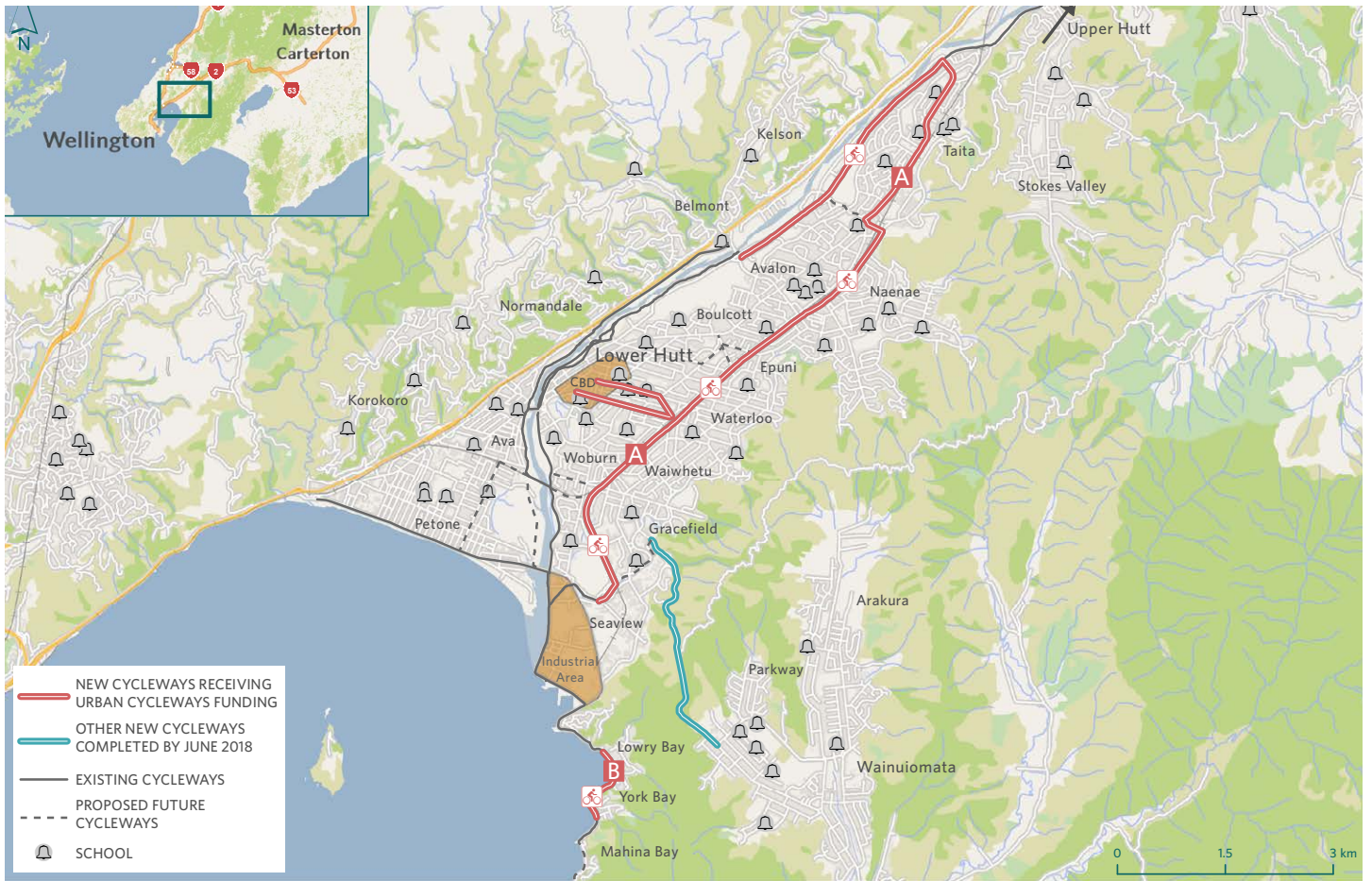
This package of routes will provide cycling facilities that connect the eastern suburbs of Wellington with local centres, schools and the Wellington CBD. The cycling projects will provide an increased level of service for cycle trips within Kilbirnie and Miramar and will provide access to Wellington airport and the Miramar film industry. They will also link to popular recreational routes around the Miramar Peninsula and coastal areas.

**Benefits:** These facilities will provide safer connections for over 5,000 students in the area to get to school by bike, and for people commuting to work in the CBD. As one of the flattest parts of Wellington, and with the majority of

residents in the eastern suburbs living between 5-8kms from the CBD, improving the level of service for cycling in this area is expected to encourage new and less confident people to cycle and reduce pressure on the transport network along this corridor. These cycling facilities are expected to attract over 1,000 people each day. Sections of this package will also form part of the Great Harbour Way which will have tourism and recreational benefits for the region.

Route alignment and construction start and completion dates for this corridor will be determined once Wellington's cycling framework is finalised.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$6 million	\$2 million	\$1.96 million	\$2.04 million



## Lower Hutt

Cycleways refers to both on and off-road facilities

### A. BELTWAY

This 16km off-road shared path will connect residential areas to workplaces and employment hubs, the Hutt Hospital, schools, the CBD and shopping areas. The Beltway will be a loop track and will also link to the Wainuiomata Hill cycleway and form an improved section of the Rimutaka Cycle Trail through the city. The Beltway route will also provide connections to major public transport hubs, including Waterloo and Melling train stations.

**Benefits:** This project provides safer and more attractive connected routes for residents wishing to cycle throughout the city. It provides a separated route for around 7,000 students to cycle to school, and offers more comfortable routes that will encourage people to cycle to work, shops and recreational facilities throughout the city. This cycling project is expected to attract over 1,000 people each day.

Construction is anticipated to begin in early 2016 and be completed by June 2018.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$3.5 million	\$1.17 million	\$1.19 million	\$1.14 million

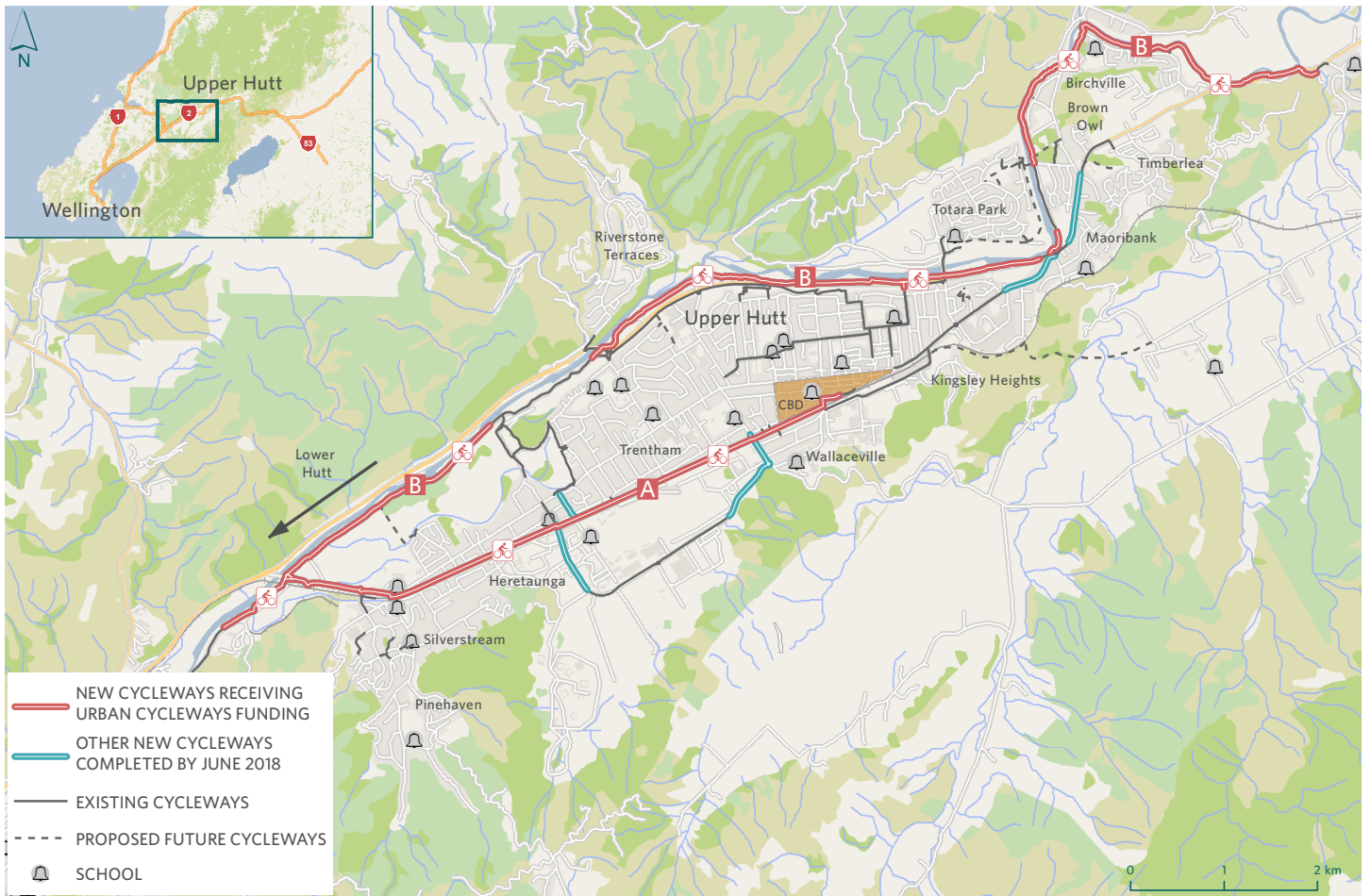
### B. EASTERN BAYS SHARED PATH

This 1.25km shared path along the primary corridor will connect residents in the Eastern Bays to workplaces, schools, shops and public transport facilities in the rest of Hutt City, and further through to the Wellington CBD in the future by joining up and connecting to existing cycleways. It will also connect to the Wainuiomata Hill shared path and the Beltway path. The path will be constructed in conjunction with seawalls in the same location, at a total estimated project cost of \$4 million.

cycling route for residents wishing to cycle between the Eastern Bays and the rest of Hutt City. It will help to attract new people to commute by bike, especially those who currently lack confidence or perceive the route as unsafe. The links to recreational facilities will help increase the numbers of recreational cyclists, and promote the tourism benefits of these cycle routes. This cycling project is expected to attract over 300 people each day.

Construction is anticipated to begin in early 2016 and be completed by June 2018.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$400,000	\$133,000	\$136,000	\$131,000



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## Upper Hutt

### A. RAIL CORRIDOR ROUTE

This 6.52km off-road shared path between the Upper Hutt CBD and Silverstream will link the urban area north of Upper Hutt with a number of schools, shopping centres and major employment areas.

**Benefits:** This project will provide a safer and more attractive option for over 3,500 students to cycle to a number of schools in the area. With off-road access to shopping centres and employment areas, there is likely to be an

increased number of people choosing to commute by bike, especially those who currently lack confidence to cycle on the road. It will also provide cycle access to rail stations, improving the connectivity of the cycle network and public transport through the city. This cycling project is expected to attract over 250 people each day.

The construction of this shared path is anticipated to begin in late 2015 and be completed by late 2017.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$2.88 million	\$960,000	\$980,000	\$940,000

### B. SEAL AND WIDENING HUTT RIVER TRAIL

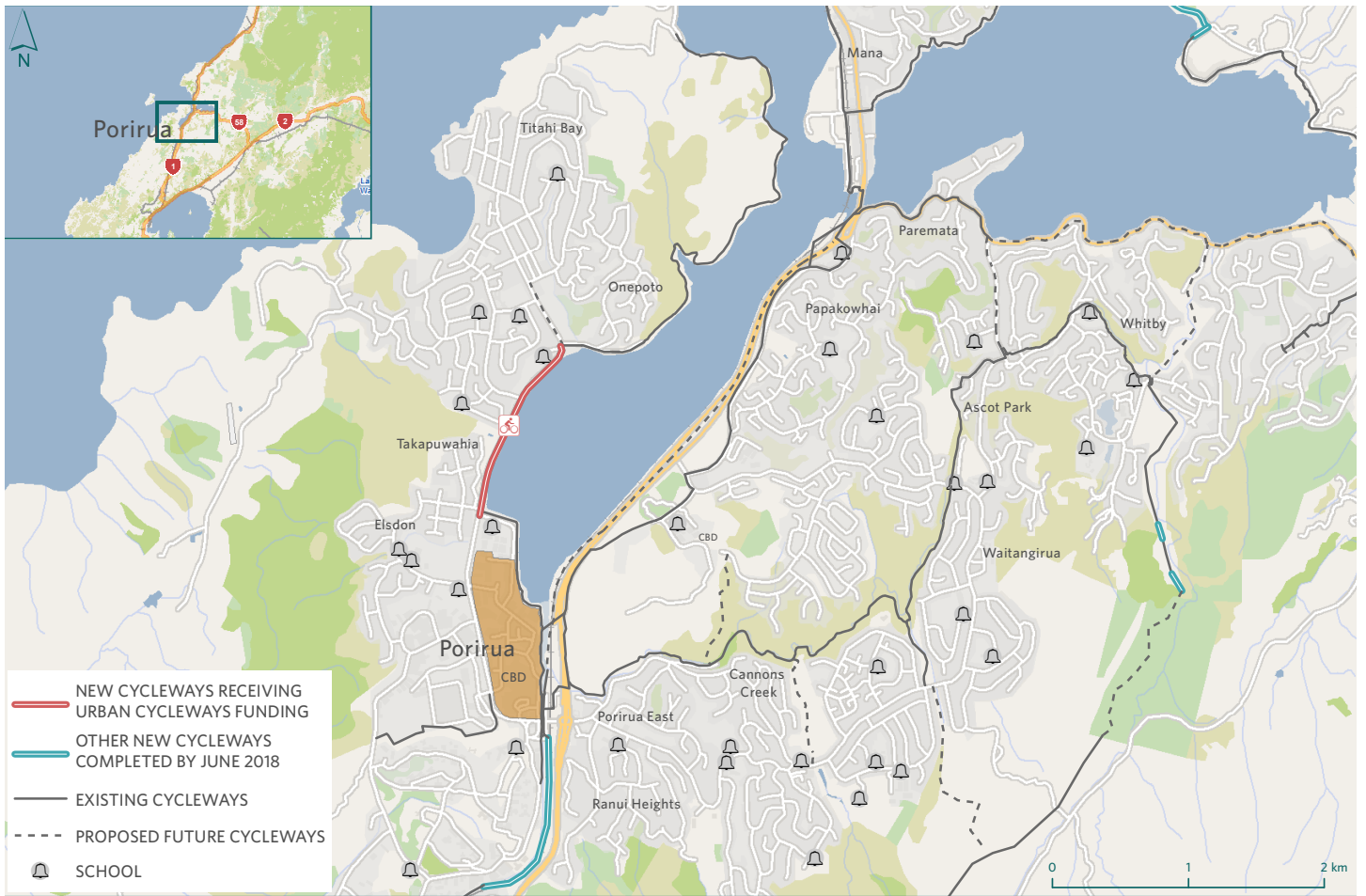
Improvements will be made to a 16km off-road shared path along the length of the Hutt Valley. This direct route is the primary off-road link between the upper and lower Hutt Valley, and forms part of the Rimutaka Rail Trail. It also provides access to the CBD, a number of schools and the Whakatiki Street industrial and commercial area.

**Benefits:** This route provides a safer link between Te Marua and the central area of Upper Hutt that is separated from the 80km/h section of State Highway 2. Improvements along

this route will encourage more people to cycle to work and school, with over 3,900 students within 500m of this shared path. It will also encourage more recreational use of the Rimutaka Rail Trail and help support economic growth in the area by encouraging more trail users to visit Upper Hutt. This cycling project is expected to attract around 350 people each day.

Construction is anticipated to begin in mid-2016 and be completed by mid-2018.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$2.18 million	\$540,000	\$840,000	\$800,000



Cycleways refers to both on and off-road facilities

## Porirua

### ONEPOTO - WI NEERA SHARED PATHWAY

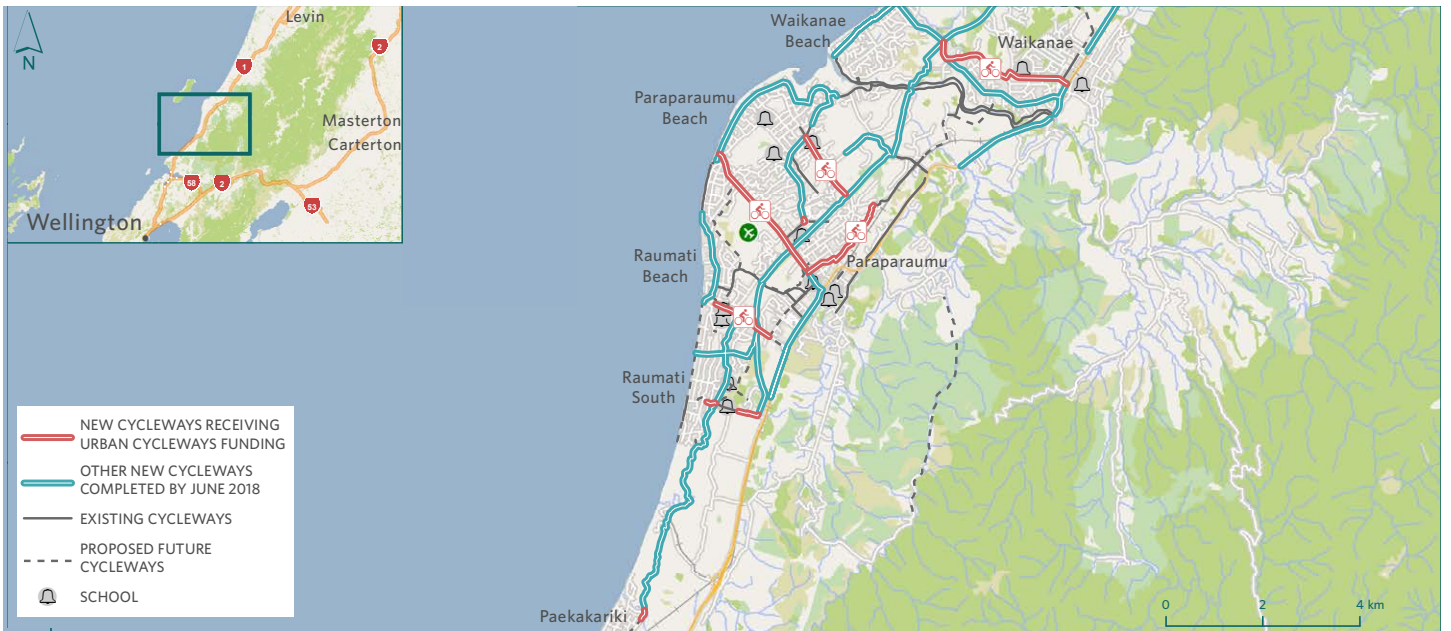
This 1.45km separated shared path from Titahi Bay to Porirua CBD will connect 10,000 residents with the railway station, workplaces, services and amenities in central Porirua. It will connect to existing walking and cycling facilities on Wi Neera Drive and will help to complete the cycling network in the area.

**Benefits:** This project will provide a safer route for people wishing to cycle to the CBD from Titahi Bay, and will improve

the connectivity of the cycling network. It will separate cyclists from heavy traffic along the route, and provide high quality facilities for those who currently cycle as well as encouraging many new people to commute by bike, and to cycle recreationally. This cycling project is expected to attract around 100 people each day.

Construction is anticipated to begin in early 2016 and be completed by mid-2017.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$830,000	\$280,000	\$270,000	\$280,000



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## Kāpiti

### STRIDE N' RIDE KĀPITI COAST

This package will deliver more than 30km of off-road shared paths and on-road cycleways that will create key commuter connections to busy rail stations, schools, local centres and the new Kāpiti expressway cycleway.

**Benefits:** Kāpiti's three-year cycling programme will focus on gaps in the wider cycleway network and aim to create links with the new Kāpiti expressway cycleway, creating more opportunities for cycling in our district.

Following the example of New Plymouth and Hastings, Kāpiti aspires to be a community where walking and cycling

is seen as a desirable, healthy and efficient way of getting around.

Its aim is to provide safer cycling connections to key destinations, including schools and developing a positive cycling culture.

Our expectation is that this enhanced cycling network will be used by more than 1000 people a day. Construction of these facilities is expected to begin in mid-2015 and be completed by mid-2018.

TOTAL ESTIMATED PROJECT COST	URBAN CYCLEWAYS FUND SHARE	NATIONAL LAND TRANSPORT FUND SHARE ESTIMATED	LOCAL SHARE ESTIMATED
\$5.03 million	\$1.57 million	\$1.66 million	\$1.8 million

### URBAN CYCLEWAYS PROGRAMME

The Urban Cycleways Programme, comprising shared investment from the Urban Cycleways Fund, the National Land Transport Fund and local councils, enables key, high-value urban cycling projects to get underway around the country over the next three years, while improving cycle safety and supporting more connected cycle networks.

 For more information, visit our website [www.nzta.govt.nz/UCP](http://www.nzta.govt.nz/UCP)



*Working together to make urban cycling a safer and more attractive transport choice*

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

  
**greater WELLINGTON**  
REGIONAL COUNCIL  
Te Pane Matua Taiao

  
A GREAT PLACE TO LIVE  
**UPPER HUTT CITY**  
UPPER HUTT CITY COUNCIL

**HUTT CITY**  
TE AWA KAIRANGI

  
**NZ TRANSPORT**  
AGENCY  
WAKA KOTAHI

  
**PORIRUA**  
CITY COUNCIL

  
**Kāpiti Coast**  
DISTRICT COUNCIL  
Me Hori Whakamuri, Ka Tiroiro Whakamuri

**New Zealand Government**