

How the project fits in with other transport improvements



TOP: SH58 safety improvements.
BOTTOM: Mackays to Peka Peka

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.

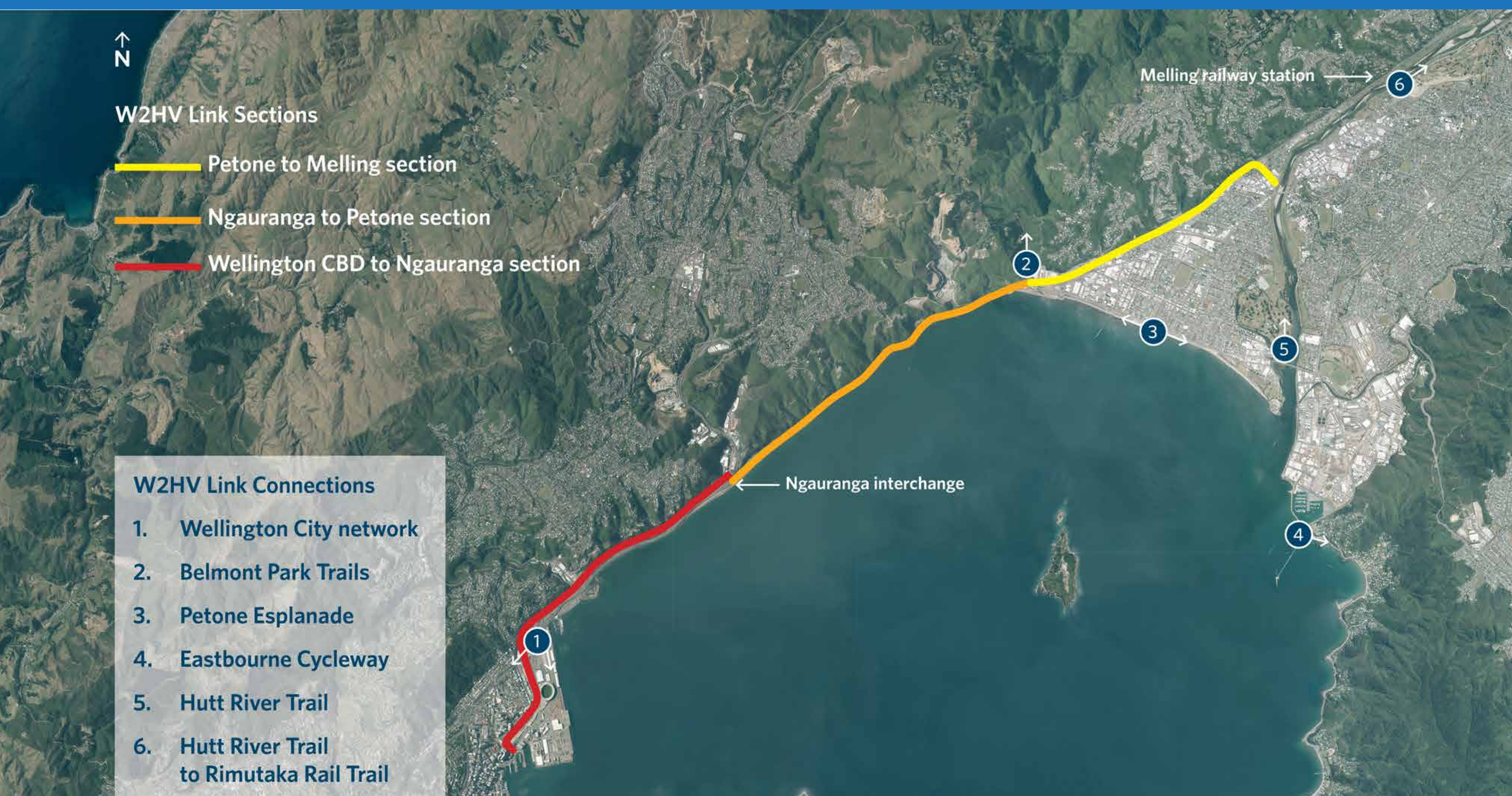
The purpose of this public engagement

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
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 Caltex)	WE ARE HERE 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 Caltex 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 →		

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

- (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. 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

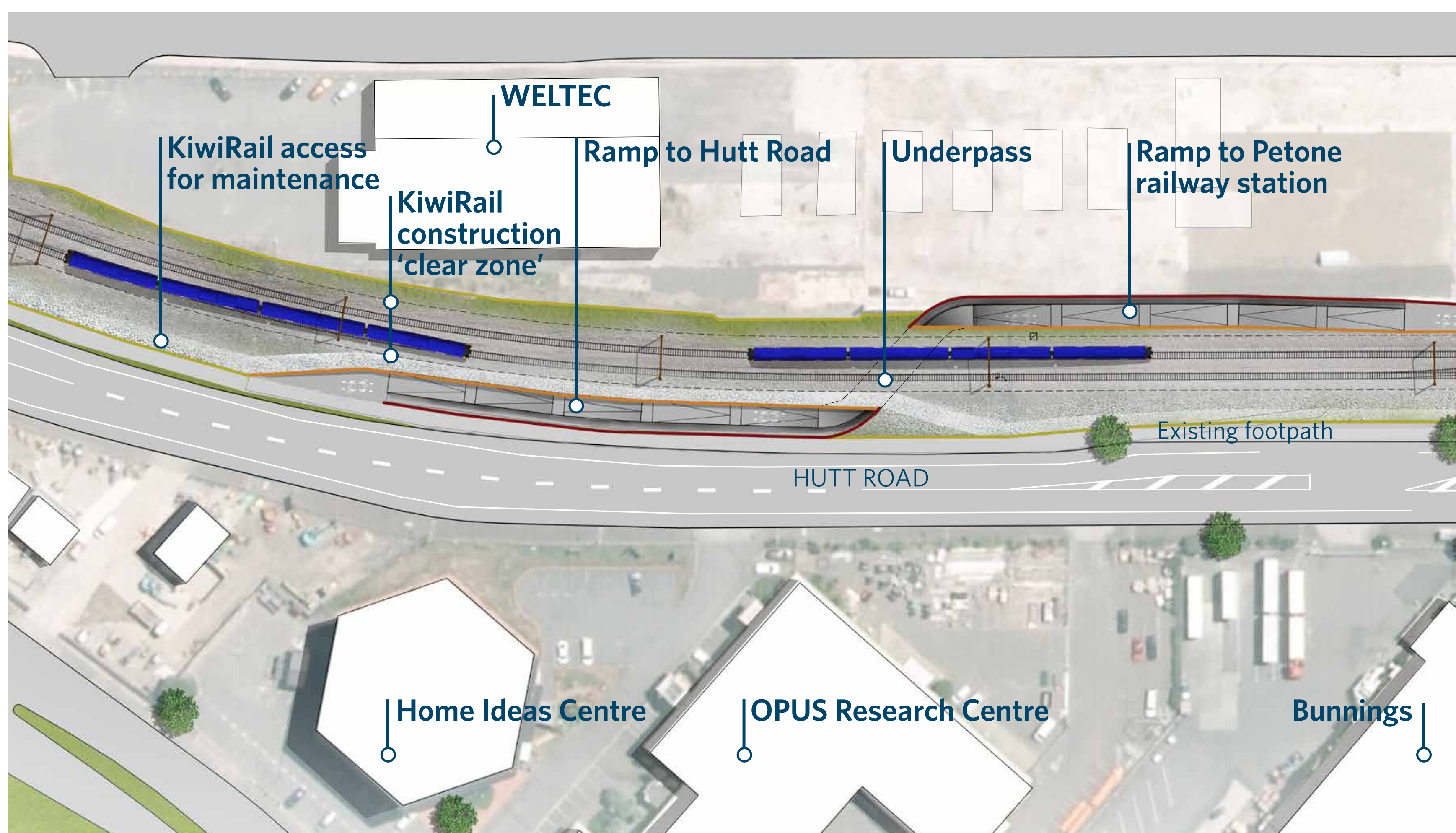
The 4m-wide rail underpass will provide a new shared path connection from the Hutt Road to the northbound platform of the Petone railway station. It is a key element that will link cyclists to the path along the rail corridor to Parliament Street.

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.

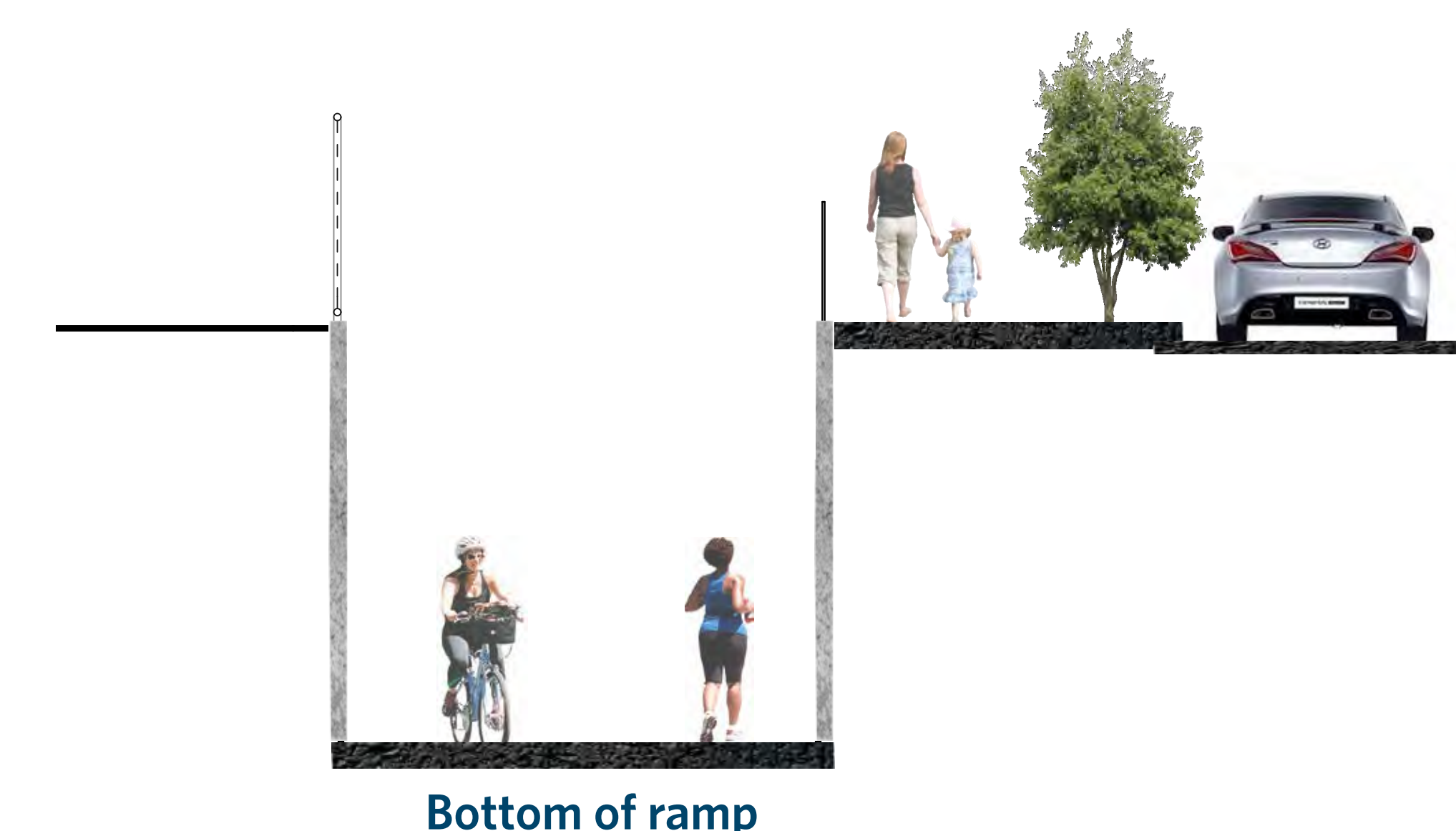
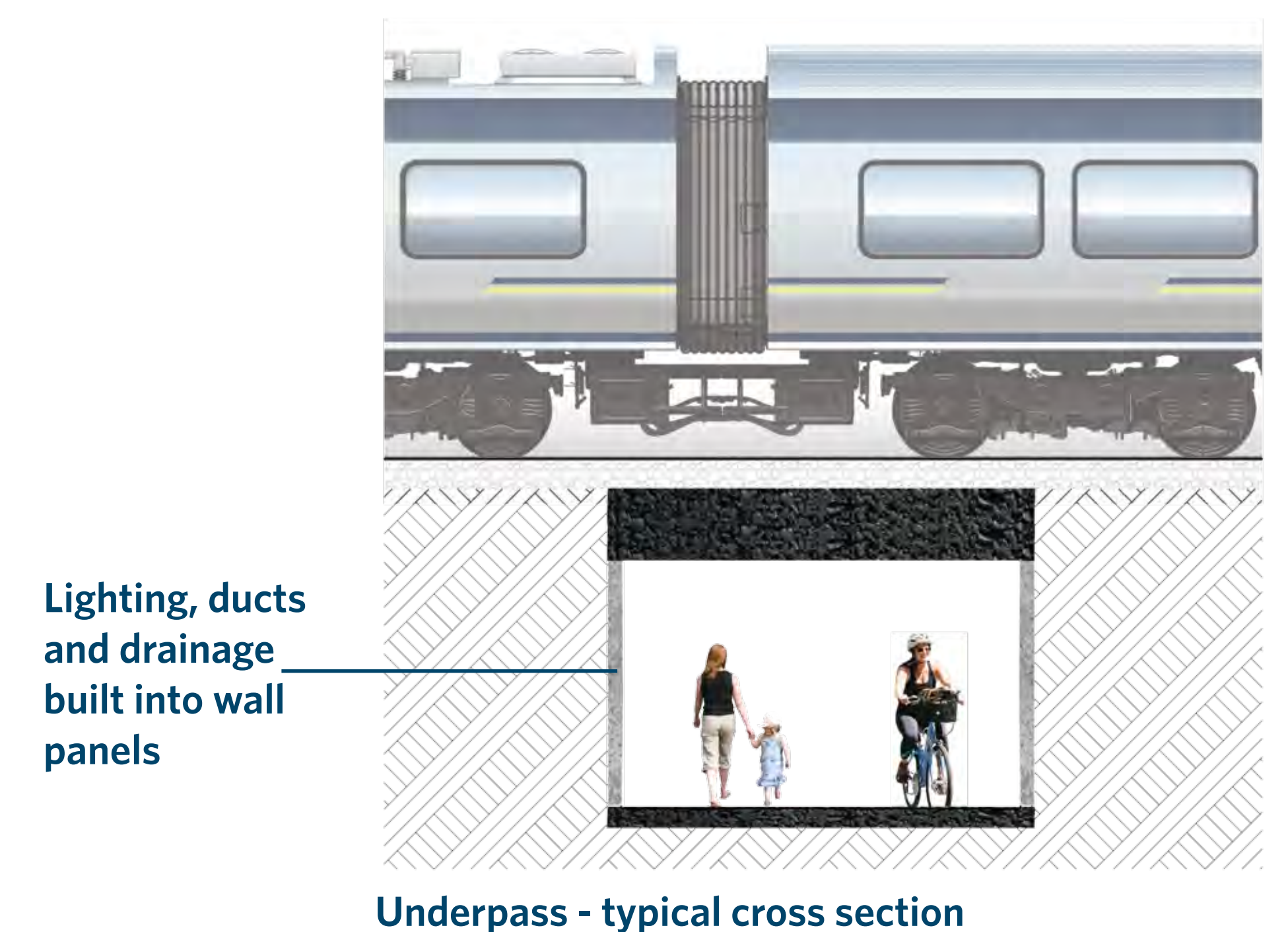
Parliament Street rail underpass

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



Petone railway station car park

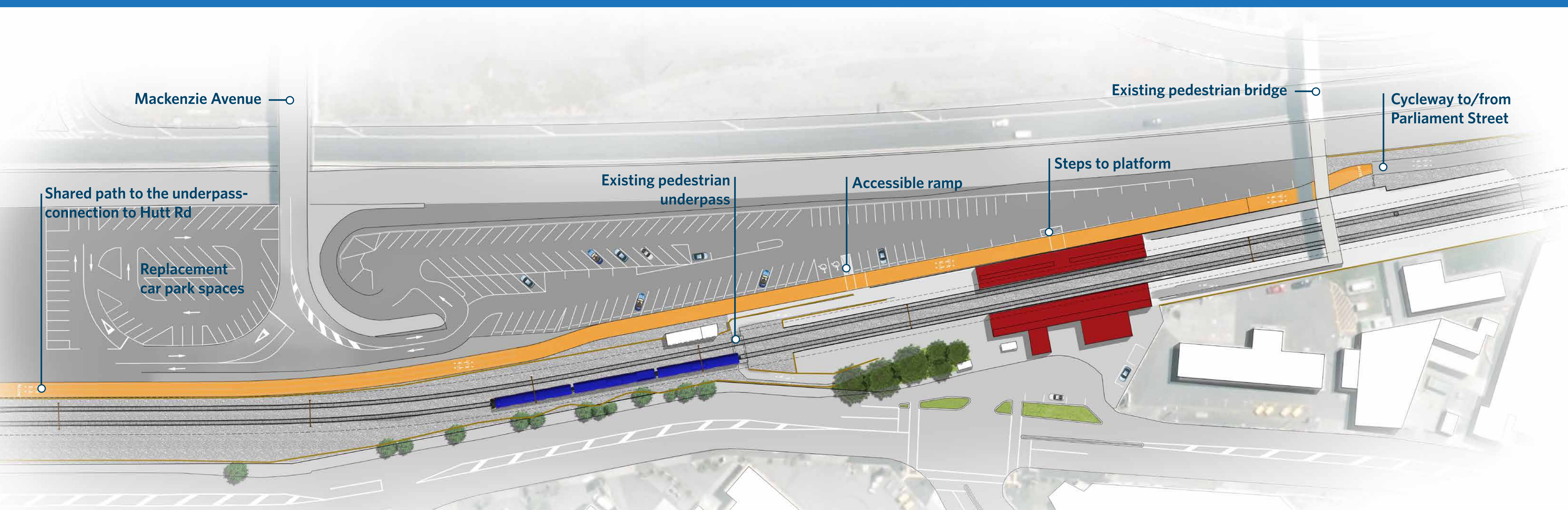
The 4m-wide shared path will continue from the Petone rail underpass to the Petone railway station, running along the edge of the car park and the northbound platform. This path links to a cycle path along the rail corridor at the northern end of the station platform.

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



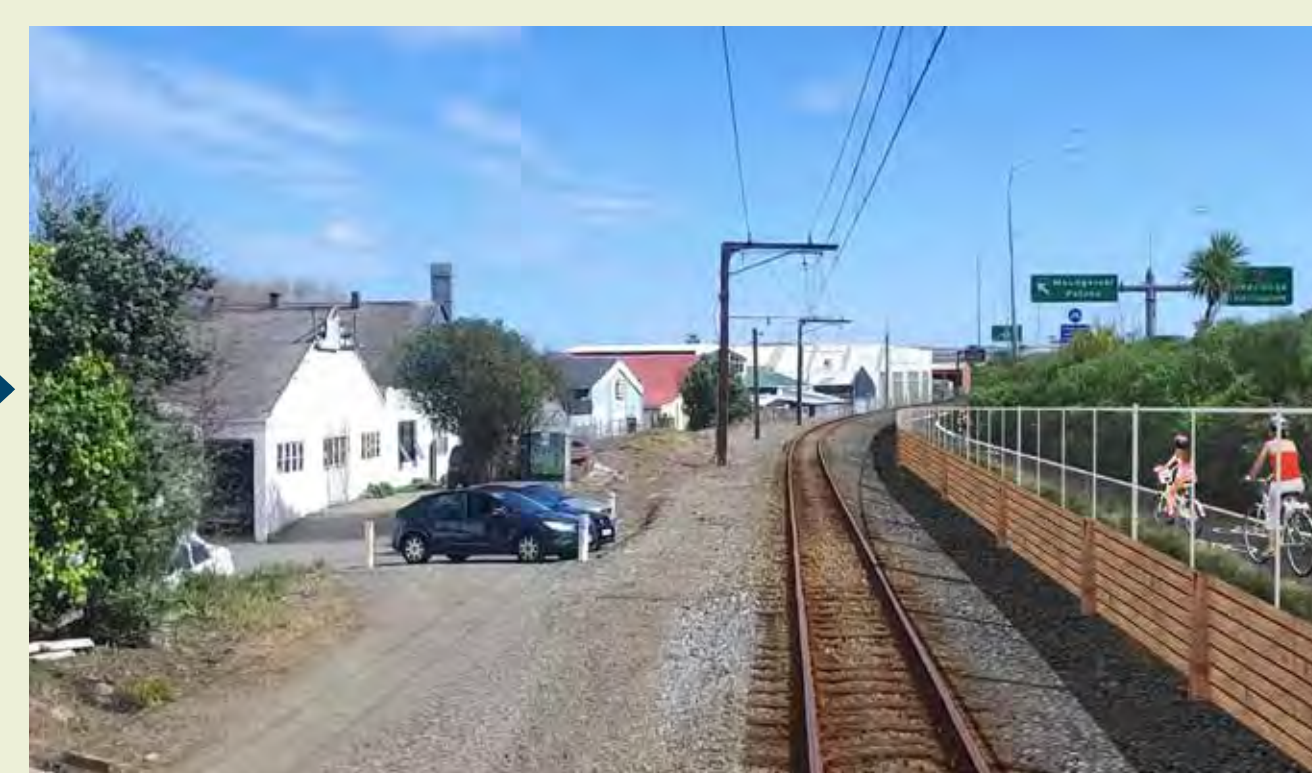
South of Parliament Street rail underpass

- 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

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



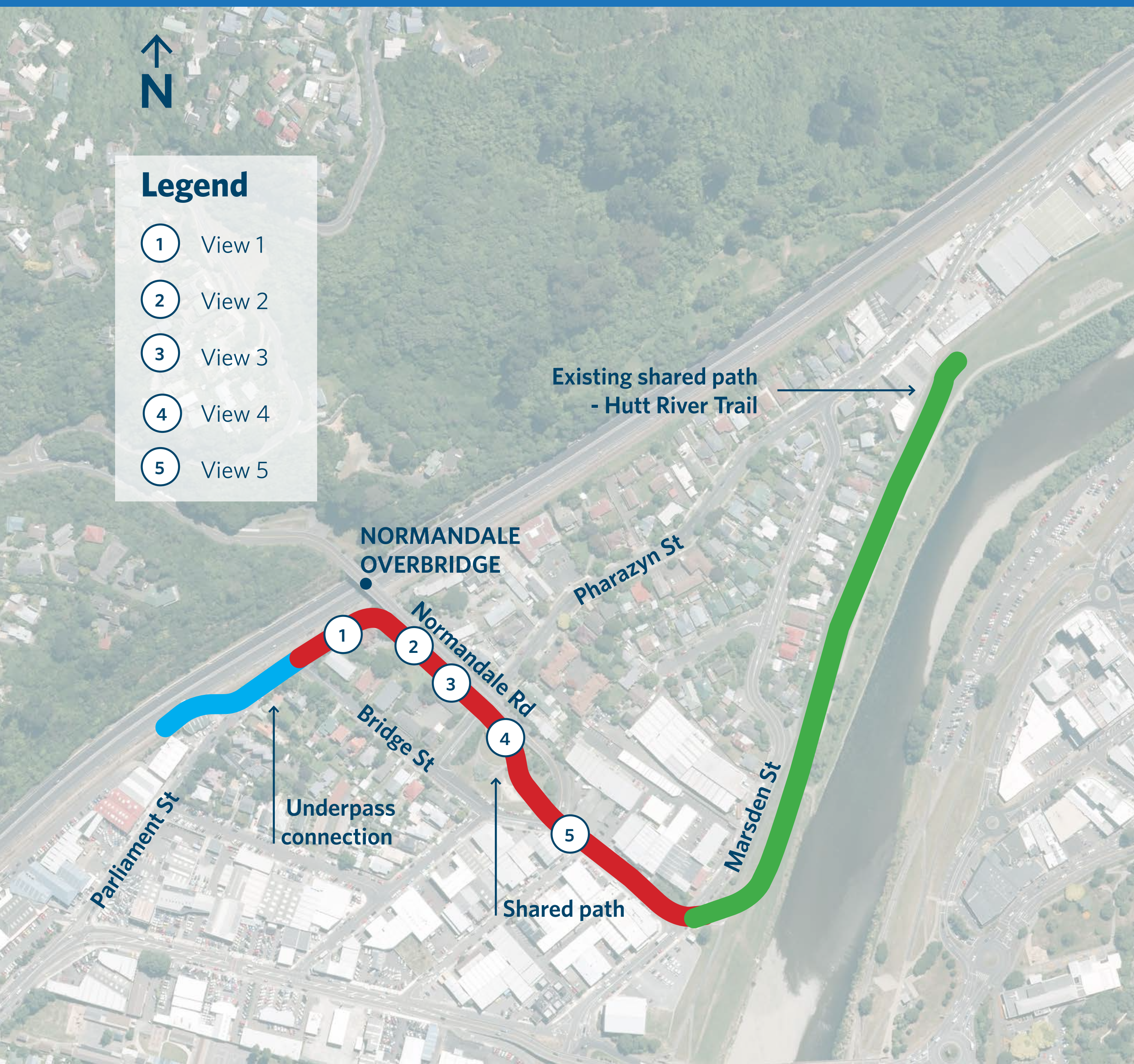
View 3 - Pharazyn Street intersection



View 4 - Pharazyn Street Park



View 5 - Bridge Street to Marsden Street



↑ N

Legend

- ① View 1
- ② View 2
- ③ View 3
- ④ View 4
- ⑤ View 5

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.



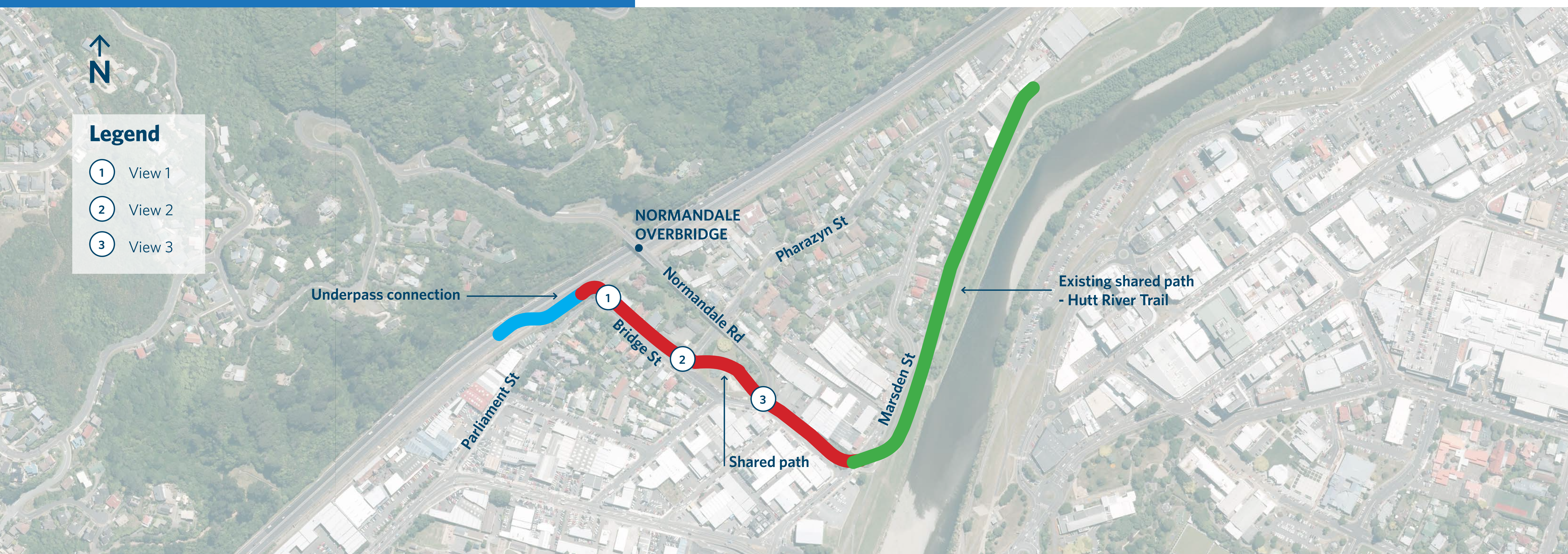
View 1 - Bridge Street to Pharazyn Street



View 2 - Pharazyn Street intersection



View 3 - Bridge Street to Marsden Street



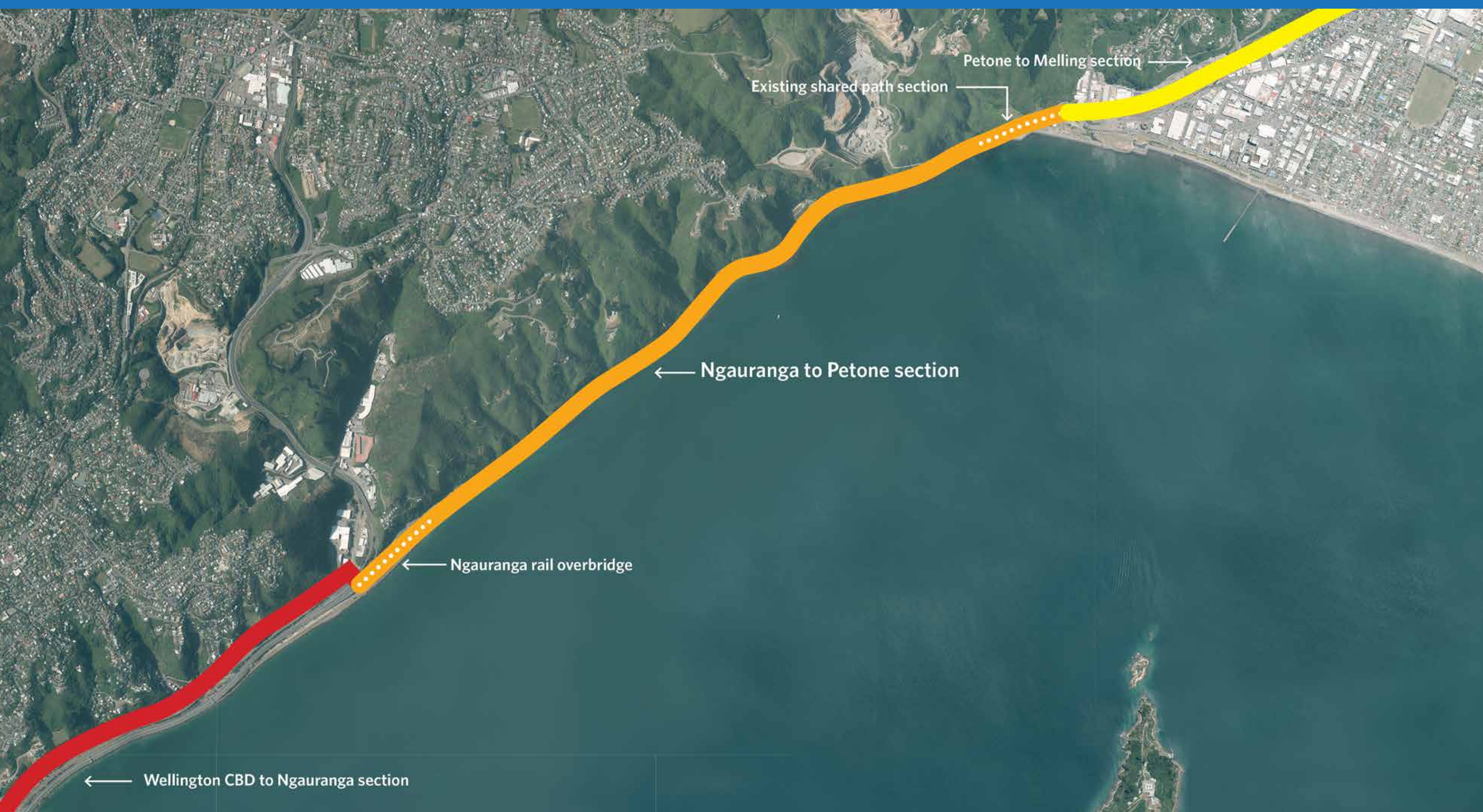
Update on the Ngauranga to Petone section

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.

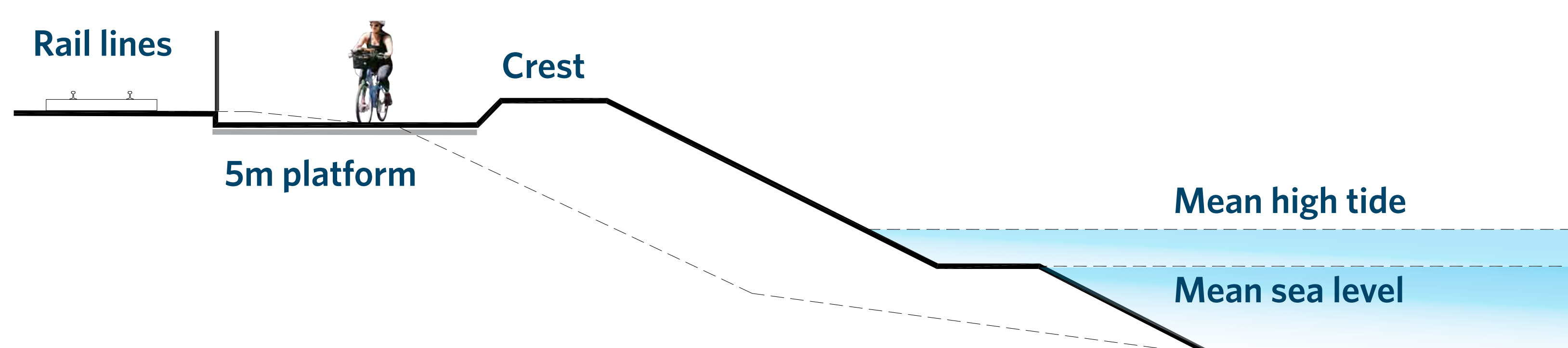
The seaward option

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.

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/w2hvlink. Please ask the team about how to do this.

Alternatively, you can email us your comments to w2hvlink@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: w2hvlink@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/w2hvlink

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

