

Introduction

We've been working hard on a plan to create a much-needed walking and cycling link between Wellington and the Hutt Valley. We know the public is excited for this game-changing path, and we are equally excited about delivering it. With each step this bold, transformational project gets closer to becoming a reality!

We first asked for feedback on cycling between Wellington and the Hutt Valley (W2HV) in 2012 – with a survey of cyclists and people who would like cycle to and from work more. We also had lots of feedback from recreational cyclists and pedestrians who wanted greater access to this part of the harbour. That confirmed the need to invest in improving the options for people on bikes, runners and pedestrians.

In 2013 and 2014 we asked for feedback on two options – a road-side option on SH2 (but separated from traffic) and a sea-side option. The majority of people who provided feedback preferred the coastal path. Those who preferred the road-side option supported it because it would be built more quickly and cost less. Those who preferred the sea-side option liked it because it would provide a wider and higher standard path, and provide benefits like access to the harbour coast.

In 2015 we decided to develop the sea-side option. We developed a design consisting of a 5m wide path for pedestrians and cyclists, with additional spaces beside to allow for gathering areas, planted space, coastal planting and habitat for birds and other native species. We called these 'landings' or 'ūranga' – drawing on the name Ngauranga – the landing place. This was the design we asked for comments on in 2019.



How did we engage in 2019?

135

135 people attended a public open day

The Transport Agency sought public feedback on the Ngauranga to Petone section of the W2HV walking and cycling link in May and June 2019. Associate Minister of Transport Julie Anne Genter launched the engagement period and released concept designs for public comment on Thursday 23 May and we closed public comments a month later, on Friday 21 June. We held three public open days:

Wellington	Central Hutt	Petone
Te Wharewaka	Lower Hutt Events Centre	The Settlement on Jackson St
Saturday 8 June	Thursday 13 June	Saturday 15 June

These were advertised in the Hutt News, the Dominion Post and on Facebook.

At the open days people were invited to add comments to a map of the project, and to fill in a feedback form or take one away with them to send back.

We also asked for feedback on Social Pinpoint – an online maps-based platform. On Social Pinpoint we had:

3625 visits

Average time on the site of 3 minutes and 48 seconds

[375 comments](#)

In total we received 488 pieces of feedback from members of the public:

84 feedback forms

375 comments on the map

29 pieces of email feedback

We have worked in partnership with mana whenua, our funding partners and local councils and have engaged with 20 different organisations with an interest in this project, ranging from mana whenua (local iwi), the area's councils, Te Aranui o Pōneke / The Great Harbour Way Trust, walking advocates, cycling advocates, environmental advocates, recreational users and others. We are continuing these conversations as the project moves forward.



YOU TOLD US

You will use the path for commuting and recreation, where you wouldn't feel safe and comfortable to use the existing options

You want to see a plan to keep people walking and people on bikes safe from crashing into one another - by creating lanes or clear guidance for users

You want the project to consider and protect the environment at all stages

You want to see dogs restricted or kept away from the path - both to protect birds and to prevent crashes between dogs and bikes or runners

You want to see the path well maintained with regular sweeping and clearing of debris

You want to see facilities like toilets, rubbish and recycling bins, water fountains, seating and cycle racks and repair stations

You want to feel safe on the path - meaning access for emergency vehicles, escape from the path if needed, CCTV, defibrillators and emergency phones

You want to see good connections at each end of the path providing good options into Petone and the rest of the Hutt Valley, and into Ngauranga, Wellington and Johnsonville

You support the project and the concept design

You want to be able to travel quickly on the path if you use it to commute

Strong support for the project overall

98 pieces of feedback expressed a clear view of the project overall. Supportive comments outnumbered less supportive comments 13 to 1.

Supportive comments identified potential benefits – commuter use, recreational use, tourism, and resilience. Many shared a supportive view of the design concept.

“

I think this will be an awesome resource for the region for many different reasons – not just for the potential recreational and commuting benefits (and resulting improved community health plus lower pollution and CO2 emissions), but also for reduced congestion (yes, even the motorists will benefit from fewer cars on the road) and increased transport resiliency. It's a massive win all around as far as I'm concerned. It should've been built years ago ”



“I'm so excited about so many things here. Love the consideration going into ecological restoration, picnic areas etc. This will be a massive asset to Wellington's outdoor spaces.”

“Great work that this project is moving ahead. Will encourage far more cyclists, runners and walkers between the city and the Hutt. I ride every day on the current motorway, and I look forward to feeling safer on this new path, and able to take my kids with me in the future.”

“I think this has the potential to be an incredible resource for the region, not just for encouraging more active transport and increased transport resiliency, but also for allowing locals and tourists alike to experience the beauty of the Wellington Harbour coastline. Do it!”

Those who did not support the project felt that it would not be used by enough people for it to be good value for money, and that other transport improvements in the region should take priority.

Features you want to see along the path

We received 113 pieces of feedback suggesting one or more features that should be added to the design of the path. Some of these – such as lighting – are already being included as a part of the design. Other suggestions will be considered as we develop the design to support the consent application, while some of the suggestions (such as signage) can be considered separately to, or following, the consent process.

- | | |
|---|--|
| 23 Toilets | 9 Coffee carts or a cafe |
| 18 Shelter from wind/ rain | 8 Security and emergency features |
| 18 Route and historical / cultural signage | 7 Art and sculpture |
| 16 Lighting | 6 Cycle storage and bike racks |
| 14 Drinking water taps / fountains | 5 Environmental signage |
| 10 Rubbish bins / recycling bins | 4 Viewing areas and binoculars |
| 9 Cycle repair stations | 2 A playground |

Environment

You strongly supported environmental consideration in this project. Many comments supported the planted areas and potential habitats that we have included in the concept design, and you want to see us carefully consider protection of wildlife during construction, the streams and freshwater in the area and making sure we use environmentally friendly construction materials.

“

Path needs to be clearly defined between walking and cycling sections. In places Hutt Road is a good example of separation. The clear grey/black separation is a divider every walker and cyclist is accustomed to as it matches the roads and footpaths we have been walking on for years.”



Separation, safety and speed

We heard that you want to use the path to commute, and that we need to provide a high standard facility for getting where you need to go quickly and safely. But we also heard that you would like to use the path for recreation and to enjoy the coastline, and that we need to ensure the safe separation of users – walkers, cyclists, runners, wheelchair users, scooter riders and more.

“Signage must be very clear that pedestrians should keep out of cyclists’ way. Pedestrians on the existing shared routes in Wellington are often oblivious to cyclists approaching from the rear and place themselves and others at considerable risk.”

“As other users have mentioned having clearly marked ‘lanes’ for cyclists and pedestrians is critical. Actually having a raised curb/barrier between the two could be helpful also.”

We heard that we need to provide a good quality surface that is suitable for both cycling and walking, with good lines of sight and gentle bends. You also asked us to make sure to keep the path clear of hazards such as plants and seating.

“

The whole path also needs to be smooth, with good eye-lines and visibility in both directions.”

“If you want commuter cycling traffic to use it, it has to be suitable for high speed unimpeded travel.”

”

“I’m really glad to see that appropriate native coastal planting will be used. It’s important to make sure that the planting does not encroach onto the path. Flax right next to the path is a bad idea!”

Access for dogs on the path

We asked for your thoughts about whether dogs should be allowed on the path and, if they are, whether they should be on a lead.

A combined 58% of comments said that dogs shouldn't be allowed on the path at all because of the risk to other users (35%) or to wildlife (23%). 41% of comments said that dogs should be allowed if they are on a lead or allowed during certain times only. 1% of comments said dogs should be allowed unrestricted access.

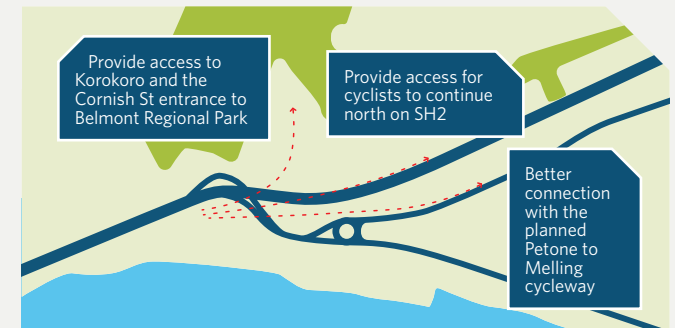
"Dogs are a serious hazard around cyclists and often for runners too. I would recommend strict control and separation."

"I would be more likely to use this route if it was a dog-free area, however I wouldn't mind if it was an area where all dogs must be on a lead."

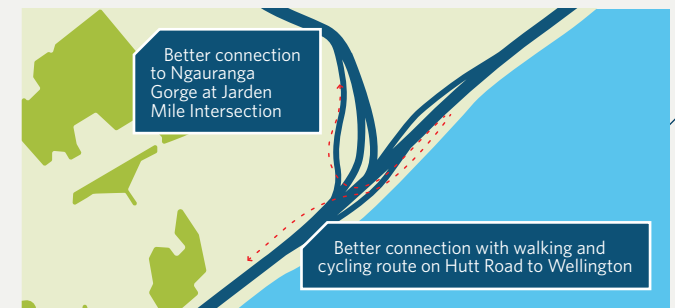
Connections to the path

You told us that good connections to the path are really important.

At the Northern end, connections to Petone foreshore, to Korokoro and Belmont Regional Park, to the soon-to-be-built Petone to Melling Section, and to and from SH2 were frequently raised.



At the southern end, you told us you want to see a good connection to Hutt Road and onwards to Wellington, and a safer crossing at the Jarden Mile/Hutt Road intersection to join Ngauranga Gorge.

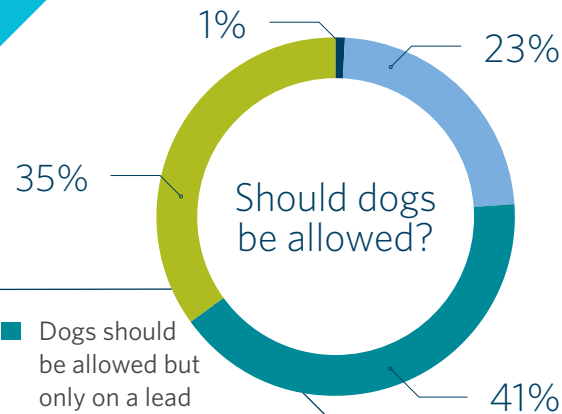


A number of comments also told us they wanted to see the coastal path continued further - to Eastbourne or to Kaiwharawhara. Unfortunately, we can't include those ideas within our Ngauranga to Petone project.

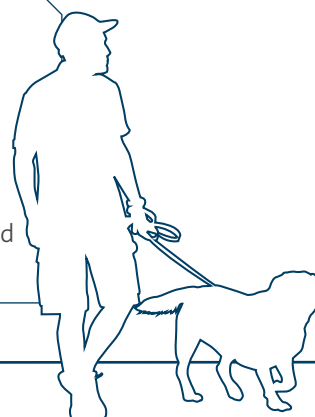
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Lots of birds (pied and little black shags, terns, oystercatchers, gulls and kingfishers) often use the rocks near the northern end especially in strong northerly winds as it is sheltered. Allowing dogs will upset these birds.”

“I'm a dog owner but suggest this should be a dog free path for the benefit of all path users and for the protection of the local wildlife.”



- Dogs should be allowed but only on a lead
- No dogs - they are unsafe for cyclists, runners and other path users
- No dogs - the threat to birds is too great
- Dogs should be allowed unrestricted access.



The most popular comments

One of the features of Social Pinpoint is the ability to 'like' and 'dislike' other people's comments. That means we can see which comments you liked the most.

The most popular comments were about features that you would like to see on the path - lighting, shelter, and toilets. The practicality to provide these as part of the Ngauranga to Petone project is being considered by the project team.

Ensuring that the path is well-maintained was also a popular suggestion. This will be a vital consideration of the project and we are already discussing this work with our partners.



Most Popular Social Pinpoint Comments

Score*

It would be great if the path had lighting on it, so that you could safely ride along it to/from work during winter months.	45
Please consider some 'shelters' (like bus shelters) for those users who might need a break from the elements (wind, rain, sun), or if a cyclist needs to repair a puncture, etc. It is a long walk/bike for many, and they may underestimate the effort required, especially in persistent, high winds.	37
I think it would be beneficial to have lavatories near Ngauranga. It seems to me Petone service stations to Wellington Stations can be quite a long way in this regard!	36
Ensure it is clear which agency is responsible for the cycleway. I have contacted NZTA, Wellington City Council, Hutt City Council to inform them of a hazard in the past and nobody knew who was responsible for it.	33
Part of the issue with the current path is that it's covered in debris from the road, train and sea. What is going to stop the same happening to the cycle path? How often will it be maintained/swept? Otherwise cyclists will just use the road. Generally looks awesome though.	32
I commute along the existing shared path. Can we please ensure that the surface is swept regularly for debris and also isn't subject to big puddles in rain? It would be good to also consider ensuring there are no pinch points or use of lines to ensure commuters going in different directions don't collide. Very excited by this.	30
Dogs off leads have caused issues on other shared walkways such as the Te Whiti Riser in Lower Hutt. With the speeds of e-bikes and scooters, I'd recommend a 'dogs on leads' approach for the pathway (unless there is a fenced dog exercise area) . Keep up the great work.	27
[Petone] connection is very important as it needs to serve cyclists and pedestrians making a range of choices. In particular the roundabout at this intersection is very dangerous for cyclists coming off SH2 and heading onto the Esplanade. Preference is to join directly with the path between the Esplanade and the beach. Would also be good to see more information (or a link) about the design for Petone to Melling.	26
Great work that this project is moving ahead. Will encourage far more cyclists, runners and walkers between the city and the Hutt. I ride everyday on the current motorway, and I look forward to feeling safer on this new path, and able to take my kids with me in the future.	24
Where possible, separation of walkers and cyclists would be good - enabling cyclists to go faster and walkers to have a more peaceful excursion. Be especially careful where the sightlines are poor.	23

*Likes minus Dislikes

Next steps

We are considering how best to incorporate this feedback. There are some things we are already doing that address comments, there are things we need to look at again during this phase, and there are things that may need consideration by others at a later stage. We also need to work with our partners, like Councils, to ensure we work together to get the most out of this project.

We're also assessing our design from a number of specialist technical perspectives, to see where we might make other improvements or changes.

Our next big milestone is applying for resource consent. We expect to do this in early 2020. At this stage we need to have the 'big picture' of the design finalised. That means things like the number and size of landings/ūranga and the total 'footprint' of the project will be decided, as will the size and position of structures like the bridge at Ngauranga.

More detailed design - deciding exactly how features will look - will be finalised later, but the feedback you have given us this time will be retained and used in those stages.

We will keep you informed at important points so that you can see how your feedback is reflected in our decisions.