

# Walking and cycling in our region

More people than ever are exploring the Wellington Region on foot or by bike, e-bike or scooter. The NZ Transport Agency and the region's councils are developing new facilities around the region to support them and encourage more people to take up biking and walking. These projects aim to improve connections, safety and the overall experience for people as they move around the region.

In Wellington the NZ Transport Agency is supporting Wellington City Council's projects to create new routes in the CBD and eastern and southern suburbs.. In Lower Hutt, we have collaborated with Hutt City Council on the Wainuiomata Hill shared path and the Eastern Bays shared path.

Together with both city councils and Greater Wellington Regional Council we are now working on the largest single walking and cycling project in the region, the Wellington to Hutt Valley (W2HV) link, connecting Wellington and Lower Hutt.

The Ngauranga to Petone section of the W2HV link is critical, as it will fix a missing link in the walking and cycling network, making it safer and easier to get around the region by bike or on foot.



## WHAT YOU CAN EXPECT FROM THIS EVENT:

Thank you for coming to find out more about the Ngauranga to Petone section of the Wellington to Hutt Valley walking and cycling link. At today's event, you can learn more about the proposed path and its features. We've included information about the design, including illustrations to show how we think the path will look once it is completed.

The design has not yet been finalised, but you can see what we have done so far. Some aspects are subject to change and you can see features we have thought about to help create a high-quality walking and cycling link that honours the harbour and our natural environment.

You can also find more information and share your feedback at [www.nzta.govt.nz/w2hvlink](http://www.nzta.govt.nz/w2hvlink)

## THE GREAT HARBOUR WAY / TE ARANUI O PŌNEKE

The Ngauranga to Petone path will form a vital section of Wellington's Great Harbour Way/Te Aranui o Pōneke - a continuous 72-kilometre route for walkers and cyclists around the perimeter of Te Whanganui a Tara, from Ōrua-pouanui/Baring Head in the east, to Te Rimurapa/Sinclair Head in the west. It will be a spectacular way to experience and connect with the beauty of Te Whanganui a Tara, the region's vibrant communities, its cultural heritage, and its stunning coastline and wildlife including lizards, seals, dolphins, penguins and seabirds.

The completed Great Harbour Way/Te Aranui o Pōneke will offer a unique opportunity to walk, run or cycle the entire coastline of a major city harbour, accessing communities, beaches, forest, parks, marae, marinas, cafes, theatres and shopping along the way. This flat, safe and continuous route along the water's edge will be possible to walk in 3-5 days, and to cycle in 1-2. The route is also connected by ferries, buses and trains so sections can easily be accessed.



# Project overview



*This project is more than a path for walking and cycling. It is to create a place that connects us. A place for whanau to gather. A place for people to fish and for families to explore. A place to provide habitat for wildlife. And a place that brings us closer to our natural environment. It is a project to return the coastline of Te Whanganui a Tara to the people.*

A cycling route from Ngauranga to Petone has been proposed since as early as 1901. In 2012 we began to investigate options for a new Wellington to Hutt Valley walking and cycling link, which led to the development of this project.

In 2013 and 2014 we asked for community feedback on two options - a sea-side option and a road-side option for the Ngauranga to Petone section. In 2015 we selected the sea-side option, which was chosen by 68% of people. It will deliver a safe, attractive, separated route with additional resilience benefits for SH2 and the rail corridor.

It will connect with the Wellington CBD to Ngauranga section at its southern end, and the Petone to Melling section to the north, creating a new, consistent route between central Lower Hutt and Wellington.

## THE KEY BENEFITS INCLUDE:

- A safer and more attractive walking and cycling route between the Hutt Valley and Wellington
- More people choosing to walk and cycle, supporting better health and reducing vehicle emissions and congestion
- Improved resilience from a new rock seawall that will provide greater protection from the effects of sea level rise and storm surges. The path will also be able to act as a recovery route.
- New recreation and tourism opportunities that could benefit local communities and businesses

## WE WANT YOUR FEEDBACK

We want to know what you think about our proposed design for the sea-side shared path. You can let us know your thoughts using Social Pinpoint, our online map-based feedback platform, or by filling in a feedback form. You can also email us, or simply tell one of our team members.

Your comments will help us to get the design to the point where it is ready to go forward for resource consents. The project team will consider the feedback along with advice from technical experts. Before we apply for resource consents, we'll report back, letting you know how your feedback helped shape the project.

**Social Pinpoint:** [nzta.mysocialpinpoint.com/w2hvlink](https://nzta.mysocialpinpoint.com/w2hvlink)  
**Email us:** [w2hvlink@nzta.govt.nz](mailto:w2hvlink@nzta.govt.nz)



# Providing an exciting coastal experience



We have one of the world's most beautiful harbours, but a large section of the coastline of Wellington Harbour/Te Whanganui a Tara is currently inaccessible. For cyclists and pedestrians travelling between Ngauranga and Petone, there are few options, and the options that do exist don't always make for a pleasant experience.

Parliamentary records show that a separated footpath and cycleway along this route has been called for since 1901, but it has never eventuated.

We want to change that. In 2014 we asked the community to choose between two options for a safe, separated walking and cycling path from Ngauranga to Petone.

#### The options were:

- A roadside option, extending the existing path alongside SH2 to provide a 3m-wide dedicated path.
- A coastal option, reclaiming the foreshore at the harbour's edge to create a dedicated path on the seaward side of the rail corridor.

The feedback we received showed an overwhelming preference for the coastal option, with people saying it would be safer and more pleasant than the roadside option.

We also heard that it was important to create a connection between land and sea – one that would provide people with an opportunity to experience a part of our harbour that has been off-limits for decades.

People told us a coastal path has the potential to boost tourism, recreation and health. And our key partners told us it has the potential to help make the region's transport network more resilient at the same time.

We have heard your feedback, and have designed a route that not only provides space for walking and cycling, but access to our world-class harbour.

This will be more than a path for walking and cycling. It is an opportunity to unlock the coastline to the public, to reconnect communities, and to provide a coastal experience like no other.



#### OUR URBAN DESIGN THEME

The urban design theme that we are proposing is a concept for a bold, connected and shared path at the harbour's edge.

**Bold** – As part of a world class waterfront with a look and feel that fits well within the existing environment.

**Connected** – To our cities, to other cycle and public transport networks, to the coastal edge, and to our cultural history and heritage.

**Shared** – A path providing for walking and cycling with a design that celebrates mana whenua values and the importance of the harbour and coastline to our cities.

This theme will guide our thinking as we 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 construction methods that can limit effects on the environment.



Indicative artist's impression

#### WHAT IS GUIDING OUR VISION?

- Placemaking and respect for the harbour
- Fixing a missing link
- Improving resilience
- Access to the coastal environment
- Quality of life and health benefits
- Recreational and tourism benefits
- Creating a safe and well-used path
- Encouraging more people to walk and cycle



# History of the harbour - Te Whanganui a Tara

The history of Wellington Harbour/Te Whanganui a Tara is one of change. From the days when waka were launched into the waters of the harbour, to today, where regular trains traverse the route, the coast has always provided a means of access and connection.

*The coastline from Ngauranga to Pito One was, and is, framed by the steep coastal escarpment which falls into the harbour, with little space to walk around the margins, even in Māori times.*

*Te Ātiawa - Taranaki whānui, more than any other iwi who lived around the harbour, established Pā and Kainga in this area. Ngauranga Pā at the mouth of the Waitohi Stream was established by Te Ātiawa hapū, with many having moved from Koangaumu in Titahi Bay. The paramount Chief Te Wharepouri (Kakapi o te Rangī) moved there and established a base, where they used waka as their main form of transport.*

*Other parts of the hapū of Ngāti Tawhirikura and Ngāti Te Whiti also moved to Pito One at the western end of what was to become Petone Beach near the rich Korokoro Stream, following the establishment of Ngāti Mutunga. The chief Honiana Te Puni Kokopu made his home there and for a time housed the New Zealand Company's principal agent, William Wakefield.*

*The places in between the main Pā featured sea caves used for hidden burials (Te Ana Puta) and linked to the point called Pari Karangaranga, where the echoes off the cliffs were thought to be from the spirits of the dead. This was a coastline heavy with mana wairua.*

*The streams flowing into the harbour helped generate a rich fishing resource that included most common sea fish, but also varieties of whales and sharks. The reef system along the coastline supported some shellfish, however other areas of the harbour were more abundant in kutai (mussels), pipi, tuatua, and tio (oysters).*

*The coastline and its settlements were closely connected with Mātiu, Mākaro and Mokopuna islands. For Māori, Te Whanganui a Tara was the link between communities and a mahingakai for fishing and sea resources. It was, and probably still is, the heart of the whole tribal community. - Morrie Love*



GNS Science, Lloyd Homer, VML4383 and Te Ara

## A CHANGING ENVIRONMENT

In the 15th century a major earthquake known as Haowhenua struck, causing huge change to the landscape of what we now call Wellington Harbour. Before this earthquake, the Miramar Peninsula was an island called Motukairangi, separated by a shallow channel called Te Awa a Taia.

Land along the Ngauranga to Petone section was reclaimed after the 1855 earthquake to construct the existing railway lines. The existing seawall has both sloping sections built from compacted fill with rock armour and vertical concrete sections. Over time this has become eroded needing additional works. Major storms have previously undermined the rail line as it is located very close to the edge. This last happened in 2013, disrupting rail services while repairs were undertaken.

The coastline between Ngauranga and Petone is heavily modified. Since the first road was completed in 1841, it has been constantly built upon and reclaimed to provide for additions to the road and rail corridor. A small seawall provides some protection from the elements, but this is very narrow in places. While there are some natural rocky outcrops along the coastline, much of the route is made up of rock armour and concrete reinforcement.

## THE NEW ZEALAND COASTAL POLICY STATEMENT

Construction of the proposed walking and cycling link will require work in the Coastal Marine Area, including reclamation to create new land. The New Zealand Coastal Policy Statement (NZCPS) directs how activities should be managed in the Coastal Marine Area.

The NZCPS states that reclamation should be avoided unless there is a clear need for it, there are no practicable alternatives, and it will provide significant regional or national benefit. Other policies that are directly relevant to the proposed cycleway are those relating to protection of indigenous biodiversity and preservation and restoration of natural character.

Further development of the proposed design must carefully consider the NZCPS policies. Amongst other things, particular matters to be considered include public access, climate change and sea level rise, the shape of the reclamation, the design and materials used, the impact on water quality and biodiversity, the ability to remedy or mitigate adverse effects, and the effects on values and sites of significance to mana whenua. These matters will be specifically addressed by the Transport Agency over the next few months as the design is developed.

### NGĀ ŪRANGA ME PITO ONE

The name Ngauranga is derived from **Ngā Ūranga**, the landing place of waka.

The name Petone is derived from **Pito One**, the end of the sandy beach.



# Designing a path fit for our harbour

We want this to be a walking and cycling path that the community can be proud of, with a design that complements our stunning harbour.

Based on community feedback, we selected the sea-side option and began work to design a shared path at the harbour's edge. The design presented here reflects input from project team specialists, key stakeholders and the wider community.

This project is an opportunity to create something more than just a route for commuters. It will open up a part of the harbour that has been inaccessible for many years, so we want it to be a coastal path of the highest standard.

We are investigating how to minimise effects on the environment, how to use best practice and cost-efficient construction methods, and to make sure that the path is safe and easy to maintain.

The shared path will also connect to the Petone railway station and the Hutt River / Te Awa Kairangi via the Petone to Melling section, which is due to start construction this year.

We think this is an exciting, bold, and transformational project. Our design has to honour the harbour on which it sits, and provide the public with a space that they can be proud of.



**KOROKORO** (Name TBC)

- Connection to The Esplanade and Petone Station
- Gathering space with seating and coastal planting
- Existing reclamation

**HOROKIWI** (Name TBC)

- Gathering space with seating and cycle racks. Ngaio trees for shade
- Opportunity for storytelling in design and signage
- Coastal planting for birds and skinks

**TE ANA BAY** (Name TBC)

- Typical shared path

**KARANGA POINT** (Name TBC)

- Coastal planting to sea side of path for birds and skinks

**PARORO BAY** (Name TBC)

- Coastal planting for birds and skinks
- New separated bird habitat

**PARORO-RANGI POINT** (Name TBC)

- Gathering space with seating and cycle racks and Ngaio trees for shade
- Opportunity for storytelling in design and signage
- Coastal planting for birds and skinks
- New separated bird habitat

**KAINGA STREAM** (Name TBC)

- Coastal planting to sea side of path for birds and skinks
- New separated bird habitat

**TAHATAHA ROA** (Name TBC)

- Gathering space with seating and cycle racks. Ngaio trees for shade
- Opportunity for storytelling in design and signage
- Coastal planting for birds and skinks

**PIKI WAHINE POINT** (Name TBC)

- Gathering space with seating and cycle racks. Ngaio trees for shade
- Opportunity for storytelling in design and signage
- Coastal planting for birds and skinks
- Existing reclamation

**TE WHAREPOURI BRIDGE** (Name TBC)

- Gently sloped ramps with landings.
- Off-line viewing area looking towards Matiu/Somes Island
- Story of Te Wharepouri (TBC with mana whenua) told through bridge design and signage

- ### KEY FEATURES
- A 5m wide path at the harbour's edge
  - A walking and cycling bridge to link the southern end of the path to Hutt Road, and onward to Wellington City.
  - Connections at the northern end of the path to the Petone Esplanade and to the Petone to Melling cycleway.
  - Additional gathering spaces along the route, coastal planting, bird habitat and points for people to access the water. We have called these "landings" or "ūranga" - this is explained on the next board.

**Key**

- Bottom of rock seawall
- Top of rock seawall
- 5m Shared Path
- Proposed overbridge

**Ūranga - Landings**

- High Tide Bench Landing
- High Tide Separated Habitat
- Typical Landing
- Typical Path
- Coastal Planting
- Gathering Areas

We've identified potential names for the ūranga along the path that reflect and honour the names of places on the harbour shoreline and escarpment.

The name Te Wharepouri remembers an ancestor and Paramount Chief of Te Ātiawa who was known for his command of waka. Te Wharepouri was originally named Te Kakapi o Te Rangi and was named Te Wharepouri by Ngā Puhī. He was a fighting chief, having come through many battles in Taranaki where he was born. Te Wharepouri pointed out the boundaries of the Te Ātiawa-Taranaki Whānui to Wakefield and the New Zealand Company in 1839.

These names are all just ideas for now. We are working in partnership with Taranaki Whānui to name these places and the path in a way that tells the history of this place.



# Creating and protecting new land

As we have worked on the design for the path, and the coastal reclamation that it will need, we have considered and included features that support people, flora and fauna.

We aim to create a new rock seawall that delivers benefits for the environment, for wildlife, for users of the path and for the resilience of the infrastructure corridor. It will also be future-proofed to cope with the effects of sea level rise.

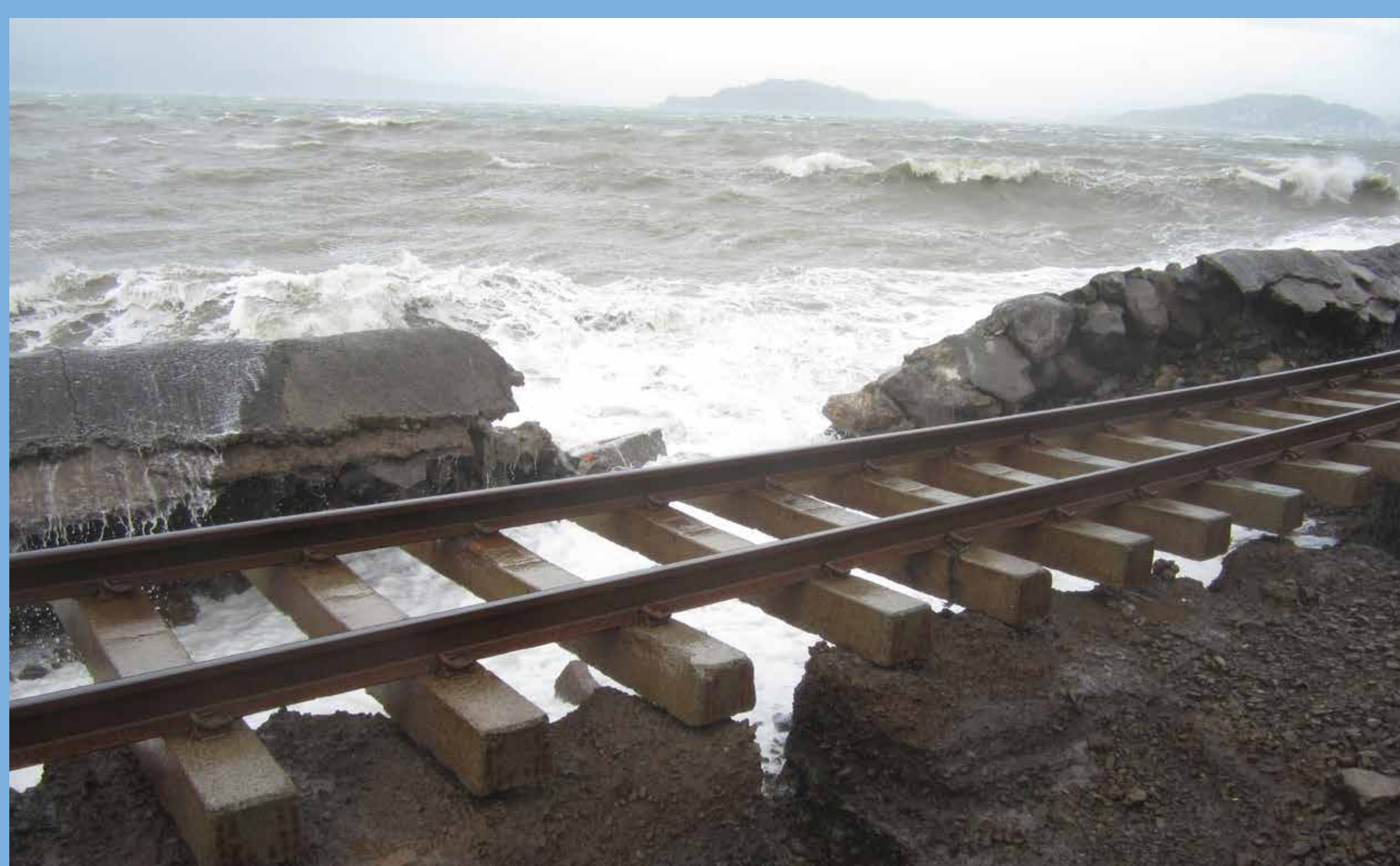
Along the path we have designed a number of “landings” or “ūranga” – places where the seawall is varied to create extra space for people to enjoy the scenery, go down to the water’s edge or rest on their journeys, and places for birds, sea life and plants to inhabit.

## PROTECTION FROM THE SEA

In 2013 a major storm washed out part of the rail corridor. This caused days of disruption and flow-on effects, as rail commuters were forced to use the road instead, increasing the strain on the roading system.

With the frequency of violent storms increasing, and sea levels rising, we need to make sure a new seawall can stand up to the worst of Wellington’s conditions.

Our new walking and cycling path will include a new rock seawall and five-metre-wide reclamation, offering improved protection to the road and rail from storm surges, and reducing the risk of washouts. It will also be designed to help protect pedestrians and cyclists from sea spray in most conditions.

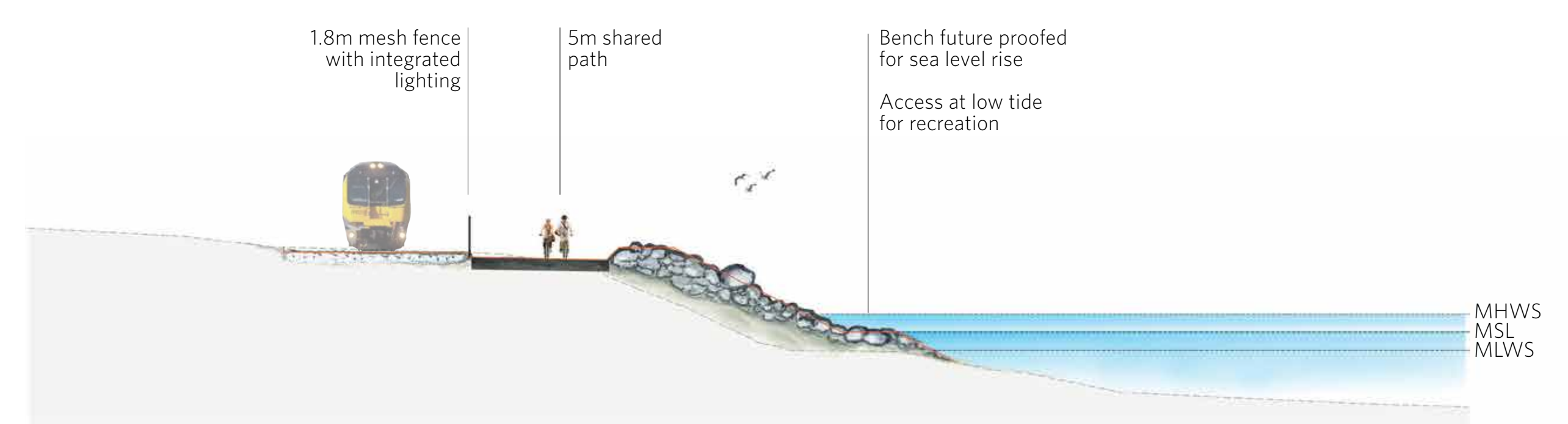


## ŪRANGA / LANDINGS

The name Ngauranga derives from Ngā Ūranga – the landing place. We have chosen this name, ūranga or landing, to describe the additional spaces included in our design, beside the pathway. They will become gathering places for people, and habitats suitable for the birds of the harbour.

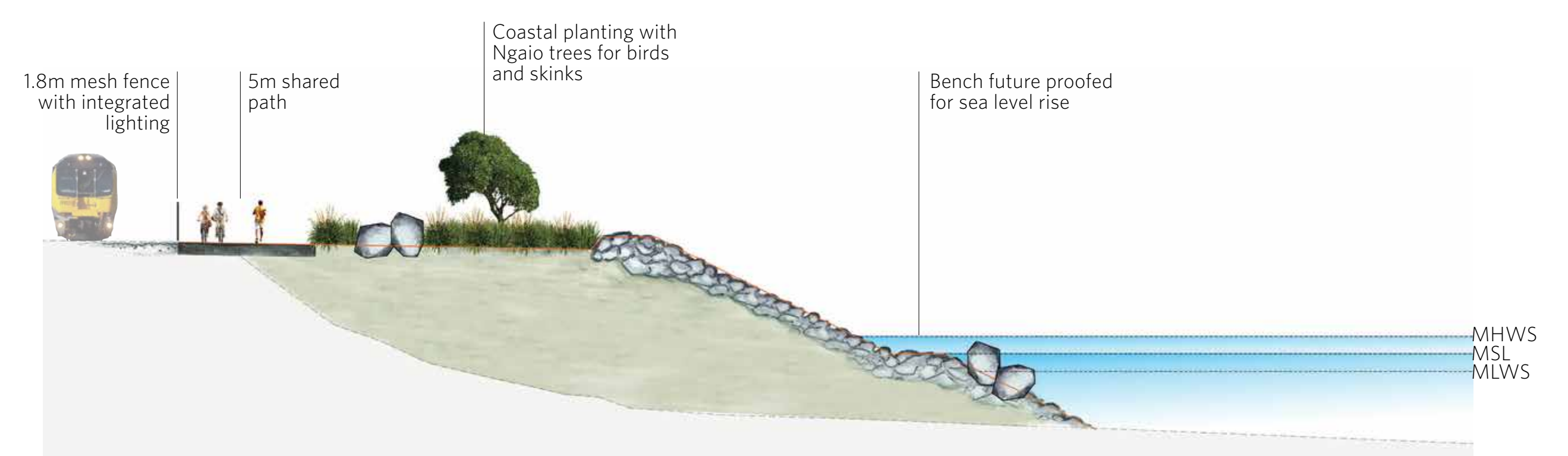
These are important features of the project – on this poster we show cross sections of these. On the next poster, you will see how they might look and feel in our artist’s impressions. The standard, or typical, path is also shown for comparison.

### Typical Shared Path



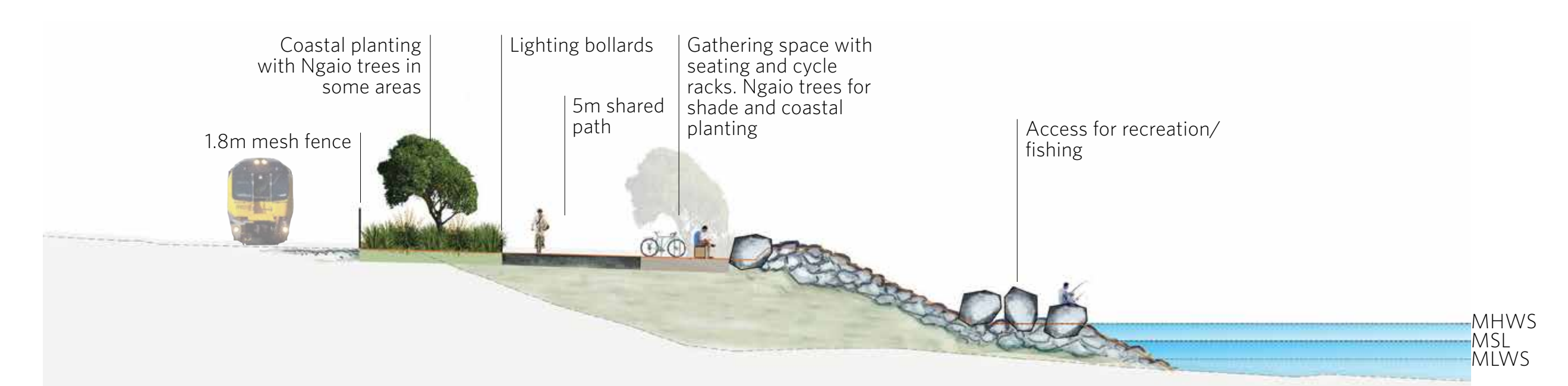
### Typical Landing

- Karanga Point
- Te Ana Bay



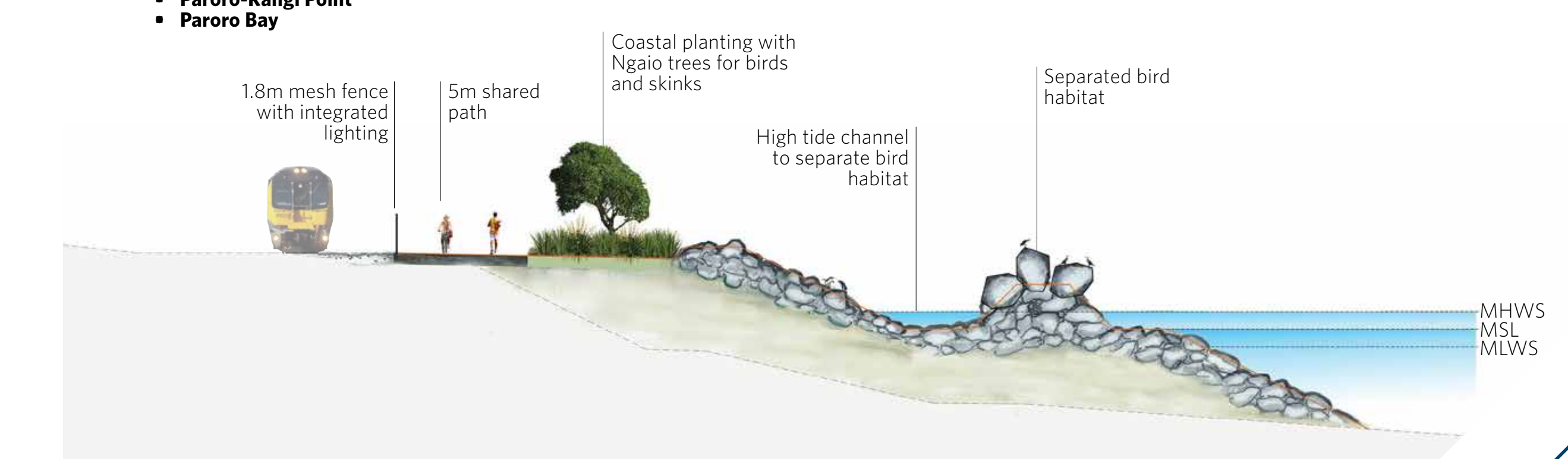
### High Tide Bench Landing

- Tahataha Roa
- Paroro-Rangi Point
- Horokiwi



### High Tide Separated Habitat

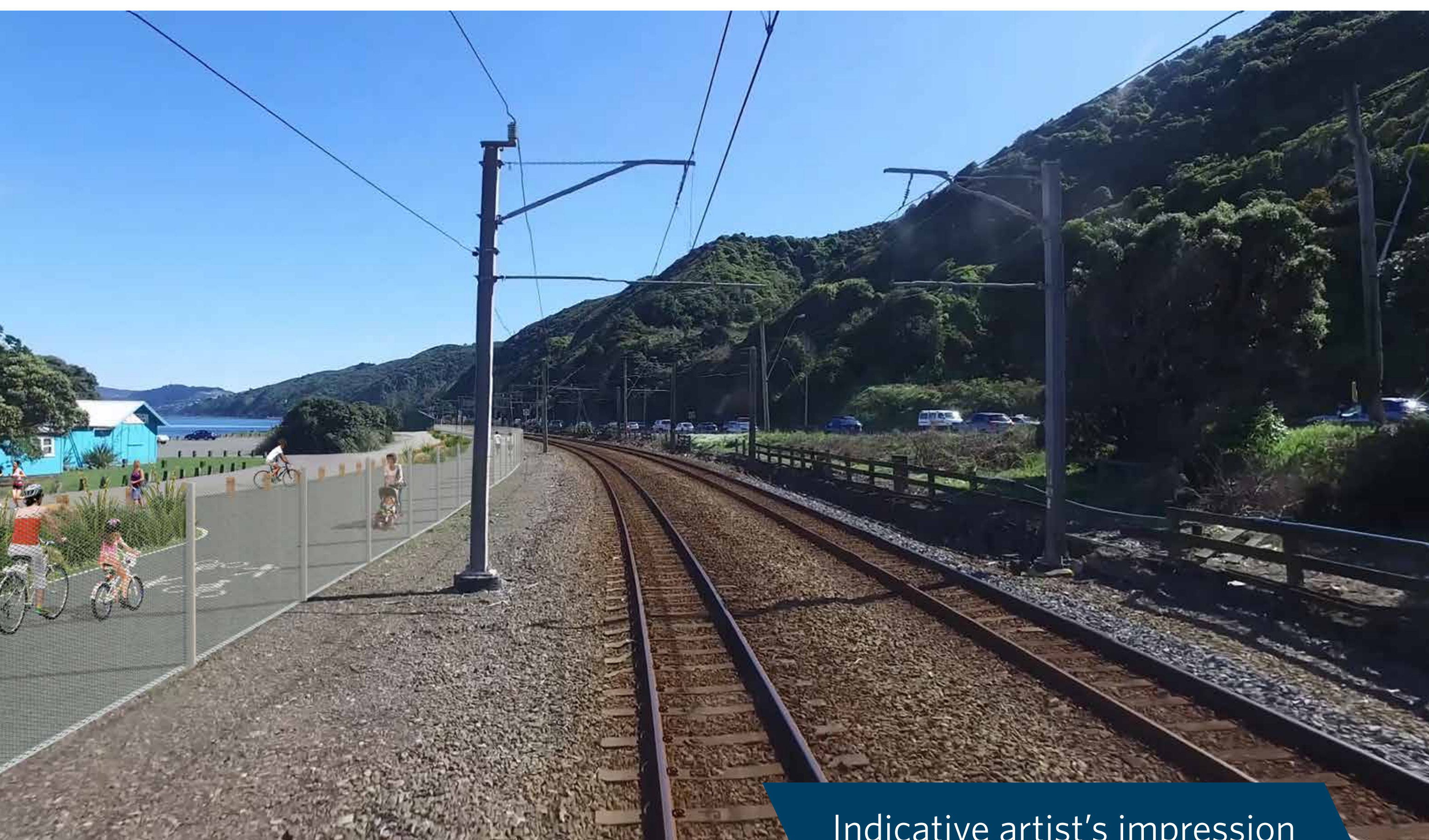
- Kainga Stream
- Paroro-Rangi Point
- Paroro Bay





# A safe, attractive, and accessible coastal experience

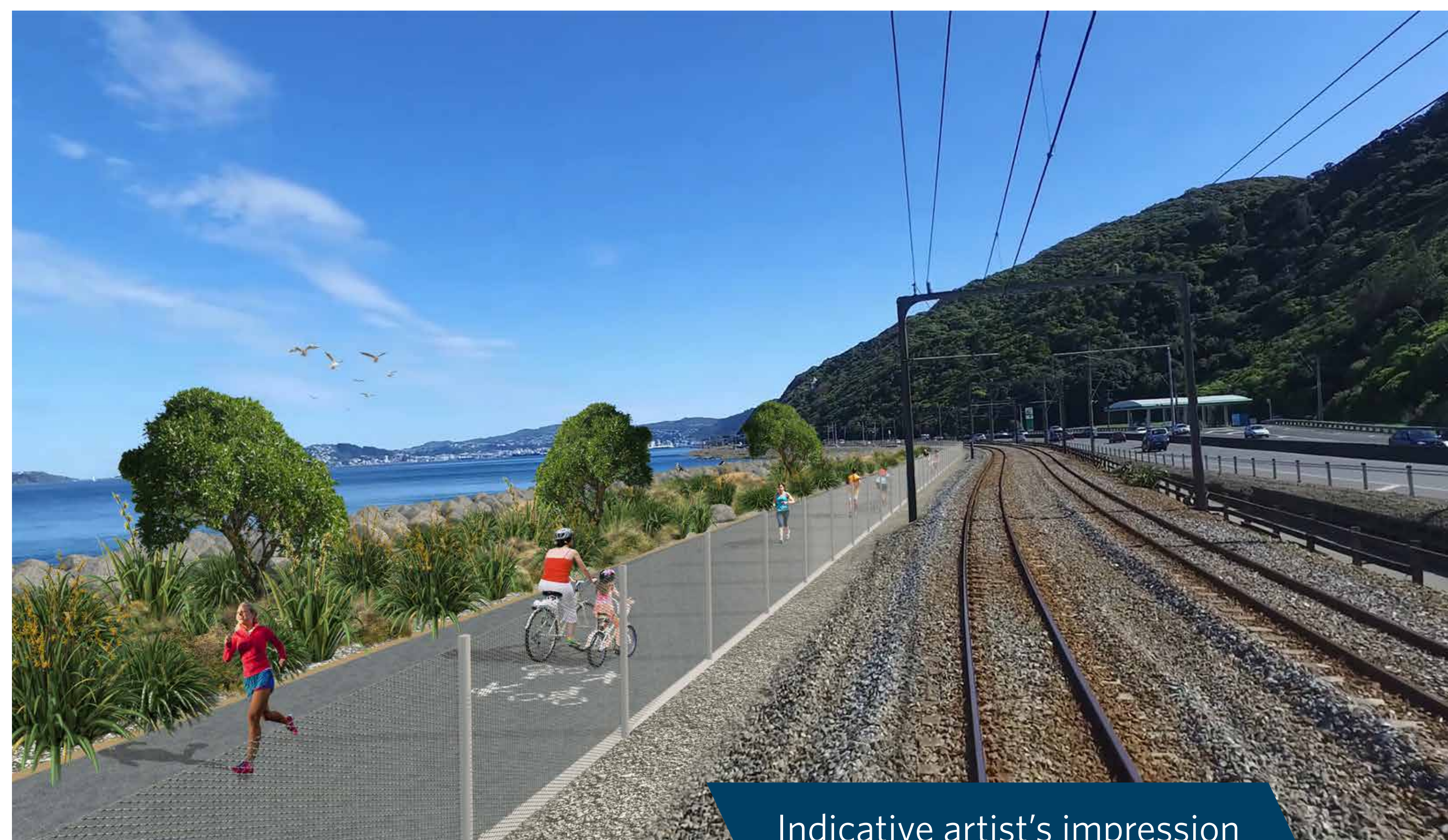
These images show some points along the route



Indicative artist's impression

## KOROKORO NAME TBC

The path begins here connecting to The Esplanade, the Petone to Melling cycling path and the Petone Foreshore. It passes the Wellington Water Ski Club's clubhouse on Honiana Te Puni Reserve and the Wellington Rowing Club's boat shed 'the Green Shed'.



Indicative artist's impression

## KARANGA POINT NAME TBC

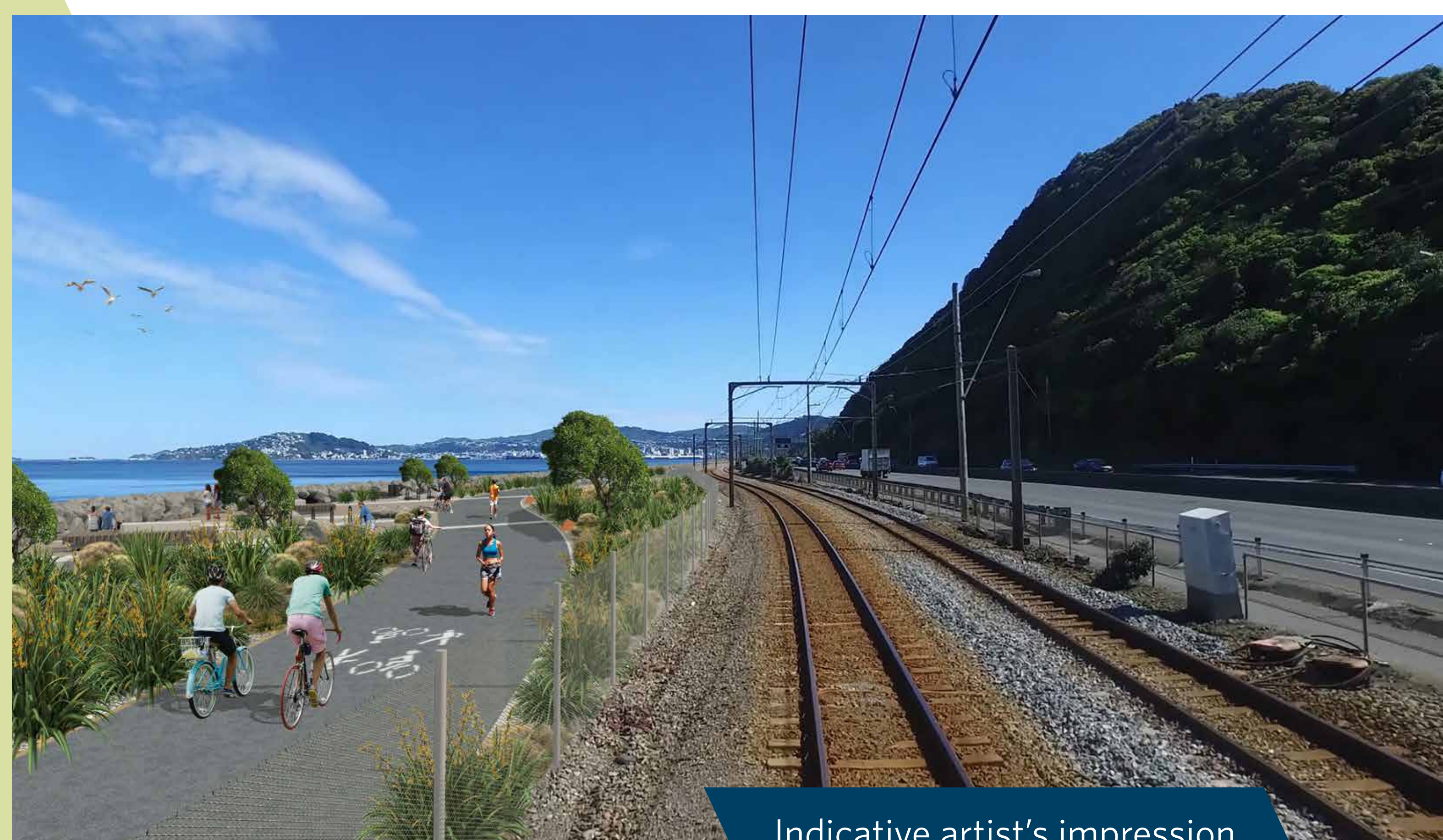
The Karanga Point landing is an example of space in our design for coastal planting. We will select appropriate species to plant that will support potential habitat for native birds and skinks, between the rock seawall and the edge of the path.



Indicative artist's impression

## TE ANA BAY NAME TBC

This view shows a typical or standard section of the path at Te Ana Bay, the bay beyond Horokiwi. This view shows how runners, walkers, cyclists and even skateboarders would share a safe, separated path between our proposed landings. A low fence will mark the boundary of the rail corridor, while maintaining views of the harbour for train passengers. The rocky seawall will be designed to minimise spray and will be raised slightly higher than the path to keep users safe.



Indicative artist's impression

## TAHATAHA ROA NAME TBC

Toward the Ngauranga end of the path, there will be another rest and viewing area, with a rock bench to allow people to access the water's edge - this is intended to create opportunities for fishing and other recreational activities.



# An iconic bridge design for Ngauranga



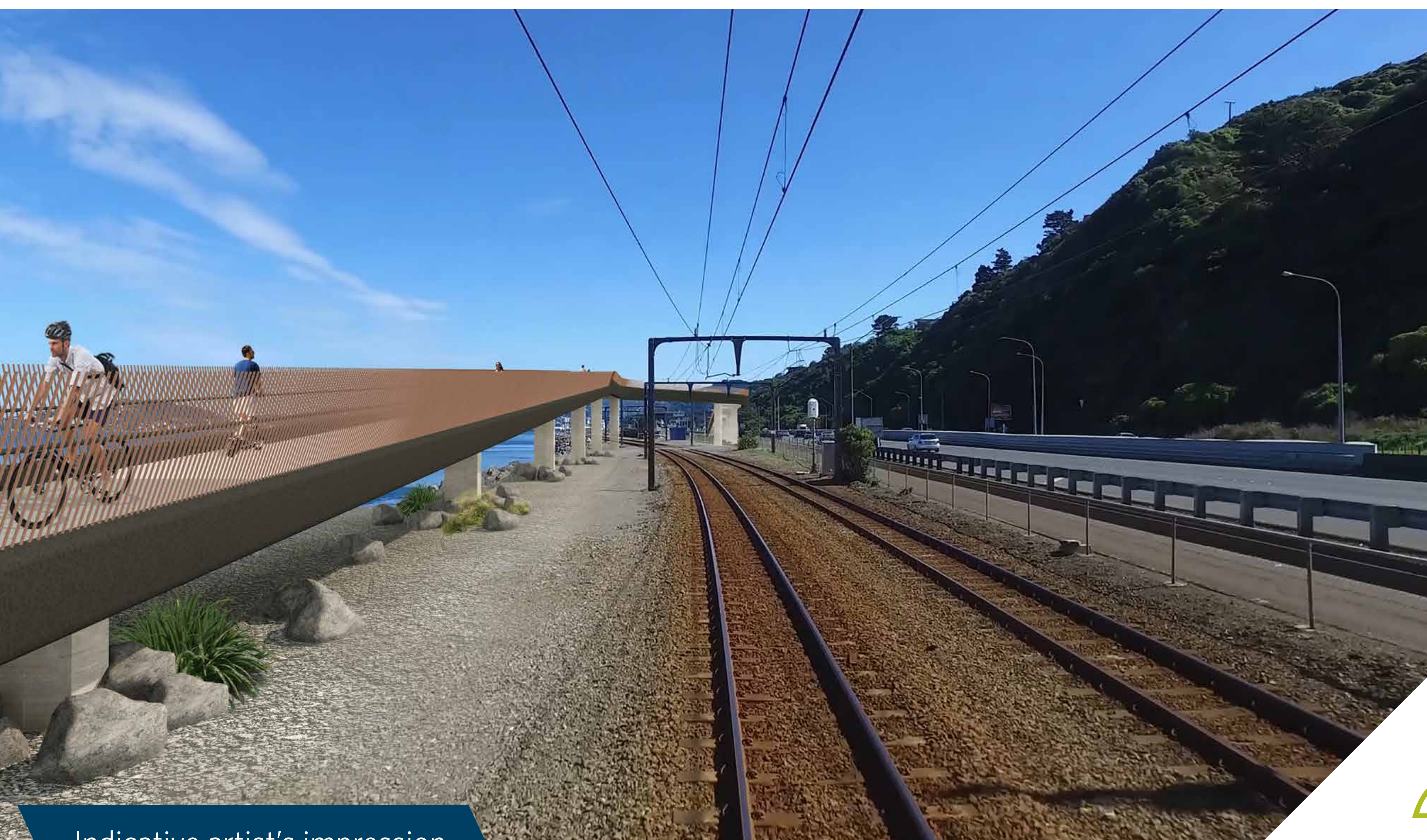
Indicative artist's impression

Our design includes a new walking and cycling bridge which crosses the railway line, linking people to the harbour-side path. It will be part of a sequence of structures and other elements designed around the central concept of a bold, connected and shared path at the harbour's edge.

An underpass was considered as an option early on, but it was discounted because it would be difficult and costly to construct so close to the sea and it would not provide for an enhanced coastal experience for cyclists and pedestrians.

The bridge near the Ngauranga interchange will provide a smooth connection for commuter cyclists as well as being accessible for walking. The ramps will have an easy gradient with balustrades, handrails and lighting integrated into the main structure to avoid handle bar snags.

We are considering a concept with design features that help tell the story of Ngauranga and a wider section of the bridge to provide a generous layby or rest area with seating for views of the city and harbour without interrupting the main flow. The underside of the bridge will also be designed to be viewed from the rail and road - contributing to the quality of the waterfront experience for motorists and train passengers.



Indicative artist's impression



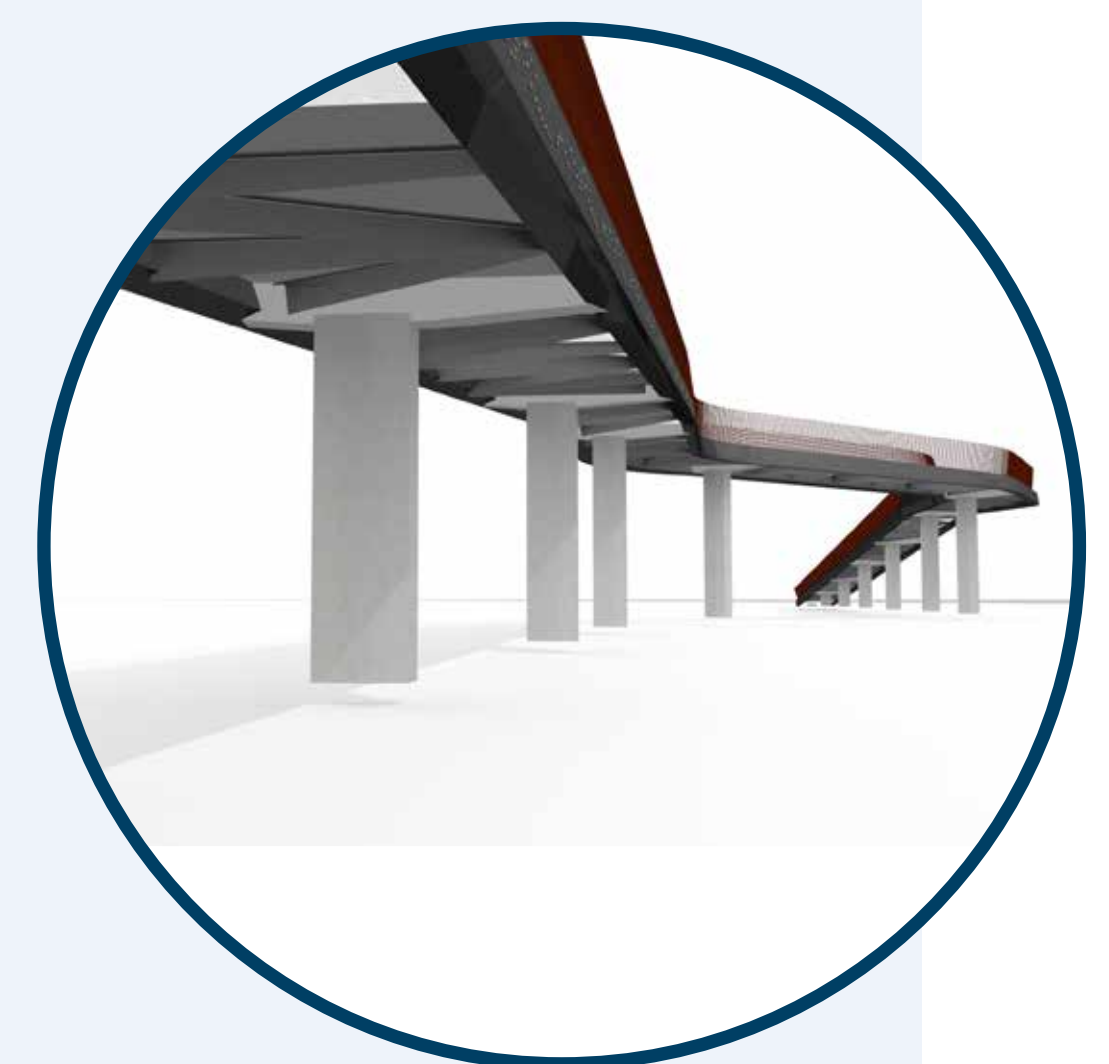
Taumanu Reserve Bridge, Onehunga, Auckland

## BEST PRACTICE DESIGN

The NZ Transport Agency's urban design guide, *Bridging the Gap*, provides detailed recommendations for walking and cycling bridges which are based on best practice, both here and overseas.

Our architecture and engineering specialists use these guidelines and KiwiRail's safety and security requirements to determine the best location for the bridge and how we can enhance accessibility and user experience.

This means that the overall form and shape of the bridge and the materials used will fit well with the surroundings and be designed for a coastal environment with exposed conditions.





# Partnering with Mana Whenua

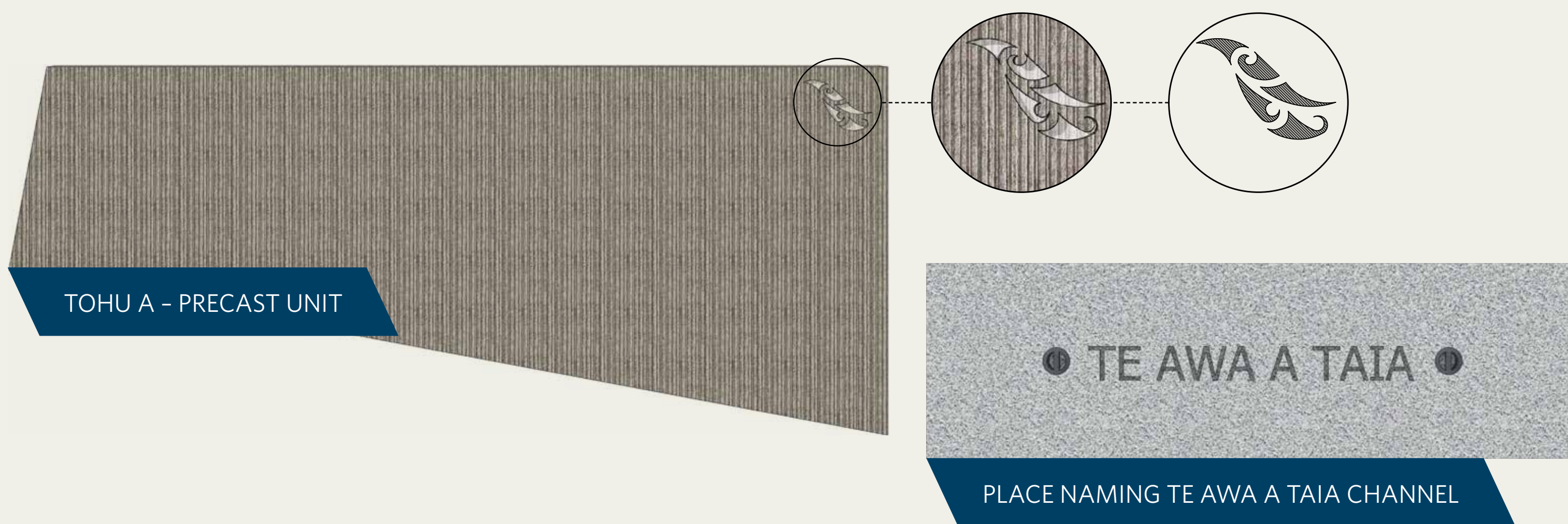
The Wellington to Hutt Valley walking and cycling link project is partnering with Wellington's mana whenua - both Taranaki Whānui ki te Upoko o te Ika and Ngāti Toa Rangatira - as we develop this project.

We recognise the significance of Te Whanganui a Tara/Wellington Harbour to both iwi groups, and we are working with them to ensure that the project honours the harbour, its environment and its history.

It is too soon to say exactly what will come out of our work together, but there are other examples from recent walking and cycling path projects that have incorporated Māori design and naming in partnership with mana whenua. We will also work with mana whenua as we develop the details of ecological and landscape features and on other areas of common interest.

## WAHI PATAI CONCEPT

- WELLINGTON CITY COUNCIL'S TAHITAI WALKING AND CYCLING PATH



## TAHITAI TOHU

Taranaki Whānui worked alongside landscape architects for the design of tohu signs to mark the pathway placed at sites with a story to tell about mana whenua connections - Te Awa a Taia is the name for the channel that separated Motu Kairangi (Miramar) from the mainland prior to the earthquake, known as Haowhenua, in the 15<sup>th</sup> century.

## TRANSPORT AGENCY PROJECTS IN OTHER PARTS OF AOTEAROA

### Te Wero Concept

- Mount Messenger Bypass Tunnel



State Highway 3, Taranaki, artwork by PiriHira Takapua (TBC with Ngāti Tama)

### McClymonts Bridge

- Northern Corridor Improvement



State Highway 1, Albany, Auckland

## CULTURAL EXPRESSION

The overall concept for the path aims to celebrate the connections of mana whenua to this place and of the mana and mauri of the harbour. The landings or ūranga provide the 'canvas' for this to happen, marking important sites and providing places to tell stories and develop further design ideas such as:

- Naming of the path and possible logo
- Naming of the bridge and each ūranga to share stories of ancestors, important sites and tikanga
- Cultural expression in the design - bridge, seating, paving, lighting, fencing, carvings, sculptures and artwork
- Artful signage and stories of place such as at Karanga Point
- Access and areas for Waka Ama spectators and recreation/fishing
- Kaitiaki roles through design for birds and skins and the shape and location of the ūranga to enhance natural values.

## TARANAKI WHĀNUI DESIGN AROUND TE WHANGANUI A TARA

### 'He Pātere mo te ara i tīmata mai Ngā Ūranga whakawhiti atu ra ki Pito One'

Kooe atu i te Korokoro o te ika  
(Calling from the throat of the fish)

Tiehuehu ana i Waihinahina  
(Playfully splashing about at Waihinahina)

Rere kōkiri, kia whakaputa ki te ana ko Te Anaputa tērā  
(Move forward to the exposing of the cave, at that place known as Te Anaputa)

Pikipiki maunga i Parororangi  
(Then climb the summit at Parororangi)

Kōpere ki mua ki Tahataharoa  
(Darting forward to Tahataharoa)

Whakanā te tinana i te urunga o nga waka  
(Refreshing the body at the resting place of the canoes, Ngauranga)

### Na Kura Moeahu

### Design Narrative

The purpose of the design elements/artworks is to ensure that there has been consideration of matauranga Māori (Māori knowledge) and its relationship to Taranaki whanui, Manawhenua and a connection to the history of the local areas. These artworks in time will become landmarks and the aesthetic approach to infusing Māori into the project.

Shown here are potential sculpture concepts created by Len Hetet





# Ecology in the area

Throughout this project we are keeping the natural environment and kaitiakitanga top of mind.

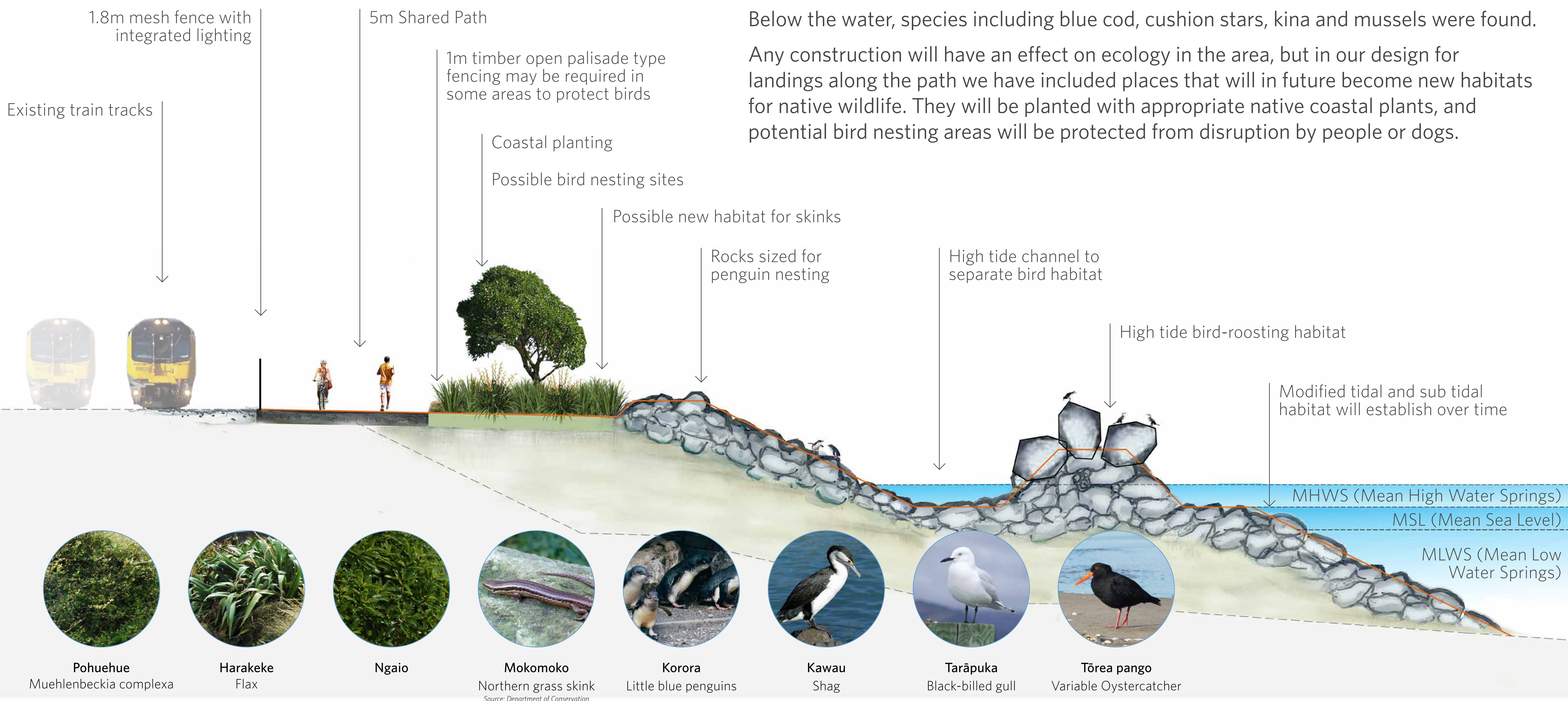
This project is about more than a path. It presents us with an opportunity to create a new coastal environment along this heavily modified stretch of the harbour's edge.

We have already carried out ecological surveys both on the existing rocky shoreline, and underneath the water, which have highlighted areas of high biodiversity.

These surveys found that birds, including gulls, kawau/shags and torea pango/variable oystercatcher use part of this coast during breeding season. Evidence of korora/little blue penguin burrows were also found.



## HIGH TIDE SEPARATED HABITAT



Below the water, species including blue cod, cushion stars, kina and mussels were found.

Any construction will have an effect on ecology in the area, but in our design for landings along the path we have included places that will in future become new habitats for native wildlife. They will be planted with appropriate native coastal plants, and potential bird nesting areas will be protected from disruption by people or dogs.

## SHOULD DOGS BE ALLOWED ON THE SHARED PATH?

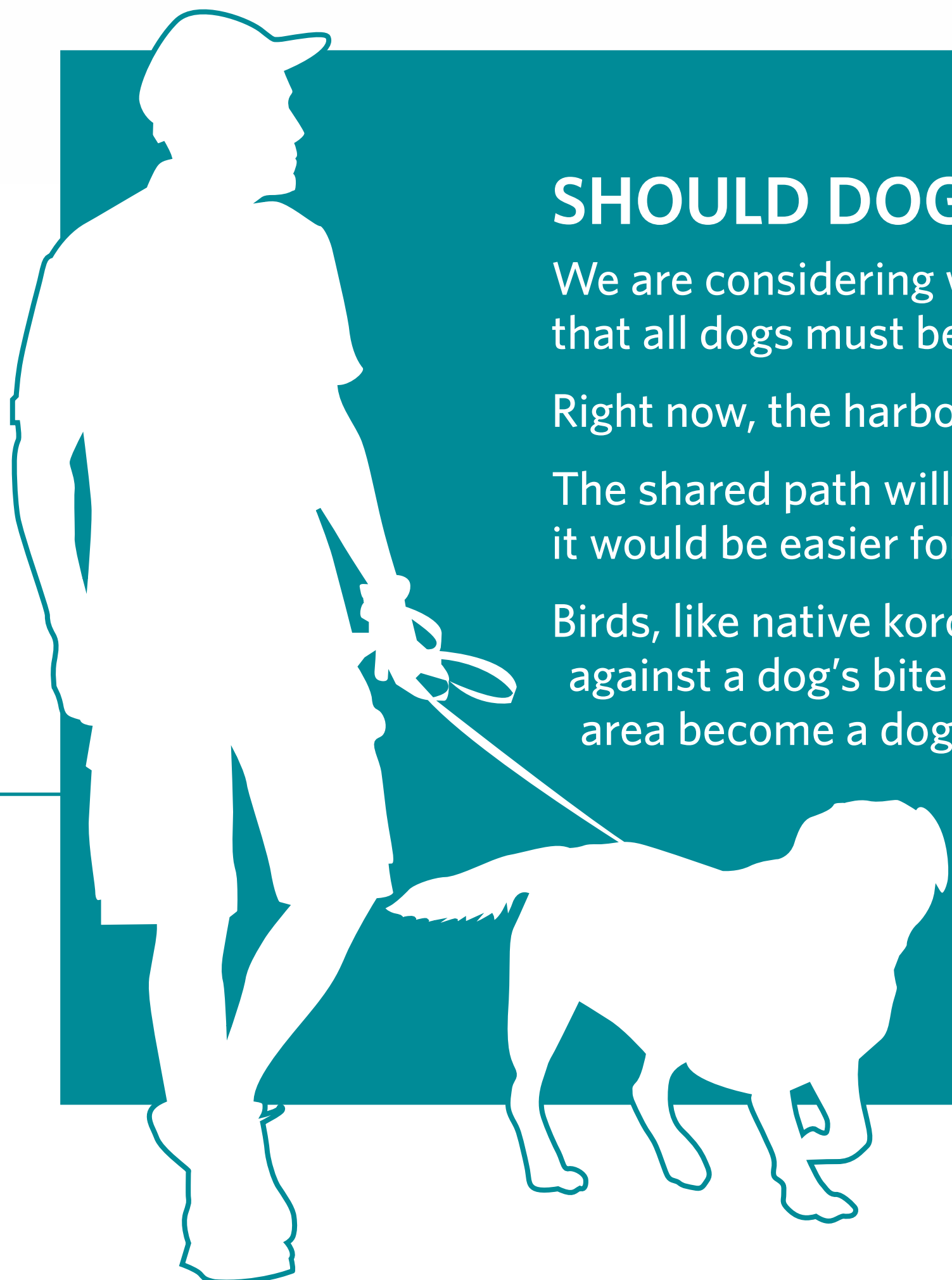
We are considering whether to recommend a dog-free area for the new shared path, or to recommend that all dogs must be on a lead.

Right now, the harbour's edge along the rail line is a habitat for birds, including penguins.

The shared path will make it much easier for people to access the coastline, but this in turn will mean it would be easier for dogs to access the areas that birds may nest on the new rock wall.

Birds, like native korora/little blue penguins, are very vulnerable when on land. They have no defence against a dog's bite and carry a scent that can attract dogs' attention. We could recommend that the area become a dog-free area, or that it become an area where all dogs must be on a lead.

We want your feedback on the best response to dogs on the path. Would you be more or less likely to use this walking and cycling route if it is a dog-free area, or if all dogs must be on a lead? What impact would this have on your opinion of the project?





# Next steps for the Petone to Melling section

We have received resource consent, and funding has been approved to construct the Petone to Melling section of the Wellington to Hutt Valley link. Construction could begin as soon as later this year.

## OPTIONS AT NORMANDALE ROAD

During community engagement in 2017, we asked people which of two options they preferred to connect the Petone to Melling cycleway with the Hutt River Trail. Option A was underneath the Normandale Road overbridge, while Option B was along Bridge Street. Option A was preferred by 70% of people who chose an option.

People told us they preferred this option because it is safer and more scenic, and avoids cars, driveways and pedestrians on Bridge Street.



Shared path approach to Normandale Road overbridge



Shared path approach to Normandale Road overbridge

## WHAT YOU TOLD US

We received 120 submissions from the public when we asked for feedback on the Petone to Melling section, and 71% of them said they think the Wellington Region will significantly benefit from the project.

***'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!'***

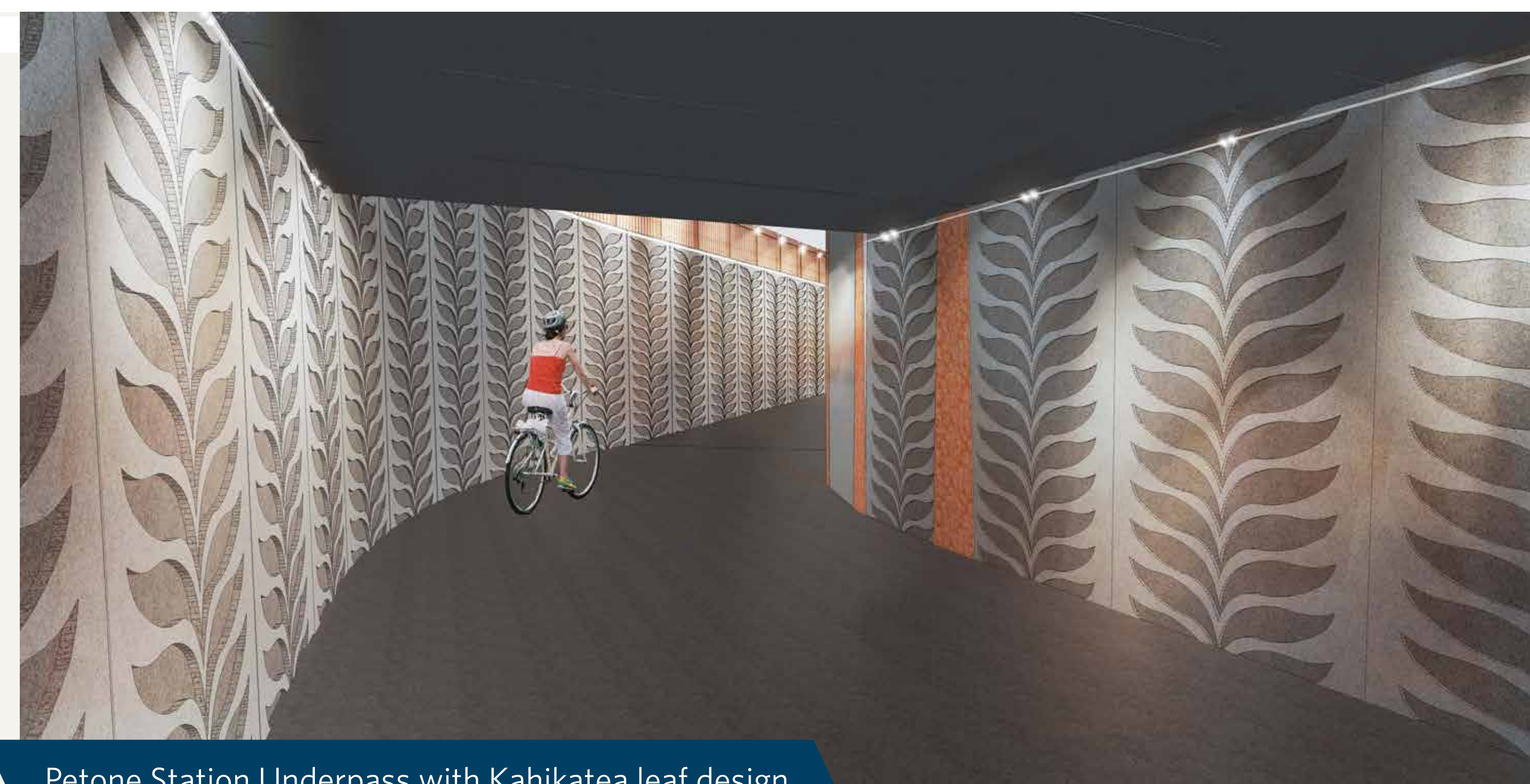
*'The completion of the full cycleway will be a wonderful asset for Wellington and Hutt Valley residents alike in connecting us around our beautiful harbour. For those of us who live in the Hutt Valley and work in the city the cycleway and pedestrian options not only help us stay fitter and engage with 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.'***

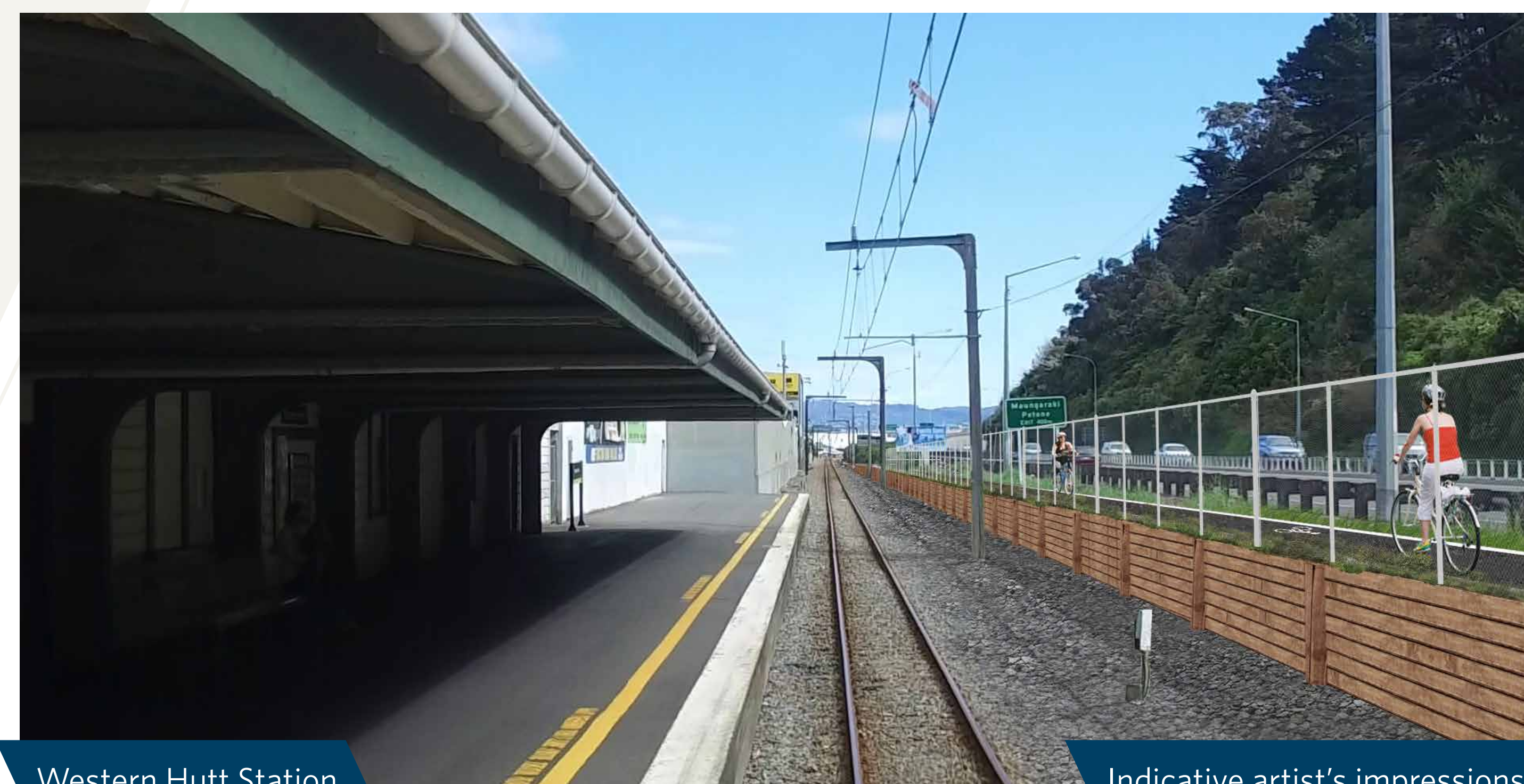
*'More people will have the confidence to cycle, which will mean a healthier, happier population, better environmental outcomes and less congestion.'*

***'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.'*



Petone Station Underpass with Kahikatea leaf design



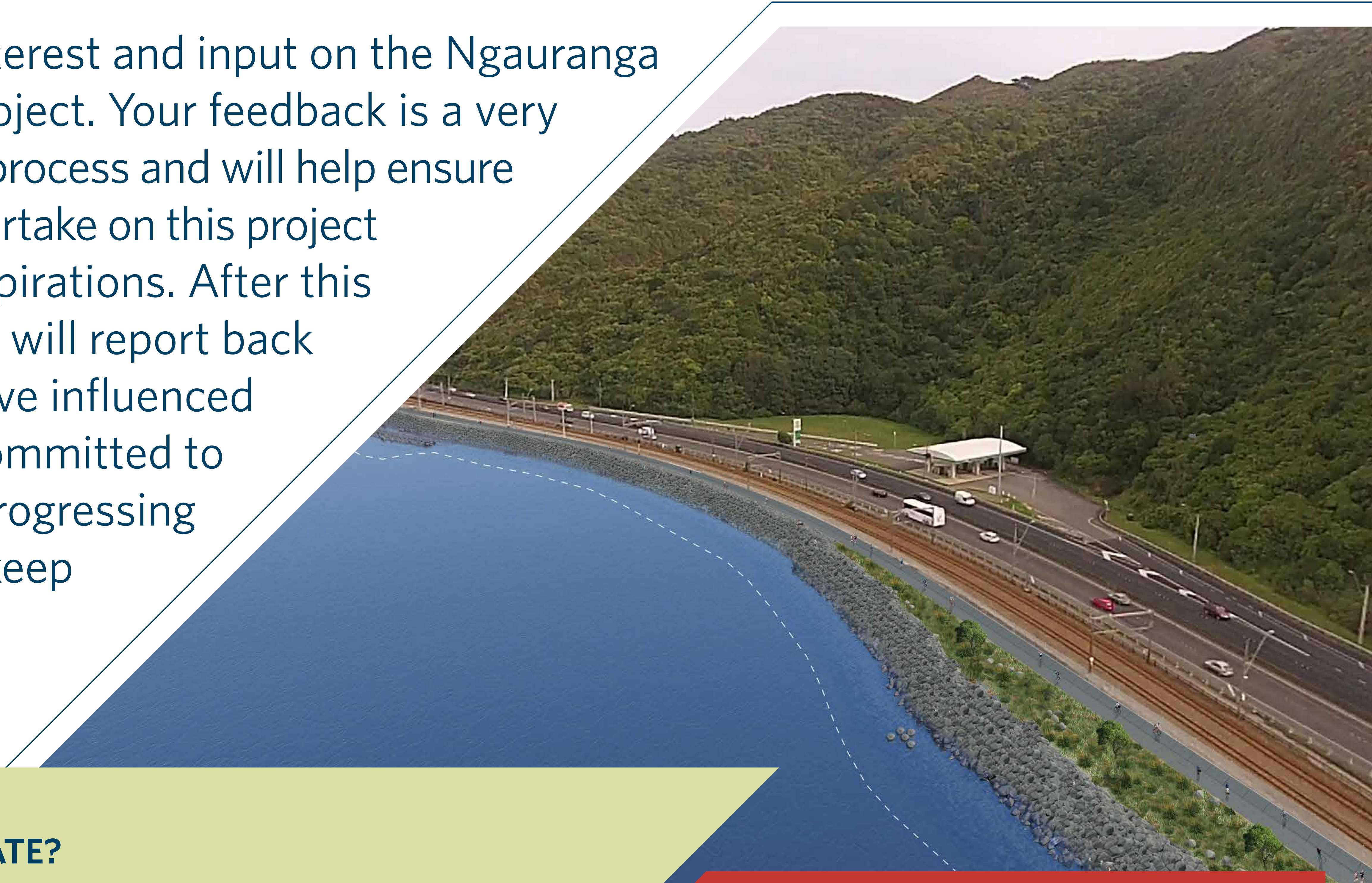
Western Hutt Station

Indicative artist's impressions



# Where to from here?

Thank you for your interest and input on the Ngauranga to Petone pathway project. Your feedback is a very important part of this process and will help ensure that any work we undertake on this project reflects community aspirations. After this engagement ends, we will report back on how comments have influenced the project. We are committed to keeping this project progressing strongly, and we will keep you informed about what's happening.



## HOW CAN I STAY UP TO DATE?

To keep up to date with this project you can sign up to our project newsletter, which will let you know about upcoming events, the latest news and how the project is progressing. Email us on [W2HVlink@nzta.govt.nz](mailto:W2HVlink@nzta.govt.nz) to receive our updates.

If you have questions, please get in touch with us by email on [W2HVlink@nzta.govt.nz](mailto:W2HVlink@nzta.govt.nz)

**FILL IN OUR FEEDBACK FORM HERE TODAY OR ONLINE TO HAVE YOUR SAY**

## TIMELINE:

### MAY - JUNE 2019

We are seeking public feedback on the proposed design for the Ngauranga to Petone section.

### MID 2019 - 2020

We will work on refining the design, considering feedback and technical advice. As part of this we will report back on how feedback has been incorporated. Construction is expected to begin on the Petone to Melling section.

### 2020 - 2022

We will apply for resource consents for Ngauranga to Petone in early 2020. The consent process may take up to two years. The Petone to Melling section is expected to be completed during this period.

### 2022 - 2025

Provided resource consent is granted, construction of Ngauranga to Petone section will take place.

## ACKNOWLEDGEMENTS:

We would like to acknowledge our funding partners: