

# Wellington to Hut Valley Cycle Connection

2 March 2022

Discussion topics

Time	Item	Feedback from Cyclists – email from David Trip (18/02/2022)	Waka Kotahi response / discussion points
11.30am	Welcome, karakia and previous actions		Adrienne to lead

Out of Scope

# Out of Scope

**12.10pm**

Te Ara Tupua  
Ngā Uranga ki Pito-  
One

Korokoro Stream Bridge – we continue to see this bridge as a “weak link” that will remain at the Petone end of Te Ara Tupua. It is a narrow pinch point, with a rough surface, and the existing bollards create a safety risk. This bridge should we widened to match the Te Ara Tupua path width and have no bollards. Waka Kotahi has said “it’s good enough”. Our difficulty is we don’t understand why – you are building paths on either side with a much higher level of service. We think this compromises the route as a whole and would like to understand why you think differently.

Adrienne to provide an update on paper Joel took to steering group on this matter.

12.20pm	Te Ara Tupua Pito-One to Melling	<p><b>Underpass south of Petone Station.</b></p> <p>You have completed a safety audit given the conflict inherent in this design. Such an audit is very limited – it does not consider alternates, nor the impact of “safety improvements” on the overall objective of the project.</p> <p>The alternative of making the underpass cyclist only was therefore not considered. We think this alternative is better – that is making the underpass cyclist only and the nearby existing underpass at Petone Station pedestrian only – cyclists and pedestrians both have a strong preference for separation. There is also precedent in this vicinity of other pedestrian excluded routes (eg McKenzie Ave bridge, and the cycle path north of the station).</p> <p>Could you please explain your rationale for maintaining this as a shared route compared to our suggestion.</p> <p><b>Path through the Petone Station car park.</b> We have now reviewed the safety audit. Our frustration is that a safety audit does not consider the objectives of the whole corridor – so, even though the proposed safety improvements (effectively a “slow zone”) compromise the efficacy of the whole corridor, other alternatives remain unconsidered. We accept alternatives would require agreement from GWRC – but they should therefore be in the room. As an analogy, safety at the Melling intersection could be significantly improved by making it a “slow zone” (say of 50 kmph). But this would compromise the whole corridor for cars and so a very expensive, multiagency alternative is being proposed. Why can’t this thinking also apply to people who cycle?</p> <p><b>Dowse Interchange:</b></p>	<p><b>Gray</b> to provide an update on this rationale</p> <p>Signage will direct walkers to use the existing underpass but we can’t stop them from using it.</p> <p>Adrienne to talk to this.</p> <p>Need to close this out. This is not changing so need to accept and focus efforts elsewhere.</p>

<p>12.30pm</p>		<p>Dowse is a key potential connection point for the Te Ara Tupua path. Dowse is therefore one of the critical success factors (a significant lever) to make Te Ara Tupua even more successful.</p> <p>Dowse is the closest connection for Alicetown (pop 3,000), Woburn (pop 1,800), and Waterloo (pop 5,400 – at least until Riverlink is completed). It could also be a preferred route for people in north and east Petone, and potentially Moera. That’s 15,000+ people who could make good use of this connection onto Te Ara Tupua, via Wakefield St and the Ava rail bridge, if a safe and convenient connection existed. These suburbs are well within the “easy-orbit” for e-bikers into Wellington.</p> <p>The current plan of negotiating two multi-lane roundabouts and motorway on and off ramps is better than nothing - but only just!! It is profoundly off-putting for all but confident road riders.</p> <p>So we would like to see Scales Lane progressed.</p> <p>We accept it’s a multiagency issue. Kiwirail is concerned about safety – but does not consider the higher risks for cyclists on alternate routes compared to a well constructed rail-crossing. HCC and Waka Kotahi will of course want the other to foot the bill.</p> <p>The Wakefield St/Hutt Rd intersection would need work – either with a cycle refuge in the middle, a pedestrian/cycle crossing, signals, etc.</p> <p>But ..... this is a substantial opportunity to improve returns on your huge investment in Te Ara Tupua at a very small marginal cost. We need something more than “it’s hard but we’ll talk about it”. How do we together get the right thing to happen?</p>	<p><b>Simon</b> – Can this please be added to LCLR programme?</p> <p>Need to reinforce that until there is budget to do anything here, there is no resource to do anything.</p>
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**Bob** – are you able to speak about active modes through Hutt City?

In addition to the key cycle corridors we are developing, such as Eastern Bays, Beltway, River Trail and Te Ara Tupua, we are also working on the key connections from our suburban centres, schools, and hospitals.

The investigation works have already started including

- Waterloo Station to CBD W&C connection;
- CBD urbanisation or optimisation;
- Stokes Valley to River Trail;
- Petone suburban centre and school connections;
- The Esplanade optimisation linking Eastern Bays and Te Ara Tupua;

We are also working on city wide speed review program with the intension of providing a safer and enjoyable environment for our active users.

# Out of Scope

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12.55	Wrap up and run through actions and karakia		Adrienne to lead
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