

Appendix M

# Environmental Screen

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# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN (2013)

The purpose of the screen is to identify opportunities, inform the risk management process and ensure the environmental and social matters of a highway project have been addressed. The questions below have been categorised into five areas for ease of reference, however a number of the questions relate to multiple categories (refer to ESR Screen explanation). For example the educational sites not only provide information pertaining to human health, but also social effects which will inform the urban design outcomes for the project. Generally this table can be completed by the project Resource Management Planner.

PROJECT TITLE: W2 HV Walking & Cycling Link

OPTION: 1 Existing Shared Path Improvements



CATEGORY OF EFFECT	QUESTION	INFORMATION SOURCE	ANSWER (CIRCLE)	RESPONSE/NOTE
SOCIAL	Where is the project located?	NZTA GIS, Stats NZ	Urban/ Peri-urban	Connects urban conurbations of Wellington and the Hutt Valley.
	What is the construction timeframe?	Project Team	Rural >18 months	
	What are the designation requirements?	Resource Planner	<18 months New / Altered	Option is partly within KiwiRail Designation NZR3 in HCC District Plan and partly within KiwiRail Designation R5 in the WCC District Plan. It is also part of the related designations for Highway Purposes (SH2 in the WCC and HCC District Plans).
	Does the option enhance cycling facilities?	Project team, Regional Land Transport Plan	N/A Y	It is specifically a walking and cycling project.
	Does the option affect public open space?	District Plan	Y N	At the Petone end the option requires the railway line to be shifted on to the edge of land at the western end of the Petone Esplanade Reserve known as the Korokoro Gateway. An alteration to the existing vehicle track that provides access to the Rowing Association shed and the Water Ski Club is also required.
	NATURAL ENVIRONMENT	Are there any outstanding natural features/landscapes?	District and Regional Plan and Policy Statement	Y N
Will the project affect the coastal marine area, wetlands, lakes, rivers or their margins?		District and Regional Plan and Policy Statement	Y N	Option requires a coastal reclamation immediately south of the Rowing Club building for approximately 800 metres up 3 metres.
Will the project affect areas of significant indigenous vegetation or significant habitats of indigenous fauna?		District and Regional Plan and Policy Statement	Y N	Advice from DoC is that the seawall is not a nesting area for Penguins but there is rare native spinach adjoining the Korokoro Park. Additional advice from DoC is that there are no known significant ecological values in the intertidal or sub tidal in that area.
Is the project located on a scenic route		Tourism NZ	Y N	SH2 is part of the NZ Wine route but area not known for tourism
Will more than 0.5 hectares of vegetation be removed?		Project team, GIS	Y N	
HUMAN HEALTH	What is the State Highway classification?	State Highway Asset Management Plan	National or Regional Strategic Connector or Regional Distributor	
	Is the area of interest designated as a non-compliant airshed?	NZTA GIS, MfE Website	Y N	
	Are there educational sites within 200m of the area of interest?	NZTA GIS, District Plan	Y N	
	Are there medical sites within 200m of the area of interest?	NZTA GIS, District Plan	Y N	
	Are there HAIL (contaminated) sites within 200m of the area of interest?	Regional Council	Y N	Northern outlet towards Western Hutt Road goes through HAIL site SN/03/028/02. Rail corridor not a HAIL site but ballast storage area at Ngauranga defined as being one.
CULTURE AND HERITAGE	Are there listed heritage sites/areas within 200m of the area of interest?	NZTA GIS, Historic Places Trust Register, NZ Archaeological Association, District Plan	Y N	
	Are there sites/areas of significance to Maori within 200m of the area of interest?	Iwi	Y N	Former Pa site at Ngauranga, Petone foreshore area and Korokoro Park. Two other sites identified to west of SH2. Consultation with Port Nicholson Settlement Trust has occurred

URBAN DESIGN (FOR URBAN AND PERI-URBAN PROJECTS)	Does the option enhance walking facilities?	Project team, Regional Land Transport Plan	Y	Project is for walking and cycling activities
			N	
	Does the option enhance public transport facilities?	Project team, Regional Land Transport Plan	Y	Options for improvements related to cycle/train interface at Petone Station
			N	
	Does the option enhance the development potential of adjacent land where appropriate?	Project team, Strategies & District Plan	Y	May be a small influence but other initiatives such as HCC PC29 Petone West will have more
		N		
Does the option enhance community cohesion and accessibility including vehicular connectivity on the local road network?	Project team, Strategies & District Plan	Y		
		N		
Does the option enhance the urban character and visual amenity?	Project team	Y		
		N		

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## SUMMARY

Summarise the Environmental and Social Responsibility Screen using the information attained from above and any necessary actions to be taken to meet the NZTA Environmental and Social Requirements.

The focus of this ESR screen is on the Petone to Ngauranga component of the transport network although the wider project seeks walking and cycling improvements south to Thorndon Quay via the Hutt Road and then north to Melling. The current corridor is constrained for width as it is located between the coastal escarpment and the sea and contains the double tracked railway line as well as four highway lanes. There is a substandard path between the highway and the railway line that is not complete. For the northern 800 metres pedestrians and cyclists are required to share the 100km/h highway shoulder.

Option 1 the Existing Shared Path Improvements Option, is for a 3 metre combined walkway cycleway from north of Ngauranga where continues along its current alignment but with improvements to its cross section and surface. 800 metres south of Petone the rail line is shifted seaward to accommodate the shared path. This necessitates reclamation directly to the south of the Wellington Rowing Club shed. It then traverses between the rail line and the highway under the Petone Off Ramp to link with the Western Hutt Road.

From a social and environmental perspective the most significant issues involve:

- The coastal reclamation required to achieve the desired width on the seaward side of the existing rail line. This involves an 800 metre long 3 metre (approx.) reclamation on an area that has been reclaimed before. Discussions with DoC have resulted in the view that marine ecological values are limited, that the area is an unlikely nesting area for common species in Wellington Harbour and in particular for Little Blue Penguins. DoC has identified rare native spinach in the northern area. There has also been a comment that the seabed in this location may also contain under water springs.
- There are cultural values in the Petone area centred around the Korokoro Gateway although other recognised sites are on the escarpment side of the highway. Discussions with Port Nicholson Trust who are the owners of the Korokoro Gateway Park are continuing but no significant issues have been raised. A general authorisation under the Historic Places Act will also need to be sought.
- Urban and landscape design issues including lighting of the cycleway/footpath as well as the need to connect and integrate with the cycle paths at either end. Crime Prevention through environmental design (CPTED) will also be important.
- Of significant influence at Petone is the Petone to Granada Project which will need to integrate cycling and walking activities with this Project. A combined consultation open day is planned for February 2014.
- Possible contaminated land matters at land north of the Petone north bound off ramp bounded by SH2 and Petone Esplanade. Consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to protect Human Health is likely.
- There are also process issues involved around needing to carry out a coastal and consent of Kiwi Rail as Requiring Authority for the rail designation will be needed where the shared path crosses the rail line at the north. An alteration to the rail designation to accommodate the altered rail line will also be required. At the consenting stage the justification for the option involving reclamation will be important in terms of the NZ Coastal Policy Statement if it is chosen

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Completed by	Lindsay Daysh – Director - Incite
Reviewed by NZTA Project Manager	
Reviewed by EUD Manager	

# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN (2013)

The purpose of the screen is to identify opportunities, inform the risk management process and ensure the environmental and social matters of a highway project have been addressed. The questions below have been categorised into five areas for ease of reference, however a number of the questions relate to multiple categories (refer to ESR Screen explanation). For example the educational sites not only provide information pertaining to human health, but also social effects which will inform the urban design outcomes for the project. Generally this table can be completed by the project Resource Management Planner.

PROJECT TITLE: W2HV Walking & Cycling Link

OPTION: 2 Existing Shared Path (raised)



CATEGORY OF EFFECT	QUESTION	INFORMATION SOURCE	ANSWER (CIRCLE)	RESPONSE/NOTE
SOCIAL	Where is the project located?	NZTA GIS, Stats NZ	Urban/ Peri-urban Rural	Connects urban conurbations of Wellington and the Hutt Valley
	What is the construction timeframe?	Project Team	>18 months <18 months	
	What are the designation requirements?	Resource Planner	New / Altered	Option is partly within KiwiRail Designation NZR3 in HCC District Plan and partly within KiwiRail Designation R5 in the WCC District Plan. Reclamation work below MHWS is subject to the Wellington Regional Coastal Plan.
	Does the option enhance cycling facilities?	Project team, Regional Land Transport Plan	N/A Y N	It is specifically a walking and cycling project
	Does the option affect public open space?	District Plan	Y N	At the Petone end the option skirts the western end of the Petone Esplanade Reserve known as the Korokoro Gateway then along the existing vehicle track that provides access to the Rowing Association shed and the Water ski Club.
NATURAL ENVIRONMENT	Are there any outstanding natural features/landscapes?	District and Regional Plan and Policy Statement	Y N	
	Will the project affect the coastal marine area, wetlands, lakes, rivers or their margins?	District and Regional Plan and Policy Statement	Y N	Option requires a coastal reclamation approximately 7.5 metres width average for much of the route between north of Ngauranga and south of the Rowing Club building.
	Will the project affect areas of significant indigenous vegetation or significant habitats of indigenous fauna?	District and Regional Plan and Policy Statement	Y N	Advice from DoC is that the seawall is not a nesting area for Penguins but there is rare native spinach adjoining the Korokoro Park. Additional advice from DoC is that there are no known significant ecological values in the intertidal or sub tidal in that area.
	Is the project located on a scenic route	Tourism NZ	Y N	SH2 is part of the NZ Wine route but area not known for tourism
	Will more than 0.5 hectares of vegetation be removed?	Project team, GIS	Y N	
HUMAN HEALTH	What is the State Highway classification?	State Highway Asset Management Plan	National or Regional Strategic Connector or Regional Distributor	
	Is the area of interest designated as a non-compliant airshed?	NZTA GIS, MfE Website	Y N	
	Are there educational sites within 200m of the area of interest?	NZTA GIS, District Plan	Y N	
	Are there medical sites within 200m of the area of interest?	NZTA GIS, District Plan	Y N	
	Are there HAIL (contaminated) sites within 200m of the area of interest?	Regional Council	Y N	Northern outlet towards Western Hutt Road goes through HAIL site SN/03/028/02. Rail corridor not a HAIL site but ballast storage area at Ngauranga defined as being one.
CULTURE AND HERITAGE	Are there listed heritage sites/areas within 200m of the area of interest?	NZTA GIS, Historic Places Trust Register, NZ Archaeological Association, District Plan.	Y N	
	Are there sites/areas of significance to Maori within 200m of the area of interest?	Iwi	Y N	Former Pa site at Ngauranga, Petone foreshore area and Korokoro Park. Two other sites identified to west of SH2. Consultation with Port Nicholson Settlement Trust has occurred
URBAN DESIGN (FOR URBAN AND PERI-URBAN PROJECTS)	Does the option enhance walking facilities?	Project team, Regional Land Transport Plan	Y N	Project is for walking and cycling activities
	Does the option enhance public transport facilities?	Project team, Regional Land Transport Plan	Y N	Options for improvements related to cycle/train interface at Petone Station..

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	Does the option enhance the development potential of adjacent	Project team, Strategies & District Plan	Y	May be a small influence but other initiatives such as HCC PC29 Petone West will have more
			N	
	Does the option enhance community cohesion and accessibility including vehicular connectivity on the local road network?	Project team, Strategies & District Plan	Y	
			N	
	Does the option enhance the urban character and visual amenity?	Project team	Y	
			N	

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## SUMMARY

Summarise the Environmental and Social Responsibility Screen using the information attained from above and any necessary actions to be taken to meet the NZTA Environmental and Social Requirements.

The focus of this ESR screen is on the Petone to Ngauranga component of the transport network although the wider project seeks walking and cycling improvements south to Thorndon Quay via the Hutt Road and then north to Melling. The current corridor is constrained for width as it is located between the coastal escarpment and the sea and contains the double tracked railway line as well as four highway lanes. There is a substandard path between the highway and the railway line that is not complete. For the northern 800 metres pedestrians and cyclists are required to share the 100km/h highway shoulder.

Option 2 the Seaside Option, is for a 3 metre combined walkway cycleway from north of Ngauranga where it crosses the railway lines and then runs on the seaward side to Petone, then through the Korokoro Gateway part of the Petone Esplanade Reserve. It then links to Western Hutt Road (northbound) or the path on the seaward side of Petone Esplanade (eastbound).

From a social and environmental perspective the most significant issues involve:

- The coastal reclamation required to achieve the desired width on the seaward side of the existing rail line. This involves an average 7 metre (approx.) reclamation on an area that has been reclaimed before. Discussions with DoC have resulted in the view that marine ecological values are limited, that the area is an unlikely nesting area for common species in Wellington Harbour and in particular for Little Blue Penguins. DoC has identified rare native spinach in the northern area. There has also been a comment that the seabed in this location may also contain under water springs.
- There are cultural values in the Petone area centred around the Korokoro Gateway although other recognised sites are on the escarpment side of the highway. Discussions with Port Nicholson Trust who are the owners of the Korokoro Gateway Park are continuing but no significant issues have been raised. A general authorisation under the Historic Places Act will also need to be sought.
- Urban and landscape design issues including lighting of the cycleway/footpath as well as the need to connect and integrate with the cycle paths at either end. Crime Prevention through environmental design (CPTED) will also be important.
- Of significant influence at Petone is the Petone to Granada Project which will need to integrate cycling and walking activities with this Project. A combined consultation open day is planned for February 2014.
- Possible contaminated land matters (railway ballast storage) and land north of the Petone north bound off ramp bounded by SH2 and Petone Esplanade. Consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to protect Human Health is likely.
- There are also process issues involved around needing to carry out a coastal reclamation and the need to carry out landward side works within the Rail designation. At the consenting stage the justification for the option will be important in terms of the NZ Coastal Policy Statement if it is chosen

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Reviewed by NZTA Project Manager	
Reviewed by EUD Manager	

# ENVIRONMENTAL AND SOCIAL RESPONSIBILITY SCREEN (2013)

The purpose of the screen is to identify opportunities, inform the risk management process and ensure the environmental and social matters of a highway project have been addressed. The questions below have been categorised into five areas for ease of reference, however a number of the questions relate to multiple categories (refer to ESR Screen explanation). For example the educational sites not only provide information pertaining to human health, but also social effects which will inform the urban design outcomes for the project. Generally this table can be completed by the project Resource Management Planner.

PROJECT TITLE: W2 HV Walking & Cycling Link

OPTION: 3 Seaside Shared Path



CATEGORY OF EFFECT	QUESTION	INFORMATION SOURCE	ANSWER (CIRCLE)	RESPONSE/NOTE
SOCIAL	Where is the project located?	NZTA GIS, Stats NZ	Urban/ Peri-urban	Connects urban conurbations of Wellington and the Hutt Valley.
	What is the construction timeframe?	Project Team	Rural >18 months	
	What are the designation requirements?	Resource Planner	<18 months New / Altered	n/a - coastal permits and discharge for land.
	Does the option enhance cycling facilities?	Project team, Regional Land Transport Plan	N/A Y	It is specifically a walking and cycling project.
	Does the option affect public open space?	District Plan	N Y	This option has the potential to enhance public open space.
NATURAL ENVIRONMENT	Are there any outstanding natural features/landscapes?	District and Regional Plan and Policy Statement	Y N	
	Will the project affect the coastal marine area, wetlands, lakes, rivers or their margins?	District and Regional Plan and Policy Statement	Y N	Option requires a coastal reclamation from near the start of existing roadside path at Ngauranga up to Petone waterfront.
	Will the project affect areas of significant indigenous vegetation or significant habitats of indigenous fauna?	District and Regional Plan and Policy Statement	Y N	Potentially a rare spinach.
	Is the project located on a scenic route	Tourism NZ	Y N	Aligns with aspirational Great Harbour Way and New Zealand wine trails.
	Will more than 0.5 hectares of vegetation be removed?	Project team, GIS	Y N	
HUMAN HEALTH	What is the State Highway classification?	State Highway Asset Management Plan	National or Regional Strategic Connector or Regional Distributor	The path will be adjacent to SH2.
	Is the area of interest designated as a non-compliant airshed?	NZTA GIS, MfE Website	Y N	Childcare
	Are there educational sites within 200m of the area of interest?	NZTA GIS, District Plan	Y N	
	Are there medical sites within 200m of the area of interest?	NZTA GIS, District Plan	Y N	
	Are there HAIL (contaminated) sites within 200m of the area of interest?	Regional Council	Y N	Railway line.
CULTURE AND HERITAGE	Are there listed heritage sites/areas within 200m of the area of interest?	NZTA GIS, Historic Places Trust Register, NZ Archaeological Association, District Plan	Y N	
	Are there sites/areas of significance to Maori within 200m of the area of interest?	Iwi	Y N	Former Pa site at Ngauranga, Petone foreshore area and Korokoro Park. Two other sites identified to west of SH2. Consultation with Port Nicholson Settlement Trust has occurred



URBAN DESIGN (FOR URBAN AND PERI-URBAN PROJECTS)	Does the option enhance walking facilities?	Project team, Regional Land Transport Plan	Y	Project is for walking and cycling activities
			N	
	Does the option enhance public transport facilities?	Project team, Regional Land Transport Plan	Y	Options for improvements related to cycle/train interface at Petone Station
			N	
	Does the option enhance the development potential of adjacent land where appropriate?	Project team, Strategies & District Plan	Y	May be a small influence but other initiatives such as HCC PC29 Petone West will have more
		N		
Does the option enhance community cohesion and accessibility including vehicular connectivity on the local road network?	Project team, Strategies & District Plan	Y		
		N		
Does the option enhance the urban character and visual amenity?	Project team	Y		
		N		

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## SUMMARY

Summarise the Environmental and Social Responsibility Screen using the information attained from above and any necessary actions to be taken to meet the NZTA Environmental and Social Requirements.

The focus of this ESR screen is on the Petone to Ngauranga component of the transport network although the wider project seeks walking and cycling improvements south to Thorndon Quay via the Hutt Road and then north to Melling. The current corridor is constrained for width as it is located between the coastal escarpment and the sea and contains the double tracked railway line as well as four highway lanes. There is a substandard path between the highway and the railway line that is not complete. For the northern 800 metres pedestrians and cyclists are required to share the 100km/h highway shoulder.

Option 3 involves using the existing shared path on southern end which will be upgraded to provide improved southern end access. At 700m crossing over the railway tracks, a new 3.0m shared path on reclaimed land on the eastern side of the railway line. The path will continue up to the Petone Interchange. Lighting and urban design treatments provided.

From a social and environmental perspective the most significant issues involve:

- To accommodate a shared path on the seaside land reclamation will be required. Discussions with DoC have resulted in the view that marine ecological values are limited, that the area is an unlikely nesting area for common species in Wellington Harbour and in particular for Little Blue Penguins. DoC has identified rare native spinach in the northern area. There has also been a comment that the seabed in this location may also contain under water springs.
- There are cultural values in the Petone area centred around the Korokoro Gateway although other recognised sites are on the escarpment side of the highway. Discussions with Port Nicholson Trust who are the owners of the Korokoro Gateway Park have been ongoing during the development of this DBC but no significant issues have been raised. A general authorisation under the Historic Places Act will also need to be sought.
- Urban and landscape design issues including lighting of the cycleway/footpath as well as the need to connect and integrate with the cycle paths at either end. Crime Prevention through environmental design (CPTED) will also be important.
- Of significant influence at Petone is the Petone to Granada Project which will need to integrate cycling and walking activities with this Project.
- Possible contaminated land matters at land north of the Petone north bound off ramp bounded by SH2 and Petone Esplanade. Consent under the National Environmental Standard for Assessing and Managing Contaminants in Soil to protect Human Health is likely.
- There are also process issues involved around needing to carry out a coastal and consent of Kiwi Rail as Requiring Authority for the rail designation will be needed where the shared path crosses the rail line at the north. An alteration to the rail designation to accommodate the altered rail line will also be required. At the consenting stage the justification for the option involving reclamation will be important in terms of the NZ Coastal Policy Statement if it is chosen

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Completed by	Lindsay Daysh – Director - Incite
Reviewed by NZTA Project Manager	
Reviewed by EUD Manager	

Appendix N

# Consultation Report

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# Community and Stakeholder Consultation Report

Wellington to Hutt Valley Walking and Cycling Link



## Community and Stakeholder Consultation Report

Wellington to Hutt Valley Walking and Cycling Link

Client: NZ Transport Agency

ABN: N/A

Prepared by

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## Quality Information

Document      Community and Stakeholder Consultation Report

Ref              60306339




Date            10-Nov-2014

Prepared by   Rachel Birrell and Lindsay Daysh

Reviewed by   Louise Miles, Matthew Hinton

Final Review   Lindsay Daysh (Incite)

### Revision History

Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
Draft Final	10.04.14	For issue with Draft Final DBC	Chris Ballantyne Project Director	
Final DBC	06-Oct-2014	For issue with Draft Final DBC	Chris Ballantyne Project Director	
Final DBC Rev 3	10-Nov-2014	For issue with Draft Final DBC	Chris Ballantyne Project Director	

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## Executive Summary

The purpose of the Wellington to Hutt Valley Walking and Cycling Link project is to investigate options to deliver a safe and efficient, dedicated route for cyclists and pedestrians firstly along State Highway 2 between Petone Interchange and Ngauranga Interchange while also investigating the Hutt Road connections to Thorndon and connections north of Petone to Melling.

It is a project led by the Transport Agency in conjunction with Hutt City Council, Wellington City Council, KiwiRail and Greater Wellington Regional Council.

Public consultation is a key part of this work, and this report outlines the results of the consultation that was held on this project from November 2013 to March 2014.

The existing Ngauranga to Petone shared path is on the western side of the Wellington harbour between State Highway 2 (SH2) and the railway corridor. The existing cycleway has a number of issues, including

- poor maintenance
- debris on the path
- uneven, rough surfaces, and
- varying widths that are inadequate for a two-way shared facility.

Importantly there is a gap in the path from Petone to just south of Horokiwi. This means that pedestrians and cyclists currently have to use the SH2 shoulder for either their whole journey (because of the standard of the path) or for the part of their journey that includes the gap. Closing this gap is a key part of this project.

In addition to “closing the gap” of the existing cycleway along State Highway 2, the project aims to improve the current facilities for pedestrians and cyclists and encourage more people to walk, run or cycle between the Hutt Valley and Wellington, particularly during peak hours.

A number of studies have been done into options for a walking and cycling link from Petone to Ngauranga (refer to section 1.2 for more detail). Each has included some level of targeted consultation, and a formal public consultation phase was held from November 2013 to the end of March 2014.

Members of the public, walking and cycling interest groups, potentially affected land owners and tenants were all invited to participate. Key stakeholders such as Greater Wellington Regional Council, Wellington City Council, Hutt City Council and KiwiRail were also consulted as options were developed, ensuring that potential issues and constraints would be considered throughout the process. The main forum for consulting with stakeholders in the latter group has been through the formation of a Steering Group, individual meetings as required, and briefings to both Hutt and Wellington City Councils.

Workshops and meetings were also held with a project-specific walking and cycling reference group and key stakeholders such as Cycle Aware Wellington, Hutt Cycling Network and the Great Harbour Way Coalition.

Potentially affected land owners and lease occupiers have also been consulted, and this consultation will continue into the next stages of the project. Relevant iwi groups have been consulted throughout the development of the short list of options.

In February 2014, a public information day was held jointly with the Petone to Grenada project. Feedback could be provided using a paper form on the day, by filling out the form online, or by email or phone.

Public consultation was split into two phases. The first was a survey seeking feedback on the existing problems and opportunities along the SH2 corridor between Petone and Ngauranga, the northern connections into Lower Hutt and the southern connections into Wellington along the Hutt Road. This feedback was analysed and a short list of options was developed.

The second phase of consultation sought feedback on which option was preferred. In this phase, submitters were also asked whether improved walking and cycling links would encourage them to walk or cycle between Wellington and Lower Hutt at least one day a week.

Submissions showed significant support for improving the walking and cycling link. A total of 778 responses were received, only three of which opposed any investment. The submissions helped define the current issues and concerns people have with the safety and maintenance of the current shared path along SH2. Concerns were also raised about the connection points to the south along the Hutt Road in Wellington and north from Petone.

The sea side alignment received significant support, because the path width would be more consistent and people viewed it as safer and more pleasant to be further from SH2 and closer to the harbour. As well, this option may provide wider economic and social benefits for the region in terms of tourism, recreation and health.

Supportive comments for the roadside option centred on its affordability, ability to be built sooner and that it separates pedestrians and cyclists from traffic. However, it was clear the roadside option was not preferred because of its proximity to SH2 and lack of consistent width. Other responses did not express a preference, noting that both options are an improvement and provide separation from vehicles.

For cyclists who currently use the SH2 shoulders, safety concerns such as inadequate shoulder width along the northbound shoulder, parked cars or undercutting in the shoulder, and a lack of separation from traffic were all raised (the lack of separation was a particular concern because of the suction effect created by heavy vehicles travelling at high speeds). The merges at Petone, Ngauranga, Dowse and Melling, as well as the lack of available road shoulder at Melling, were also highlighted as areas where cyclists feel most vulnerable. Moreover, the consultation also revealed significant concerns along the Hutt Road in Wellington, including conflict with parked and turning vehicles, obstacles along the corridor, poor surfacing and a lack of width.

The next steps are for the NZ Transport Agency and its partners to agree on the recommendations in the Detailed Business Case report and agree to a recommended option. The Transport Agency will then undertake detailed design on the recommended option.

## 1.0 Wellington to Hutt Valley Walking and Cycling Link

### 1.1 Purpose of this report

This report outlines the process used, feedback received and results of the consultation that was held on this project from November 2013 to March 2014.

### 1.2 Project scope

The Project's study area focuses on the corridor between Petone and Ngauranga and also covers State Highway 2 (SH2), between Ngauranga and Melling Interchanges, together with Ngauranga Interchange to Aotea Quay on Hutt Road, and Petone Esplanade and Hutt Road/ Railway Avenue to their respective crossings of the Hutt River. This is outlined in Figure 1 above.

The existing Ngauranga to Petone shared path is on the western side of the Wellington harbour between State Highway 2 (SH2) and the railway corridor. The existing cycleway has a number of issues, including

- poor maintenance
- debris on the path
- uneven, rough surfaces, and
- varying widths that are inadequate for a two-way shared facility.

In addition, there is a gap in the path from Petone to just south of Horokiwi. This means that pedestrians and cyclists currently have to use the SH2 shoulder for either their whole journey (because of the standard of the path) or for the part of their journey that includes the gap. Closing this gap is a key part of this project.

A number of studies have been done into options for enhancing the currently substandard walking and cycling link from Petone to Ngauranga. The previous studies include a Scheme Assessment Report (SAR) in May 2006 and SAR Addendum in October 2006, a Strategic Study as part of the Ngauranga Triangle Study in 2010<sup>1</sup> and a Strategic Feasibility Report in October 2012<sup>2</sup>. There have been varying degrees of consultation in the previous studies, and in each one local councils and KiwiRail have been consulted. Targeted consultation with cycling groups was also undertaken as part of the 2006 SAR and the Feasibility Report in October 2012.

The purpose of this project is to provide a detailed analysis of the costs, risks and benefits of improving cycle and pedestrian facilities between Wellington and Lower Hutt. A detailed business case will then be developed with a recommended option for a dedicated facility for cyclists and pedestrians between Petone Interchange and Ngauranga Interchange. This project also considers the connections to the north beyond the Petone Interchange up to the Dowse Interchange, and to the south of the Ngauranga Interchange up the Hutt Road Thorndon Quay / Tinakori Road junction. Considering north and south connections were necessary to ensure that any new cyclist and pedestrian path has safe and efficient links to and from Wellington and Lower Hutt. Otherwise, it may not be used to its full capacity.

Consultation with the community is key to ensuring that the options are supported by (and will be used by) existing and potential cyclists and pedestrians along the corridor. Given the constrained nature of the corridor it has also been critical to consult with KiwiRail, Iwi, the NZTA Petone to Grenada and Ngauranga to Aotea Quay project teams, and other stakeholders potentially affected by the project.

Consultation has been undertaken in accordance with the Consultation Plan approved by NZTA and the Steering Group, attached in Appendix A.

<sup>1</sup> The Ngauranga Triangle Study is a strategic transport study for the Wellington region and recommended that facilities for cyclists and pedestrians between Petone and Ngauranga along SH2 are improved.

<sup>2</sup> The Feasibility Report was written by NZTA and Opus, and provided a summary of the options that had been considered for improving walking and cycling links between Petone and Ngauranga since 2006.

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### 1.3 Structure of this report

This report is arranged in six chapters:

- **Chapter 2 – Approach to Consultation**
  - Consultation principles
  - Consultation objectives
  - What we consulted on
  - Who we consulted
  - How we undertook consultation
- **Chapter 3 – Method for Analysis of Feedback**
  - Managing feedback
  - Analysing feedback
- **Chapter 4 – Presentation of Findings**
  - Number of Comments
  - Feedback from the public – Feedback forms 1 and 2
  - Feedback from statutory and key stakeholders
  - Feedback from other stakeholders
  - Feedback from potentially affected landowners
- **Chapter 5 – Iwi Consultation**
- **Chapter 6 - How Consultation Feedback Informed the Short List of Options.**

## 2.0 Approach to Consultation

### 2.1 Consultation Principles

Consultation requires a genuine commitment to communicate effectively with individuals and groups, and it is generally fundamental to the success of a project. When done well, it can improve both the quality of the project and the level of community buy-in to it.

This project has been based on the following key consultation principles (as identified in the Consultation Plan):

- Consultation will be based on a commitment to open and honest communications with stakeholders and the wider community;
- Consultation is a genuine dialogue about a proposal not yet decided upon;
- Provision of regular and relevant information on the Project to inform affected parties and the wider community, and minimise the risk of misinformation;
- Sufficient time for consultation must be allowed;
- Opportunities for feedback must be provided;
- The views received in the feedback must be taken into account;
- Every effort will be made to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner; and
- The consultation approach should be flexible and able to be adapted if required.

### 2.2 Consultation Objectives

The objectives of this consultation are (as identified in the Consultation Plan):

- Identify and engage with all affected parties, including directly affected landowners, stakeholders, iwi and the wider community;
- Provide clear and concise information and communication;
- Create a platform for honest and open communication;
- Gain maximum participation in engagement and feedback;
- Encourage active participation and collaborative input into the route selection and design process;
- Ensure that feedback is adequately documented and fed back into the design process;
- Receive maximum buy-in from stakeholders and the wider community;
- Gain positive /balanced media coverage; and
- Meet NZTA's obligations under the Resource Management Act 1991 and Land Transport Act 2003 and Local Government Act 2003.

### 2.3 What We Consulted On

To help develop the preferred option, consultation was undertaken on:

- The adequacy of the existing facility, including:
  - The shared path along part of SH2 between Petone and Ngauranga and the north and south connections
  - The existing provision along Hutt Road, from the Ngauranga intersection to the intersection with Tinakori Road, and
  - The existing provision to the north of Petone, including along SH2 and on the Hutt Road up to the Dowse Interchange.

- Existing travel patterns (for example whether people currently walk or cycle along the corridor, use SH2 shoulders or the existing path along SH2);
- Whether improving the existing facility would encourage people to walk or cycle (to work or for recreation) rather than driving or using public transport, or whether they would use a shared path rather than cycle along the SH2 shoulders; and
- Feedback on the two short listed options (Option 1: roadside and Option 2: seaside).

The conclusion of the consultation was communicated to key stakeholders and the walking and cycling reference group via email. The public were notified via the project website.

## 2.4 Who We Consulted

The parties consulted in previous studies formed the basis of the initial list of parties to be consulted for this project. Advice was also taken from officers at the Wellington City Council and Hutt City Council, community groups and walking/cycling groups that may have an interest in this project, and information from community databases was reviewed. From this, we identified parties who may have an interest in or be affected by the project.

Consultation with the majority of identified parties began early in the project, beginning with a phone call to confirm their interest, establish a contact person and find out how they wished to be consulted.

### 2.4.1 Statutory or Regulatory Stakeholders

The following key stakeholders had either a statutory or regulatory interest in this project:

- Wellington City Council
- Hutt City Council
- Greater Wellington Regional Council
- KiwiRail
- Iwi
- Heritage New Zealand and
- Department of Conservation.

### 2.4.2 Community Interest Groups and Organisations

This group includes organisations that represent local interests:

- Walking, cycling and running groups in Wellington and Hutt City (a list of the groups is provided in Appendix E)
- Korokoro Environmental Group
- Petone Planning Action Group – advised following initial contact that they did not wish to be consulted further on this project
- Petone Community Board, and
- NZ Cycle Trail (as part of the Ministry of Business, Innovation and Employment).

### 2.4.3 Directly Affected Landowners

This group includes landowners and occupiers of properties that may need to be purchased, have their designation altered, have their existing property access arrangements changed or are in close proximity:

- KiwiRail
- Wellington Rowing Association
- Wellington Water Ski Club
- Port Nicholson Block Settlement Trust / Wellington Tenths Trust, and
- A potentially affected private land owner

#### 2.4.4 Road and Transport Providers

- NZ Road Transport Association
- NZ Trucking Association
- Heavy Haulage Association, and
- Automobile Association (AA).

#### 2.4.5 NZ Transport Agency Project and Maintenance Teams

- Petone to Grenada Project Team
- Ngauranga to Aotea Quay Project Team, and
- Transport Agency's Network Maintenance Management Consultant.

#### 2.4.6 Network Utility Providers

- Telecommunication providers
- Gas providers
- Electricity providers, and
- Capacity (now Wellington Water).

#### 2.4.7 Emergency Service Providers

- NZ Fire Service
- NZ Police, and
- Wellington Free Ambulance.

#### 2.4.8 Other Stakeholders

- Fulton Hogan/Horokiwi Quarry
- Greater Wellington Regional Council Workplace Travel Plan Network
- Hutt Chamber of Commerce, and
- Petone Rotary (advised following initial contact that they did not wish to be consulted further).

#### 2.4.9 Wider Community

Opportunities were provided for the wider public to learn about and give feedback on the project, including media releases, project newsletters, the Transport Agency's website, an Open Day, the delivery of flyers at Bicycle shops and stations and displays at several public venues.

### 2.5 How we Undertook Consultation

Consultation was undertaken over a period of approximately seven months, from September 2013 to March 2014. A variety of methods were used to inform stakeholders and the wider public and to seek feedback.

#### 2.5.1 Steering Group

A Steering Group was established at the start of the project and included representatives from:

- Hutt City Council
- Wellington City Council
- KiwiRail
- Greater Wellington Regional Council, and
- NZ Transport Agency.

From the commencement of the Project there have been 4 steering group meetings. As this is a multi-agency Project the purpose of the Steering Group is to provide the Project Team with guidance and to ensure that each organisation is appropriately engaged.

### 2.5.2 Enquiry by Design Workshops

A walking and cycling reference group was established to enable end users (cyclists, pedestrian, and runners) to contribute to the development of options and the design of a preferred option. Local cycling, walking and running groups were approached to provide advice on who best to approach to be on the reference group. The reference group comprised 18 members, including cyclists across a range of abilities and members representing walkers and runners.

Two workshops were undertaken as part of the development of the short list of options. The first was held on 15 October 2013 and sought to clarify the current route's issues. A second was held on 2 February 2014 and sought feedback on the short list of options under consideration. Material provided at the workshop and more detailed notes from the workshops is provided in Appendix F.

### 2.5.3 Council Briefings

Hutt City and Wellington City Councils received briefings after the formal consultation process had been carried out. Hutt City Council (which included Petone Community Board members) was briefed on 11 February 2014 while a briefing to the Transport and Urban Development Committee of Wellington City Council was held on 8 April 2014.

The briefings entailed

- Background and an Overview to the Project
- The objectives of the Project i.e. what the Project is seeking to achieve
- Consultation and Design Development to that point
- Likely time frames going forward.

There was also the opportunity to answer any questions

### 2.5.4 Publicity

Media releases and advertising included the following:

- Media release 29 November 2013, to raise awareness of the project, and to encourage people to provide feedback on the existing issues and concerns and how they currently use the route
- Media Releases 13 and 21 February 2014, giving details of the short list of options and encouraging people to attend the joint Open Day with the Petone to Grenada Project on 22 February
- Print Advertising in the Dominion Post, Hutt News and Wellingtonian (February 2014), to raise awareness of the Open Day and encourage people to provide feedback on the short list of options
- Radio Advertising on two networks in Wellington (one-week span, February 2014), to raise awareness of the Open Day and encourage people to provide feedback on the short list of options, and
- A newsletter (February 2014), which was emailed to the walking, running and cycling user groups and reference group, as well as other key stakeholders/contacts. It was also available on the project website and was the basis for a double page spread in the Dominion Post, Hutt News and Wellingtonian.

Copies of the media releases and newsletters are provided in Appendix B.

### 2.5.5 Consultation Website

The project website went live on 2 December 2013 at: <http://www.nzta.govt.nz/network/projects/project.html?ID=235>

Information on the website includes the project purpose, benefits and key objectives, previous studies and information on community engagement. Plans showing key design areas for both of the short listed options, feedback forms, and newsletters are also available here.



### 2.5.6 Public Open Day

An Open Day was held on Saturday 22 February 2014, between 10am and 4pm at the Opus Research and Training Facility in Petone. It was held jointly with the Petone to Grenada Link Road Project team, because of links and influences between the two projects (including the design of the Petone Roundabout, the timing of the two projects and the possibility of using surplus material from the Petone to Grenada earthworks to help build the new walkway/cycleway). The Open Day was attended by approximately 170 people, with 106 people specifically indicating on the meeting register that they were attending due to an interest in this project.

Information included display boards outlining the two short-listed options, rollout aerial plans showing the entire route, newsletters and feedback forms. Members of the AECOM project team and Transport Agency representatives were on site to answer questions and to encourage and record feedback.

Along with advertising the Open Day as per the activities in section 2.5.4, an invitation was emailed to all community interest and user groups, and to members of the Reference Group, to circulate to their contacts.

### 2.5.7 Displays and Information Boards

Smaller versions of the Open Day boards, along with newsletters and feedback forms, were also available at three venues:

- Hutt City Council War Memorial Library, 5<sup>th</sup> – 14<sup>th</sup> March 2014
- Wellington City Library 17<sup>th</sup> – 27<sup>th</sup> March 2014, and
- Petone Railway Station 18<sup>th</sup> – 26<sup>th</sup> March 2014.

Information encouraging feedback on the shortlist of options was also available at Massey University.

### 2.5.8 Meetings

Individual face to face meetings have been held with all directly affected landowners and occupiers, including:

- A private landowner was consulted on 11<sup>th</sup> February 2014 via a face meeting with the Transport Agency
- The Wellington Rowing Association was consulted via a meeting with the Project team and the Transport Agency on 17 January 2014
- Port Nicholson Block Settlement Trust was consulted throughout the development of options. The record of these meetings is included in section 5 Engagement with Iwi.
- Ongoing consultation with KiwiRail, including as part of the steering group.

A joint meeting, to which all the walking, cycling and running groups were invited, was held in the evening of 2<sup>nd</sup> December 2013. The purpose of the meeting was to inform groups of the shortlist of options and get their feedback. This meeting was attended by 28 people.

Members of the AECOM project team or Transport Agency representatives have also attended meetings at the request of several cycle groups, including Cycle Aware 14 March 2014 and the Great Harbour Way Trust .

### 2.5.9 Phone Line and Email

A dedicated project email (w2hmlink@nzta.govt.nz) and free phone number (0508 W2HV LINK/0508 9248 5465) were set up in December 2013.

### 2.5.10 QR Codes

Cards with project-specific QR codes were developed to promote the project and encourage people to complete the online feedback forms. These cards were given out at locations around Wellington and Petone and the feedback forms were provided for people to complete. A copy of the QR code cards is provided in Appendix G.

### 2.5.11 Responding to Information Requests

Comments received via email received an automatic response which thanked them for their feedback and noted that the feedback had been forwarded to the project team for consideration. Where email queries required a response these were generally provided within five days of receipt.

### 2.5.12 How Feedback Could Be Provided

Feedback was primarily provided through the use of feedback forms, which were available online and in hard copy (the feedback forms are included in appendices D and E). Feedback could also be given through the dedicated email address, phone number, the postal address or at the Open Day itself.

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OFFICIAL INFORMATION ACT

## 3.0 Feedback Analysis Method

### 3.1 Managing Feedback

All stakeholder contact details and records of consultation (including meetings, phone conversations, and emails) were recorded in a consultation application called Darzin.

Feedback was recorded via the following route:

- Feedback received from the online survey was downloaded from Survey Monkey on a regular basis (typically every 1 – 2 weeks) and a copy of each download saved electronically. All paper feedback forms were also scanned and saved electronically
- All phone conversations were recorded by hand, scanned and saved electronically
- All email correspondence was saved in Darzin, and
- Feedback recorded at the public Open Day, the workshop with walking and cycling groups and the two Enquiry by Design workshops. This feedback was collated and saved electronically.

### 3.2 Analysing Feedback

All feedback was copied into an excel database where it was analysed, collated into themes and consolidated to provide a summary of the feedback. All comments were numbered which meant that the number of responses to a particular comment could be quantified.

Comments received on the first feedback form were managed and analysed separately to the second feedback form because the information sought and provided for each were distinct.

Similarly, email and phone feedback were both analysed as correspondence, but separately to the feedback forms because the formats for providing feedback are distinct. The comment themes and format of the feedback forms did however provide a template for sorting and analysing comments received via phone or email.

## 4.0 Consultation Feedback

### 4.1 Number of Responses Received to the Feedback Forms

We received a total of 778 responses during the consultation period. The table below provides a breakdown of the responses received 6 December 2013 – 4 April 2014.

Table 1 Means of feedback

Means of providing feedback	Number of responses
Paper and online feedback forms – Feedback form 1	643
Paper and online feedback forms – Feedback form 2	82
Phone correspondence	11
Email correspondence	42

The online and paper feedback forms did not identify personal details or assign a particular ID to a user, however, to prevent one person submitting an online feedback form more than once the online survey only allowed one submission per IP address. Some caution is still necessary when interpreting the results, as one person could have completed both an online and paper feedback form.

The first feedback form went live in early December 2013 and was completed in January 2014. Its purpose was to:

- identify existing issues along the corridor, whether walking or cycling
- find out whether participants currently use the existing path along SH2 or the shoulders, and
- get feedback on the short-list of options.

The second feedback form went live in January 2014 and feedback was received until the end of March 2014. This form sought feedback on:

- the two options, particularly in terms of how differences in cost and timing between the roadside and seaside options affected preferences
- the effects of potentially holding this project back so its construction timing coincided with the P2G project, and
- whether the shortlist of options would encourage people to walk or cycle along the corridor.

The second feedback form also more specifically targeted those that currently cycle along the shoulders, drive or take public transport in order to understand how the options addressed a potential suppressed demand while also accommodating the 'fast and fearless' cyclists that use the shoulder.

### 4.2 Responses from the Public – Feedback Form 1

The tables in this section provide an overview of feedback received from the first feedback form.

All responses highlighted the inadequacies of the existing path along SH2 in terms of the lack of maintenance and debris on the path, the inadequate width, the missing link and the fact that cyclists and pedestrians are forced onto SH2 either northbound or part of the way southbound. Wellington's Hutt Road was highlighted as particularly unsafe due to parked cars along the footpath, turning vehicles at driveways and areas of inadequate width.

Issues raised by cyclists currently using the SH2 shoulder highlighted poor safety at the Petone overbridge, Dowse Interchange and Melling interchange because of the inadequate shoulder / no shoulder in parts, merges and the speed of vehicles, particularly heavy vehicles, creating a suction effect.

**1. Types of cyclists**

Type of Cyclists	Total responses	Percentage	Total Responses to question
Bold and Fearless	156	24%	643
Enthusied and confident	368	57%	
Interested but concerned	109	17%	
No way, no how	10	2%	

**2. Gender**

Gender	Total responses	Percentage	Total Responses to question
Male	471	74%	635
Female	164	26%	

**3. Age Group**

Age (years)	Total responses	Percentage	Total Responses to question
18-25	21	3%	637
26-35	106	17%	
36-45	204	32%	
46-55	168	26%	
56-65	101	16%	
66+	37	6%	

**4. Existing mode of travel along the Wellington to Hutt Valley corridor**

Mode of travel	Total responses	Percentage	Total Responses to question
Cycle all or part of the route	381	66%	578
Walk all or part of the route	20	3%	
Do not currently walk or cycle any part of the route	177	31%	

**5. Use of the existing path**

Use of existing path	Total responses	Percentage	Total Responses to question
Yes north and southbound	81	28%	293
Southbound only	57	19%	
Northbound only	25	9%	
No, use SH2 shoulders	130	44%	

**6. Main issues along the corridor**

Location / main issues	Detailed Issues
Issues with the existing path along the Hutt Road	- Too narrow for two-way movements and shared use between pedestrians and cyclists

Location / main issues	Detailed Issues
	<ul style="list-style-type: none"> <li>- Poor quality with a rough surface, debris from the road, overgrown vegetation, infrequent and poor maintenance</li> <li>- It is not continuous which means use of SH2 is necessary either for part of the journey southbound, or northbound (counter-flow to traffic), or use of the Northbound shoulder is necessary.</li> <li>- Insufficient lighting</li> </ul>
Issues with the Hutt Road in Wellington	<ul style="list-style-type: none"> <li>- Conflict with turning vehicles because of parking on the footpath, driveways and angled parking</li> <li>- Dangerous when trying to cross west across the Ngauranga Interchange. The first lane is signalled and dangerous as vehicles drive fast round the corner</li> <li>- Dangerous when crossing the junction at Kaiwharawhara and Hutt Road on the southern side as there is no pedestrian crossing</li> <li>- Conflict with vehicles pulling out of the effluent trailer tunnel along Hutt Road</li> <li>- Obstacles along the Hutt Road, including lamp posts, signs and bus stops</li> <li>- Conflict with turning buses, particularly at the northbound bus stop at the bottom of Ngauranga Gorge</li> <li>- The kerb height of the access point onto the off-road cycle path is too high</li> </ul>
Existing provision on SH2	<ul style="list-style-type: none"> <li>- The Petone ramps, Dowse Interchange and Melling Interchange are dangerous due to the lack of shoulder provision or dedicated cycle facility, and the need to cross the traffic lane if continuing past the Petone on-ramps. It is a high speed traffic environment with no provision for cyclists</li> <li>- The Petone overbridge is too narrow for cyclists</li> <li>- The SH2 shoulders are too narrow, particularly northbound</li> <li>- Rock fall on the northbound shoulder</li> <li>- Proximity to high speed motor vehicles and lack of separation is dangerous</li> <li>- Heavy vehicles travel at high speeds and cause a suction effect when passing cyclists</li> <li>- The cycle flashing light on SH2 towards Petone is not working</li> <li>- Issues with stationary traffic on the SH2 shoulders and motorists under-passing in the shoulder to avoid congestion</li> <li>- Driver animosity and poor awareness of cyclists</li> </ul>
Attractiveness of existing corridor	<ul style="list-style-type: none"> <li>- The corridor is unattractive for pedestrians due to fumes and noise from vehicles, as well as being cut off from nature</li> <li>- Lack of rest and bike repair areas</li> </ul>
Shared paths	<ul style="list-style-type: none"> <li>- Combining pedestrians and cyclists is unsafe</li> </ul>
Lower Hutt cyclist provision	<ul style="list-style-type: none"> <li>- Poor and sporadic cycle lane along Petone Esplanade, particularly at the roundabout</li> </ul>
Connections to/from existing path along SH2	<ul style="list-style-type: none"> <li>- Poor transitions to and from existing cycle path</li> <li>- The existing path is not easy to access southbound</li> </ul>

#### 7. People that would consider walking or cycling along the corridor (for respondents not currently walking or cycling along corridor)

Use of existing path	Total responses	Percentage	Total Responses to question
Yes	242	90%	268
No	26	10%	

**8. What would encourage people to walk or cycle along corridor?**

Location / main issue	Detailed Issues	No. times issues/comment raised in feedback
Design and maintenance	Amenities including shelter from wind, seats, picnic spots, a view of the sea and landscaped areas	34
	Improved cycle parking in Wellington and Hutt City	1
	Open to other users such as scooter, skaters etc.	1
	A smooth surface, lighting and regular maintenance	95
Connections	A path that is well connected to the Petone Esplanade, the Hutt River trail and other transport modes such as Ngauranga train station. The path should have legible and safe connections	39
	A path that extends to the Petone overpass and beyond the Petone roundabout so that cyclists could avoid the busy and fast traffic	1
	A quick and direct route	1
Separation from motorised vehicles	A wide two-way, continuous, safe and dedicated path separated from motor vehicles is needed. It should be wide enough for pedestrians and cyclists to use	208
On-road improvements	Wider on-road shoulders or cycle lanes, particularly at Melling Intersection and Petone ramps	7
	Better on-road separation northbound along Hutt Road before getting to SH2	1
Hutt Road, Wellington	Improvements to Hutt Road to provide protection from driveways and turning vehicles	5
Other	No improvements are needed	5

**9. Feedback on Section 1 (Hutt Road in Wellington)**

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Design and maintenance	Improve surfacing, signage, maintenance, removal of obstacles such as lamp posts and improved drainage and lighting. Widen the cycle path	159
Reduced conflict with turning or parked vehicles	Reduce conflict with driveways, parking and bus stops along Hutt Road, Wellington	147
	Provide a clearway at peak times, removal of diagonal parking and parking on cycle lane, rationalisation of parking. Remove parking from footpath	89
	Signs to tell buses to give way to cyclists (not speed up and cut across) - dedicated paths - at least a metre wide - bright paint	1
Separation from motorised vehicles	Provide a segregated cycle path from Thorndon Quay. Connect Thorndon Quay cycleway to Aotea Quay for commuter/tourist path or provide a cycle path along railway corridor e.g. off Hutt Road	16
	Separate the cycle lane from vehicles entirely with a barrier	20
On-road improvements	Increase width of road shoulders. On road cycleway preferred. Wider shoulder at tricky bits like the merge at Aotea Quay	8
Shared facilities	Reduce conflict between cyclists and pedestrians.	46

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Improved connections	Better crossing to Onslow Road off Hutt Road. Safe crossing point to cycle path from western side of Hutt Road, Safe crossing across Thorndon Quay to Tinakori Road	7

#### 10. Feedback on Section 2 (Hutt Road in Wellington)

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Minor Improvements	Minor Improvements only / happy with existing	78
Reduced conflict with turning or parked vehicles	Reduce conflict with driveways and restriction of traffic on shared path, such as fork lift trucks, speed bumps and signage for traffic exiting driveways and raised driveways. Remove parking	37
Separation from motorised vehicles	Provide a two-way dedicated wide cycle path separated from vehicles. Improve safety	23
Design and maintenance	Clear obstacles such as lampposts and clear glass and sharp stones. Improve surface, markings, signage, lighting and drainage, widen. Clear obstacles such as lampposts, debris and vegetation. Improve maintenance	116
Ngauranga Interchange	Issues at Ngauranga Interchange: <ul style="list-style-type: none"> <li>- No longer possible to move from shared path at Onslow Road due to traffic islands added adjacent to path's kerb crossing</li> <li>- Cycle routes are needed through the Ngauranga interchange to facilitate clear and obvious transitions between road and path use</li> <li>- Improve crossing at Ngauranga Interchange if travelling northbound onto the SH2 shoulder, either from the shared path or on road shoulder. The first crossing from the shared path to join the northbound on-road shoulder is uncontrolled with poor visibility, and cars speed around the corner</li> <li>- Northbound hook turn to SH2 (via Jarden Mile) would help when cannot cross to cycle line at Ngauranga lights</li> <li>- A clear and fast route for pedestrians from Ngauranga Station to Kaiwharawhara is needed given the closure of Kaiwharawhara station</li> </ul>	22
On-road improvements	Put a two-way cycle path on-road	8
	Widen northbound shoulder	9
Improved connections	Better access from cycleway to Onslow Road	1
	Make it possible to travel northbound from shared path up to Petone.	1
Shared facilities	Separation of cyclists and pedestrians	3

#### 11. Preferred option: Roadside or Seaside?

Option	Total responses	Percentage	Total Responses to question
Roadside	134	31%	428
Seaside	294	68%	



## 12. Feedback on the roadside and seaside options

Seaside Option	Details	No. times issues/comment raised in feedback
General feedback	<p>It would provide the following:</p> <ul style="list-style-type: none"> <li>- A pleasant commute</li> <li>- Healthier cleaner air</li> <li>- Reduce road debris on the path</li> <li>- Provide resilience for transport corridor and an alternative mode out of Wellington following an earthquake</li> <li>- Boost tourism and recreation</li> <li>- Solve illegal crossing of railway track, and</li> <li>- Attract more people.</li> </ul> <p>These benefits were contingent on issues such as the need for good design so it is useable in high winds, maintenance and an efficient route.</p>	45
	<p>The issue of exposure of the seaside path to weather conditions was also raised. Comments included:</p> <ul style="list-style-type: none"> <li>- Seaside path will be more exposed to storms and bad weather</li> <li>- Likely to collect debris from storms</li> <li>- Won't be used in bad weather</li> <li>- The rail bridge would need to be positioned to avoid wind, particularly at Ngauranga which can have a 'wind tunnel' effect</li> <li>- Maintenance will be an issue particularly after a storm. Because of its distance from the road maintenance may not be prioritised.</li> </ul>	47
	<p>Likely to take longer and be most expensive. Would prefer a solution that can be implemented quicker, and not prohibited by cost.</p>	21
Connections	<p>Comments on the proposed crossings for the seaside option included:</p> <ul style="list-style-type: none"> <li>- Crossing over the rail for the seaward option would delay commuters and it wouldn't get used</li> <li>- A level crossing would delay cyclists and consideration should be given to additional commute time due to connections</li> </ul>	10
	<p>Seaward side option likely to be easier and quicker to construct, and cause less disruption to road and rail.</p>	13
	<p>Comments on access to/from the path included:</p> <ul style="list-style-type: none"> <li>- Cyclists should be allowed to cross the rail lines at Petone to allow connectivity to Eastbourne (note this is only an issue for the roadside option)</li> <li>- Access for Horokiwi residents needs to be considered</li> </ul>	16
	<p>Access could be improved by extending the seaside path past Ngauranga.</p>	2
Costs	<p>Cost for seawall is likely to be expensive, but minor compared to RoNS. Peak oil and global warming should be considered over the cost.</p>	1

Roadside Option	Details	No. times issues/comment raised in feedback
General feedback	Positive comments on the roadside option included: <ul style="list-style-type: none"> <li>- It is adequate for commuting</li> <li>- It could happen sooner and would be more affordable</li> <li>- It is more direct with fewer detours</li> <li>- Provides better uncomplicated transition for cyclists through Petone Interchange—good for fast cyclists</li> </ul>	13
	Comments opposed to the roadside option included concerns about oncoming traffic lights, riding against oncoming traffic (albeit with a barrier) and the narrowness of the upgraded path or that it would only be acceptable if there was adequate space from motor vehicles.	4
	Less prone to debris from the sea but more prone to debris from SH2. This would need to be addressed.	1
Other feedback	Details	No. times issues/comment raised in feedback
Feedback on both options	Both seaward and roadside options are fine, any improvements that separate cyclists/pedestrians from motorised traffic are welcomed.	83
Path width	Comments on width included: <ul style="list-style-type: none"> <li>- The shared path should be wide enough for pedestrians and cyclists</li> <li>- the existing cycle path should be upgraded to 3.5m</li> <li>- 3.5m is not wide enough</li> </ul>	24
Shared facilities	Likely that fast cyclists will still use the road shoulder due to slower cyclists and pedestrians using the path.	15
	Comments on shared facilities included: <ul style="list-style-type: none"> <li>- The path will not be safe due to the speed of cyclists and unpredictability of pedestrians when cyclists are passing</li> <li>- Less need to consider pedestrians due to the low volume of walkers compared to cyclists</li> <li>- The path should be reserved for pedestrians only and cyclists should remain on the SH2 shoulders</li> </ul>	6
Feedback on Design and Maintenance	Comments on maintenance and design included: <ul style="list-style-type: none"> <li>- the importance of safe crossing points and intersections</li> <li>- the provision of child friendly routes</li> </ul> A smooth surface clear of debris, good drainage and regular maintenance	28
	New path needs vegetation to provide cover.	1
SH2 Improvements	Prefer a dedicated cycle lane on each side of SH2, not shared with pedestrians, Seaside path could be provided for pedestrians and leisure cyclists.	7
	Road shoulders should be improved through for example rumble strips, widening northbound shoulder, bike traffic signal to cross merge with Ngauranga traffic.	7
	Interim improvements are needed, including a barrier from the Petone onramp to existing cycle path.	2
Need for Improvements	Opposed any improvements due to the low patronage and need to focus on other routes with more demand.	8
	The SH2 shoulder is wide and safe southbound.	2
	Get rid of the cycle path altogether to provide a consistent road	1

Seaside Option	Details	No. times issues/comment raised in feedback
	median.	

### 4.3 Responses from the Public – Feedback Form 2

This section overviews the feedback received from Feedback Form 2.

The majority of responses indicated a preference for the seaside option because of the benefits it would provide in terms of scenery, reduced noise and air pollution, additional safety of being further from SH2 and the consistent width that can be provided. The majority of responses opposed delaying the project until 2019 to coincide with the Petone to Granada Link Road project. The majority stated that improvements would encourage them to use the path instead of the SH2 shoulders if improvements were made (if they currently cycle), and a majority also indicated they would cycle to work at least one day a week rather than drive or take public transport if improvements were made. Ongoing maintenance of the path was highlighted as critical in getting people to use the path.

#### 1. Feedback on the roadside option

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Path Width	Path is not wide enough for pedestrians/cyclists to share and pass each other. Lack of consistent width will put people off.	15
Maintenance	Doesn't solve the issue of road debris.	9
	A rebuild of the current cycle track will have to put the track above the road or provide barriers otherwise debris will simply be flushed from the road onto the track.	5
	Sufficient maintenance would be needed.	2
Adequacy of Option	Inadequate for bunch and or commuter riding for confident cyclists.	3
	It is an improvement but not a long-term solution: would limit growth or existing cyclists would continue to use SH2 shoulders.	11
	Adequate for cyclists and would be better than existing and is cost effective. Support something happening sooner.	7
	Would use option 1 as long as it doesn't add time compared to SH2 shoulders.	1
	It does not match the Great Harbour Way concept.	8
	It is close to SH2, so fast and confident cyclists using the SH2 shoulder could cross onto the path if they needed to fix their bike.	1
	Would provide an alternate facility for less confident cyclists but need SH2 shoulder for confident cyclists.	1
Amenity and Safety	It would prevent SH2 widening and block views of the harbour.	1
	Would prefer to be further from SH2.	1
	It is not an attractive route for potential new cyclists and would have no amenities.	6
	It would be more sheltered than the seaside option.	5
	This option would be less safe.	3
	A roadside option would not change the perception of safety and	2

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
	pleasure of walking and cycling, so demand would not increase to meet the cost.	
Connectivity	Most direct cycling route and thus most likely to be used. The connections at Petone are more efficient.	6

## 2. Feedback on the seaside option

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Adequacy of Option	Great option, but concerned about impact of sea and storms on path. Need to understand how much it would be closed in bad weather, the cost of repair and what protection will be provided, e.g. a sea wall. Cyclists likely to still use SH2 for protection from weather. The sea spray may damage bikes.	29
	Concerned about debris from railway tracks.	1
	Moving path away from SH2 will reduce debris.	2
	Would provide resilience.	8
Amenity and Safety	Safer option as removed from traffic, more attractive and better option for the future, would attract more people and provide an important asset for the region with potential for amenity areas and access to the sea.	24
	Provides slightly nicer views.	1
	Unsafe due to no public visibility.	1
Connectivity	Concerned about route through Petone station car park.	1
	The path could link to the Great Harbour Way.	3
	There would need to link to Hutt Valley and Wellington for it to realise the suppressed demand.	1
	Connection at Petone onto SH2 needs considering.	1
	The bridges would add too much time to the journey.	1
	Provides better connections at Petone.	1
	The overbridge at Ngauranga is the main drawback.	2
Cost and Implementation	Downside is cost and timing. Not preferred as will take longer to complete.	13
	Great option, just build it don't wait.	3
	Prefer roadside option - the difference in costs could improve the Petone foreshore and Hutt Road.	1
	Better to use existing infrastructure (e.g. McKenzie Bridge) to cross SH2, in order to save money. The savings can then be used to deliver enhanced improvements along Melling to Dowse section.	4
	Could install bus / carpool lane on SH2 in place of existing cycle path.	1
	It would need regular maintenance.	1

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
	Would take too long to be implemented. Not superior enough to be worth the delay and improvements on safety for cyclists would be delayed.	2
Design	A raised platform would have less environmental impact than land reclamation. Any impact on rocky shore communities would need to be mitigated.	1
	Don't have barriers, may catch cyclists panniers/handle bars etc.	1
Path Width	Would need to be wide enough for two way movement and accommodate faster commuters.	4
	Provides opportunity for a wider path.	2
Social and environmental	Land reclamation is unjustified on environmental and cost grounds, Tangata Whenua do not support option.	1

### 3. Preferred option

Option	Total responses	Percentage	Total Responses to question
Roadside	26	32%	82
Seaside	56	68%	

### 4. Considering the seaside option is more expensive and may take longer to implement, does the preferred option change?

Despite the increased cost and time to implement the seaside option the majority of people remained supportive (63%), compared to 6% of responses that indicated their preferred option would be change to the roadside option.

Option	Total responses	Percentage	Total Responses to question
Preferred option remains option 1 (roadside)	25	31%	82
Preferred option changes to option 1 (roadside)	5	6%	
Preferred option remains option 2 (seaside)	52	63%	
Preferred option changes to option 2 (seaside)	0	-	

### Comments on question 4

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Prepared to wait for seaside option	Better long-term solution with benefits for pedestrians and cyclists, KiwiRail, Greater Wellington Regional Council and NZ Transport Agency. Demonstrates long-term vision. Would be more enjoyable and an optimal solution despite the cost.	22
	There are considerable benefits in cost reduction through linking with P2G project.	1
	Prepared to wait for seaside option but a low cost solution to connect Petone to existing cycleway needs implementing in the interim.	2

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
	Other improvements could happen in the meantime, such as Hutt Road in Wellington.	1
Don't support delay	Don't want to wait for the seaside option because it might not happen.	10
	Seaside option isn't worth waiting for, something needs doing now.	6
Don't support greater cost of seaside option	Would rather the cost difference between roadside and seaside options was spent on other projects or to construct the Cross Valley Link and reduce traffic on the foreshore, which will improve cycle safety also.	1
	If cost and time period the same then seaside option would be preferred as further from traffic and closer to sea.	1
	Seaside will be waste of money.	1

#### 5. Feedback on project being delayed until 2019 to coincide with P2G

Location / main issue	Detailed Issue	No. times issues/comment raised in feedback
Interim changed needed if delayed	Delay is not ideal but if necessary then interim changes would be needed to address most unsafe areas.	6
	If delayed then the current path would need to be maintained.	1
	Prioritise dangerous areas first such as the Hutt Road.	1
Prepared to wait	Take time to get it right.	4
	Delay not ideal but if it makes it affordable then ok.	2
	No problem/issues with delay but project needs to be guaranteed.	7
Do not support delay	- Do not support delay. The number of cyclists using the road indicates there is a need now - Cyclist safety needs to be prioritised - P2G may not go ahead it should be independent of the road	20
	If delayed due to seaside option then progress roadside option.	2

#### 6. For people cycling along SH2 shoulders would improvements encourage use of a dedicated path instead?

Use of existing path	Total responses	Percentage	Total Responses to question
Yes	62	91%	68
No	6	9%	

#### 7. Comments on continuing or discontinuing to use SH2 shoulders if improvements were made

The majority of people indicated that they would use a dedicated path instead of the SH2 shoulders if improvements were made. However, this would be contingent on addressing the comments below:

- The path needs to be maintained with the ability to ride at 30-45km/h safely in a bunch. Level surface kept clear from debris, no pedestrians/dogs/fishermen, merges parallel to traffic not at acute angles, clear line of sight, no tight radii or steep grades, or flooding

- Safety. Cyclists are safer when separated from vehicle traffic. Especially if the traffic is travelling at 100km/h. The journey would also be more pleasant. It needs to be maintained though, have a smooth surface and be wide enough for two-way movement
- Only if the path is accessible from SH2 north of Petone
- Would use path but want the option to use SH2 shoulders
- Would not use a convoluted path or anything else that required slowing down to manoeuvre into and out of, especially when there's a perfectly good and wide enough shoulder to ride on
- Would need the ability to cross from Petone overbridge to Horokiwi against the traffic, otherwise Horokiwi residents would have no choice but to continue riding along the motorway which is inadequate on the northbound side
- A road cycle (as opposed to a commuter or mountain bike) is not safe on a narrow route. However, because most traffic using the route is one-way, it would be relatively safe, and if asphalted, comfortable.
- Only option 2 - unless option 1 is clearly a lot more attractive - it would still be slower than the road verge so benefit isn't as great.

**8. Feedback on whether improvements would encourage people to cycle or walk at least once a week to work along the corridor rather than driving or using public transport if improvements were made.**

Use of existing path	Total responses	Percentage	Total Responses to question
Yes	40	56%	72
No	5	7%	
n/a currently walk or cycle	27	38%	

**9. Feedback on whether improvements would encourage people to cycle or walk for recreation along the corridor if improvements made**

Use of existing path	Total responses	Percentage	Total Responses to question
Yes	61	81%	75
No	14	19%	

#### 4.4 Email and Phone Feedback

A total of 35 emails were received from the public, and an overview of the feedback is provided in the table below. This feedback is generally aligned with the feedback received via the feedback forms.

Location / main issue	Detailed Issue
Existing SH2/Path Issues	<ul style="list-style-type: none"> <li>- Overgrown vegetation, poor riding surface and debris on the path</li> <li>- Missing section near Petone</li> <li>- The path is too narrow</li> <li>- Dowse interchange is dangerous</li> </ul>
Existing Hutt Road in Wellington	<ul style="list-style-type: none"> <li>- Obstacles</li> <li>- Poor riding surface</li> <li>- Traffic crossing shared path</li> <li>- Parked vehicles</li> </ul>
Roadside Option	<ul style="list-style-type: none"> <li>- Cheaper solution</li> <li>- Less exposed to bad weather</li> <li>- Exposed to vehicle fumes</li> <li>- 3.0m is not sufficient</li> </ul>

Location / main issue	Detailed Issue
Seaward Option	<ul style="list-style-type: none"> <li>- Exposed to wind and bad weather</li> <li>- Sea wall will need to be very large</li> <li>- Too expensive</li> <li>- Isolated in an emergency</li> <li>- Provide a better connection at Petone</li> <li>- Bridge must provide safe crossing</li> <li>- Would provide a scenic route</li> <li>- 3.0m is not sufficient</li> <li>- Safer as further from SH2 traffic</li> <li>- It would collect less debris from SH2</li> <li>- The seaside path should not be delayed for the Petone to Grenada project</li> <li>- Cyclists and pedestrians should be able to use the McKenzie Avenue overbridge</li> </ul>
Interim improvements	<ul style="list-style-type: none"> <li>- In the interim the SH2 shoulder between Petone overbridge and the start of the current path should be separated from the road carriageway by posts to provide a safe walking/cycling option</li> </ul>
Additional options Suggested	<ul style="list-style-type: none"> <li>- The seaside option could be extended south to Kaiwharawhara railway station. A return subway could be excavated beneath the motorway and railway line to connect at the end of Westminster Street, with access ramps up to the station platforms. This would solve the current problem with the unsafe overbridge which connects to Kaiwharawhara railway station but had to be closed last year due to the unsafe bridge and lack of funding to repair the bridge. This will reduce the need for cyclists to cross driveways along the Hutt Road from Kaiwharawhara and Ngauranga</li> <li>- The cyclist and pedestrian path could be moved to the hills above SH2. This will mean cyclists and pedestrians are exposed to less atmospheric pollution, have better views and it could also withstand a large earthquake and potential Tsunami</li> <li>- Cyclists wishing to continue north past the Petone Interchange currently have to merge with traffic. To improve, a ramp could be provided from the Petone overbridge down to SH2, which means cyclists would avoid the dangerous merge under the overbridge</li> <li>- A level crossing should be considered as an alternative to a bridge crossing the railway line for the seaside option</li> </ul>

## 4.5 Open Days and Inquiry by Design Workshops

A summary of feedback received from the Enquiry by Design workshops (15 October 2013 and 2 February 2014) and Public Open Day (22 February 2014) is provided in Appendix F. Overall the feedback received was in line with the feedback received via the feedback forms particularly in relation to the existing facility and the preferences for an upgraded facility.

## 4.6 Feedback from Statutory Organisations and Key Stakeholders

### 4.6.1 Hutt City Council

A position on the options is yet to be established. However Hutt City Council was briefed on 11 February 2014.

### 4.6.2 Wellington City Council

After the briefing on 7 April 2014, Wellington City Council has provided the following feedback on the short list of options:

- The roadside option, while lower cost, would deliver a sub-optimal solution more rapidly than the seaside option
- The seaside option, while more expensive, addresses broader corridor resiliency issues and will deliver a superior outcome for walking and cycling, and
- A clear understanding of the different timeframes and the relationship with the Petone to Grenada project is needed.



#### 4.6.3 Greater Wellington Regional Council

A position on the options is yet to be established.

#### 4.6.4 KiwiRail

A position on the options is yet to be established.

### 4.7 Other Stakeholder Feedback

Feedback from stakeholders was received via letter or email are summarised below. The full responses from the stakeholders (where available) are provided in Appendix H.

Figure 1 Stakeholder feedback

Organisation	Contact	Date	Comment
Greater Wellington Regional Council	[REDACTED]	4 December 2013	<ul style="list-style-type: none"> <li>- Debris is big issue on the SH2 shoulder and existing path</li> <li>- Many cyclists ride near edgeline since this is generally free of debris</li> <li>- Seaward option would have debris after storm</li> <li>- New users likely to be less experienced recreational cyclists</li> <li>- SH2 north of Melling is unlikely to change</li> <li>- New users are expected to come from Petone, Alice town, Woburn and Moera</li> <li>- The rail overbridge at Ngauranga Interchange could provide a viewing platform</li> </ul>
Regional Transport Society	[REDACTED]	5 December 2013	<ul style="list-style-type: none"> <li>- Matangi EMUs (Electric Multiple Units) can reach 110km/h; however curvature of the track means they cannot travel that fast</li> <li>- There are seven curves with 70km/h speed boards within the Petone to Ngauranga section. Three of these curves could be realigned to increase the speed through this section</li> <li>- Realignment work could also be completed on three curves near Petone station, however the Korokoro Stream crossing and the Petone on-ramp will need to be considered</li> <li>- If sea water reaches the tracks there are potentially major effects on rail operations. In the worst case, trains will not be able to run since they would not be able to stop at signals</li> <li>- Storm surges can damage the tracks</li> <li>- Anecdotal evidence was that six trains per year are unable to stop at Ngauranga Station, due to the effect of 2-3 weather events</li> <li>- 12-20 days per year the ability to stop is affected by wave actions</li> </ul>
Department of Conservation	[REDACTED]	21 January 2014	<ul style="list-style-type: none"> <li>- Project site is not prime breeding penguin habitat. No sign of nesting material or excrement from penguins</li> <li>- Moulting penguins may use rock and concrete wall during February and March; they are vulnerable during a 2-3 week period since they cannot swim or feed. Construction activity should consider these species</li> <li>- Rare spinach growing on the beach below the car park</li> <li>- Korokoro Stream is an important fish habitat</li> <li>- Stream in culvert just south of 'train building' at Ngauranga Interchange has few natural features and low ecological value</li> </ul>

Organisation	Contact	Date	Comment
NZ Cycle Trail	[REDACTED]	8 January 2014	<ul style="list-style-type: none"> <li>- Rimutaka Cycle Trail, one of NZ's Great Rides, was opened in November 2013. This trail starts at Petone Wharf</li> <li>- Negative aspect is that there is no safe facility for tourists from Petone to Wellington</li> <li>- NZ Cycle Trail is seeking to create a network of safe routes. Therefore the link from Petone to Wellington is very important</li> <li>- NZ Cycle Trail Design Guide has geometric design standards. Cycleway located between railway and SH2 may not meet width criteria of Design Guide. Therefore, recommend adopting seaward option</li> <li>- Seaward option would have tourism value, and would become part of the Cycle Trail network</li> </ul>
Heritage New Zealand	[REDACTED]	26 February 2014	<ul style="list-style-type: none"> <li>- The only historic site is the Korokoro Roman catholic urupa (1853 – 1953) located near the Korokoro Road/Hutt Road intersection. This has significance to Maori as the burial place of chiefs. Consultation with tangata whenua would be needed if the site was to be affected</li> </ul>
Destination Wairarapa	[REDACTED]	21 January 2014	<ul style="list-style-type: none"> <li>- Will support the project if the cycleway meets NZ Cycle Trail Design Guide requirements</li> <li>- The recently opened Rimutaka Cycle Trail starts in Petone, but will be extended to Wellington once a safe route between Wellington and Petone has been established</li> <li>- The new Cycle Trail has encouraged businesses to establish within the region; five companies have recently opened, four of which are cycle trail- or tourism-orientated</li> <li>- The Wellington to Petone link will add economic value to the Rimutaka Cycle Trail, and operators and communities along its length</li> </ul>
Ngaio Crofton Downs Residents Association	[REDACTED]	8 March 2014	<ul style="list-style-type: none"> <li>- Prefers seaward option</li> <li>- This option will provide an attractive journey; one removed from the noise and pollution of SH2 traffic, and is likely to encourage some motorists to use their bikes</li> <li>- The current path is not inviting</li> <li>- Additional benefits: the shoreline will become available, providing access to Kaiwharawhara Beach and opportunities for fishing. The railway can also be protected from storm surges</li> </ul>
Wellington Rowing Association	[REDACTED]	28 March 2014	<ul style="list-style-type: none"> <li>- The Wellington Rowing Association (WRA) is comfortable with option 1 noting that this will have minimal or no negative impact on the activities it conducts in and around its green rowing shed adjacent to the railway line at Korokoro</li> <li>- This is the WRA's preferred option as long as it includes necessary re-development of the Petone end of the cycleway, improvement of the area's amenities and continued ability of the WRA to both access its facility and conduct its operations (rowing training and regattas) without inhibiting cycleway users</li> <li>- Option 2 (seaside) is preferred as the cycleway will more safely accommodate a diverse cycling/walking community, provide the catalyst and opportunity for water sports operating out of the Korokoro portion of the cycleway and to collaborate with central Government on overdue</li> </ul>

Organisation	Contact	Date	Comment
			significant enhancements and developments in the area
Great Harbour Way Trust		28 March 2014	<ul style="list-style-type: none"> <li>- The Trust clearly favours option 2, for the Hutt to Ngauranga section, but has reservations about the Ngauranga to Tinakori section (sections 1 &amp; 2). This latter section should only be seen as a short term response until a seaward-side cycle and walkway can be provided from Ngauranga to Wellington City</li> <li>- Option 1 is not favoured by The Trust because it is not suitable for walkers, the width is not satisfactory and it would not provide a scenic or attractive route</li> <li>- An interim solution to use the existing cycleway while building the Petone to Horokiki section would be supported</li> <li>- The costs of the two options are not comparable because option 2 (seaside) would provide additional benefits including resilience</li> </ul>
Cycle Aware Hutt Valley		31 March 2014	<ul style="list-style-type: none"> <li>- Cycle Aware's preferred Option is Option 2. A wide, high quality path is required for the project to succeed in shifting current cyclists from the road to the path, and if the project is to succeed in encouraging new people to cycle the route. Issues of drainage and debris that affect the current path would not be significantly improved by the roadside Option 1. Better linkages are needed into Lower Hutt and to the Ngauranga Gorge shared paths than are currently described for either option</li> <li>- Option 1 is a poor investment. It will not attract many existing cyclists off the road, and will certainly not attract walkers. It is unlikely to attract new cycle commuters</li> <li>- Option 2 would attract most existing users off the road, and attract new users. Although it is not part of the project's brief, this is the best option for recreational riders. We argue that providing a recreational opportunity will be the first step in converting recreational users to commuters</li> </ul>

## 5.0 Engagement with Iwi

### 5.1 Approach to Consultation

#### 5.1.1 Consultation Framework

The principles in the tangata whenua component of the Consultation and Engagement Plan were used in consultation. These principles are:

- Consultation should be conducted in good faith based on mutual trust and cooperation
- All parties should be open minded and open to discussion such that the proposal may evolve or be amended in response to issues raised during the consultation process
- Consultation is about meaningful discussion and may not always result in agreement
- Tangata whenua should be enabled to present their views in a way that is appropriate and relevant to them, and
- If parties, having had both reasonable time and opportunity to state their views, for any reason fail to avail themselves of the opportunity, then they cannot consider consultation not to have been completed.

#### 5.1.2 Pre-Consultation Hui

The process of pre-consultation hui is premised on the principle of kawa and tikanga (protocols). "Kanohi ki te Kanohi" (face to face) meetings are an important part of the consultation process with tangata whenua. The traditional tikanga was adapted as part of the consultation, and included:

- Face to face meetings, relationship building, and information sharing are the most obvious outcomes. The key to this phase of the consultation framework is in proposing and agreeing with tangata whenua how they wish to be consulted and what further information may be required in order to make the consultation meaningful for both parties
- An information protocol will be established to protect the taonga status of any traditional information gathered
- Details of the consultation will be captured in written format, and
- Maps [GIS] of the historic environment (landscape) and Maori place names will be provided, if required, and at least one site visit will be completed to enhance the value and depth of the information gathered.

#### 5.1.3 Consultation Hui

The formal consultation phase is undertaken once the tikanga of engagement have been agreed, tangata whenua are satisfied that they have any necessary information that they may need to provide meaningful input into the engagement process and have identified a way in which the outcomes from the hui are disseminated to all parties to the consultation.

### 5.2 Consultation Undertaken

The following iwi were contacted at the start of the project in August 2013 to understand whether they wished to be consulted:

- Wellington Tenth Trust that was established to administer Maori Reserve lands, largely in urban Wellington.
- Port Nicholson Block Settlement Trust was established in August 2008 to receive and manage the Treaty settlement package for Taranaki Whānui ki Te Upoko o Te Ika
- Ngati Toa Rangitira, and
- Atiawa/ Te Runanganui o Taranaki Whanui ki te Upoko o te Ika a Maui.

The following meetings were undertaken during the development of the options:

- Port Nicholson Block Settlement Trust (2 October 2013) with Liz Mellish who is a trustee and is the main point of contact. The initial meeting discussed the project objectives and the opportunities and constraints

within the project area. A second meeting was undertaken on 17 December 2013 to discuss the short list of options. A third meeting was held on 17<sup>th</sup> February 2014, prior to the Open Day on 22<sup>nd</sup> February

- Wellington Tenth's Trust (17.02.14). This was a joint meeting with Port Nicholson Block Settlement Trust to discuss the short list of options that also included Morrie Love as Chair of the Tenth's Trust
- Ngati Toa Rangitira. Meetings firstly with Jenny Smeaton (Communications and Resource Management Manager) on 2 October 2013 and then with Reina Solomon (Resource Management Administrator) on 13 December 2013 both at Takapuwahia Marae Porirua
- Atiawa/ Te Runanganui o Taranaki Whanui ki te Upoko o te Ika a Maui. This iwi organisation was happy to be kept updated but no consultation was required by them.

## 5.3 Issues and Opportunities

### 5.3.1 Port Nicholson Block Settlement Trust

The following issues and opportunities were identified by the Port Nicholson Block Settlement Trust:

- The Honiana Te Puni Reserve was recognised as an area with historic importance. It could also be the location of a future water sports hub
- The three streams within the project area (Korokoro, Kaiwharawhara and Ngauranga) have significant historic and cultural value
- Culturally significant and historic food gathering sites and pa sites are located in the vicinity of the project
- Potentially historic burial caves are located near the BP station, however the project does not affect this area
- Reclamation was discussed, and the provision of space within this reclaimed land for recreational fishing was recognised as an important opportunity, and
- The importance of recognising the history and origins of the area by minimising the impact and reflecting the cultural landscape.

The Port Nicholson Trust recognised the benefits of the seaside option because of the potential opportunities to improve resilience, support the proposed Sports Hub and provide access improvements.

### 5.3.2 Port Nicholson Block Settlement Trust and Wellington Tenth's Trust (Combined Meeting)

The following issues and opportunities were identified in a joint meeting with the Wellington Tenth's (Morrie Love), and the Port Nicholson Block Settlement Trusts:

- The shared path will provide important health benefits
- The proposed sports hubs would potentially provide a range of facilities including rowing, water skiing, yachting, offshore swimming and waka ama groups. The location and access to the hub is yet to be defined. There are no clear plans or proposals yet but this might be a consideration in the future, and
- Within the project area aquatic life is evident in various places as well as according to Morrie Love the existence of a historic reef. This would need to be confirmed.

The Tenth's Trust however stated that the roadside option was better since the seaward option would rely on KiviRail to provide ongoing maintenance, which may be unreliable.

### 5.3.3 Ngati Toa Rangitira

The following issues and opportunities were identified in meetings with the Ngati Toa Rangitira.

- The impact of any reclamation and how this would be the most significant aspect to resolve should it form part of an option;
- The presence of some food gathering sites in the general vicinity as being culturally significant including reference to the fishing opportunities in the harbour.
- Overall there was "in principle" support for the project and there was recognition of the importance of the safe journey that the facility may support.

- There would also be the necessity to consult wider to gather views that the Project Team may need to consider when the options have been further developed.

#### **5.4 Post Consultation Hui**

- Any information gleaned from the consultation and outcomes agreed are to be circulated back to all parties for final agreement
- Any minutes (and alterations to them) are also circulated back to all parties participating in the consultation, to ensure a transparent process
- What can be agreed is formalised through accepting and signing the minutes, and
- An exchange of documentation and signing of documents of agreement with all parties will be the final outcome of consultation.

Ongoing consultation with the Wellington Tenth Trust, the Port Nicholson Block Settlement Trust and Ngati Toa Rangitira will be necessary as the project progresses to detailed design in order to address detailed issues and opportunities such as incorporating the cultural landscape into the design, providing recreational areas and considering potential developments such as the sports hub.

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## 6.0 How Consultation Feedback Informed Option Development

### 6.1 Design Responses to Consultation Feedback

The following amendments were made to the short list of options as a result of the consultation feedback and to the Enquiry by Design process.

Issues raised	Response
Feedback during the workshop on 02.12.13 highlighted safety concerns about a southbound cycle path turning off the SH2 shoulder at the Petone station and going through the Petone Station car park to access a shared path to head south towards Wellington. The issues raised included concerns about conflict with vehicles pulling in and out of spaces.	The southbound cycle path was amended to avoid the Petone station car park.
Significant safety and level of service concerns along the Hutt Road in Wellington were raised throughout the consultation, including conflict with turning and parked vehicles, obstacles, poor surface and inadequate width.	Initially a default option to implement minor changes to the Hutt Road (section 1) was proposed. However following consultation feedback and safety analysis four options were considered in greater detail that all aim to reduce conflict between cyclists, turning vehicles and parked cars along the path. Full details are provided in the Detailed Business Case Report.

### 6.2 Response to Alternative Proposed Options

The table below summarises alternative options suggested in the consultation feedback and the reasons why they were not considered in the short list of options.

New option proposed	Our Response
The seaside option could be extended south to Kaiwharawhara railway station. A return subway could be excavated beneath the motorway and railway line to connect at the end of Westminster Street, with access ramps up to the station platforms. This would solve the current problem with the unsafe overbridge which connects to Kaiwharawhara railway station but had to be closed last year due to lack of funding to repair the bridge. This will reduce the need for cyclists to cross driveways along the Hutt Road from Kaiwharawhara and Ngauranga.	Extending the shared path south as part of the Great Harbour Way has been considered, however one of the project objectives is to provide connectivity to the outer Wellington suburbs. Extending the Harbourside alignment south of Ngauranga does not provide good connectivity as it is on the other side of the motorway and the rail line and has no connections to the Hutt Road. Therefore extending the seaward side option south of Ngauranga has not been selected as the preferred alignment.
The cyclist and pedestrian path could be moved to the hills above SH2. This will mean cyclists and pedestrians are exposed to less atmospheric pollution and have better views. It could also withstand a large earthquake and potential tsunami.	This option has been considered before particularly in previous work done by Opus. Costs would prohibit the construction of a cycle lane along the hill side of the transport corridor. A cycle lane along the harbour side of the rail corridor would provide greater protection and resilience for the wider transport corridor (road and rail).
Cyclists wishing to continue north past the Petone interchange currently have to merge with traffic. To improve this, a ramp could be provided from the Petone overbridge down to SH2, meaning cyclists would avoid the dangerous merge under the overbridge.	A ramp or separated cycle link from Petone as described has been considered and discounted because of the following: <ul style="list-style-type: none"> <li>- The connection back to the state highway shoulder would be sub-standard and unsafe due to the location of the left turn slip lane in front of Ulrich Aluminium and the Cornish Street</li> </ul>

New option proposed	Our Response
	<p>intersection, and</p> <ul style="list-style-type: none"> <li>- The Petone to Granada project proposed a complete rebuild of the interchange that would make this option unviable.</li> </ul>
<p>A level crossing should be considered as an alternative to a bridge crossing the railway line for the seaside option.</p>	<p>A level crossing is not being considered because the frequency of trains along the railway corridor and overall poor safety history of level crossings would cause significant safety issues. A level crossing is not supported by KiwiRail and will not be considered.</p>
<p>The northbound shoulder along SH2 should be widened to provide a separated on-road cycle path or wider shoulder for cyclists. This should be done by cutting into the escarpment.</p>	<p>One of the project's objectives is to provide a new or upgraded facility between Ngauranga and Petone that would attract existing and new cyclists to use the path. Providing an on-road cycle lane would not provide sufficient safety and would be unlikely to attract new cyclists. In addition it is not possible to cut into the escarpment along SH2 due to the delay construction would cause for traffic along SH2 and the potential destabilisation of the cliff.</p>
<p>The seaside path should be continued past Ngauranga and connect directly into Wellington via a seaside path rather than using the Hutt Road.</p>	<p>A seaside path all the way to Wellington would be far more expensive and unlikely to have more transport benefits than the Hutt Road options. There is also the necessity to avoid conflict with port and rail operations</p>
<p>In the interim, or as an alternative to realigning the missing link at the Petone end of SH2, poles or a barrier should be added to provide separation between cyclists, pedestrians and motor vehicles</p>	<p>Reducing the width of the SH2 shoulder would reduce the safety for motorised traffic along SH2.</p>

### 6.3 Next steps

The Steering Group and the Project Team will consider the issues that have been raised during consultation as well as carrying out more technical work where there is either incomplete or uncertain information. When that has been completed, a formal decision will be made as to what option is preferred. Further consultation on the preferred option will be carried out and will assist in developing the Project further including any measures to avoid remedy or mitigate adverse any effects.



## Appendix A

# Consultation and Engagement Plan

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# Wellington to Hutt Valley Walking and Cycling Link

## Consultation and Engagement Plan



## Wellington to Hutt Valley Walking and Cycling Link

### Consultation and Engagement Plan

Client: NZ Transport Agency

ABN: N/A

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## Quality Information

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Reviewed by

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Revision	Revision Date	Details	Authorised	
			Name/Position	Signature
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V4	08.04.2014	Update April 2014 (changes resulting from co-ordination with P2G project, update to stakeholder list), update Implementation Plan.	Louise Miles	

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## 1.0 Introduction

This Consultation and Engagement Plan outlines the principles and processes to be undertaken for an investigation of options for the Wellington to Hutt Valley Walking and Cycling Link (the Project). The outcome will be a Detailed Business Case identifying a preferred option, with the Project ready to proceed to implementation (design, consenting and construction). The Project is being led by the New Zealand Transport Agency (NZTA), in partnership with the Wellington and Hutt City Councils.

The Project study area focuses on improvements to the provision for cycle and pedestrian access within the transportation corridor i.e. State Highway 2 (SH2) and the Hutt Valley Railway line, between the Petone Overbridge and the Ngauranga Interchange. However, the wider study area also includes consideration of cycle/pedestrian links into the adjacent areas as outlined in section 2 below.

As part of this investigation phase, consultation is to be undertaken with directly affected parties, stakeholders that have a specific interest in the Project and the wider public. A key focus of the consultation methodology is to provide for active participation and collaborative input into the final design of a preferred option.

This Consultation and Engagement Plan sets out the framework for undertaking the consultation activities including addressing who, where, why and how. The Plan is based on the NZTA's statutory objective "to operate the state highway system in a way that contributes to an affordable, integrated, safe, responsive, and sustainable land transport system" (s.3 Land Transport Management Act 2003). It also takes into account requirements under NZTA policy and RMA best practice.

The Plan is a 'living' document. It will be regularly reviewed and updated as necessary to reflect any changes in terms of methodology, process or timeframes.

### 1.1 Structure of the Plan

The Plan is structured as follows:

**Section 2 Background:** Details the Project scope, the wider Project objectives and summarises the previous consultation undertaken.

**Section 3 Consultation Framework:** Sets out the framework for consultation.

**Section 4 Stakeholder Identification:** Identifies the parties that will be consulted.

**Section 5 Engagement Tools:** Details the consultation tools and methods that will be utilised.

**Section 6 Consultation Protocols:** Guidelines on how consultation activities will be undertaken

**Section 7 Consultation Risks:** Outlines key risk areas.

**Section 8 Implementation Plan:** Sets out timeline for key consultation tasks.

## Section 9 Consultation Team Identifies the Consultation Personnel and their Role.

### 2.0 Background

#### 2.1 Project Scope

The Ngauranga to Petone cycleway is currently located on the western side of Wellington harbour between State Highway 2 and the railway corridor. There are a number of issues with the existing cycleway. This includes that it is not continuous, as well as significant constraints in terms of the current design (i.e. effectively a southbound facility only, access to it is difficult, it has a variable cross section width, an uneven surface and is prone to debris).

Improving cyclist and pedestrian facilities between Petone and Ngauranga is identified as a high priority in the Hutt Corridor Plan and the Wellington Regional Land Transport Strategy 2012-2015. It is also identified as a "probable" project in the National Land Transport Programme for the 2012-2015 period.

The purpose of the Project is to identify a preferred alignment and design for a cycleway and pedestrian facility, and to deliver a Detailed Business Case for it. The Study Area is shown in Figure 1 below. While the focus is on the corridor between Ngauranga and Petone, it also includes consideration of:

- SH2 north of Petone Overbridge to Melling Interchange
- Connection in the vicinity of the Ngauranga Interchange and Petone Overbridge necessary to connect to SH2 (Western Hutt Road), Petone Esplanade and Hutt Road,
- Hutt Road between Ngauranga Interchange and Aotea Quay, ensuring safeguarding of proposals for WCC's Aotea Quay Port and Ferry Access scheme, and
- Hutt Road/ Railway Avenue and Petone Esplanade as far the Hutt River.

There have been several previous investigations into options for an improved cycle and pedestrian facility. The options identified in these studies will be reviewed, and considered along with the identification of other possible solutions.

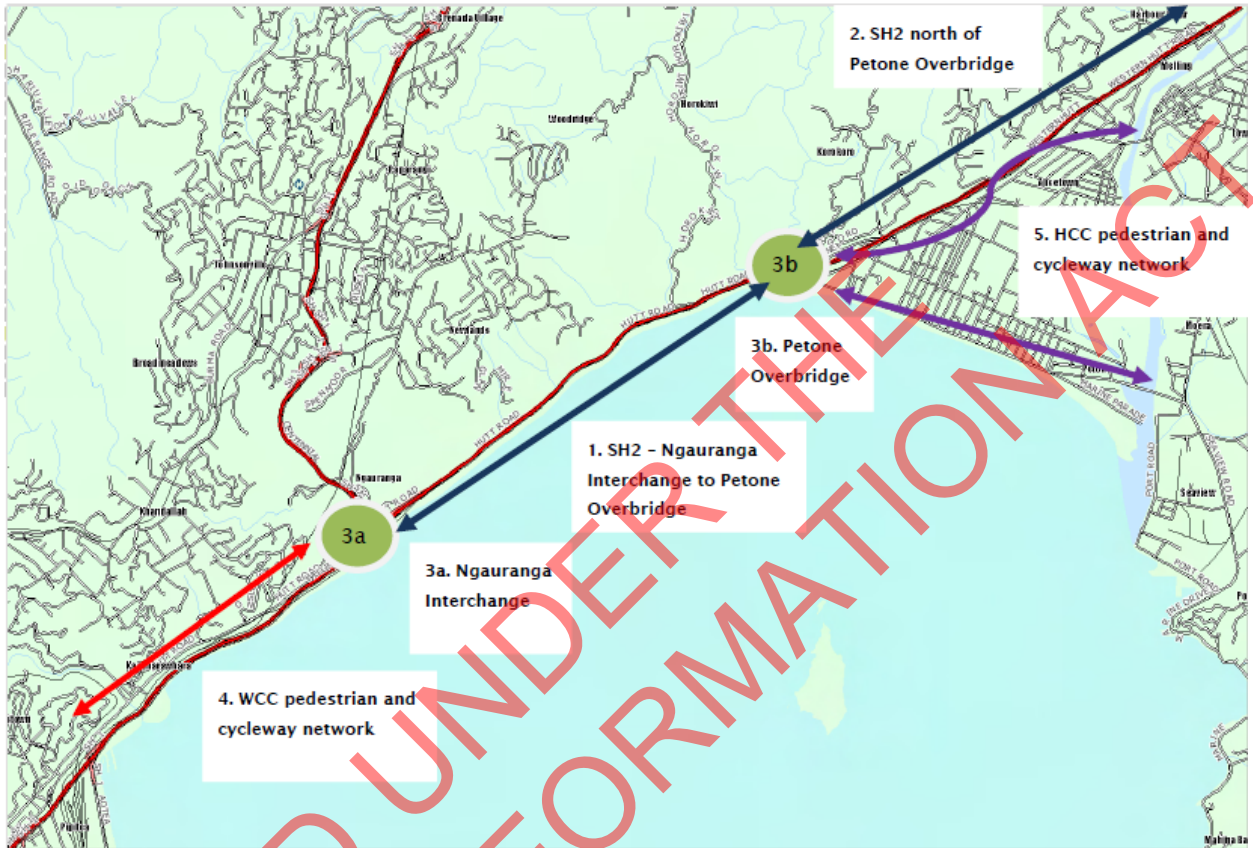
It is important that the preferred option specifically considers the needs of both existing cyclists (currently cycling along the State Highway) alongside potential new cyclists and seek to provide for both groups. This consideration should also take into account the needs of all forms of transport, including pedestrians, cyclists, public transport and the mobility impaired.

There is an opportunity to also take into account the needs of the ongoing maintenance and operational requirements of the existing SH2 and local road networks, and the ongoing maintenance, operational and long term planning requirements of KiwiRail's Hutt Valley and Melling Rail Lines.

The impact on a potential regional water sports hub in the vicinity of the Korokoro Gateway/ Honiana Te Puni being promoted by Port Nicholson Trust will also be considered.

The impact on the future Petone Interchange, as is currently being investigated under NZTA's Petone to Grenada Project, will also be considered.

Figure 1 The Study Area



## 2.2 Project Objectives

The objectives for the Project are to:

- To improve safety perceptions of walking and cycling modes of transport between Petone and Ngauranga by improving connections and integrating walking and cycling activities with other networks in Lower Hutt and Wellington.
- To provide infrastructure that is a catalyst for increased usage of the Lower Hutt to Wellington corridor by walkers and cyclists regardless of ability.
- To consider transport network resilience in providing a walking and cycling facility with enhanced safety standards and capacity.
- To manage the social, cultural, land use and other environmental impacts of the project in the project area and its communities by so far as practicable avoiding, remedying or mitigating any such effects through route and alignment selection, design and conditions.

## 2.3 Previous Consultation

A summary of the previous consultation undertaken in relation to possible improvements to the Petone to Ngauranga cycleway is provided below. The previous consultation has been used to inform the preparation of this Consultation Plan, including the identification of potentially interested parties, and the selection of methods of engagement.

### 2.3.1 Ngauranga to Petone Cycleway – Scheme Assessment Report 2006

In 2006 Opus International were commissioned by Transit to investigate options for extending the existing Ngauranga to Horokiwi cycleway north of Petone to connect into the Hutt Road and Petone Esplanade, and to investigate possible improvements to the existing section. A significant degree of consultation was undertaken at that time including:



- Discussions with the regulatory authorities; railway authorities (On Track/Toll); Department of Conservation and Iwi (including Wellington Tenth Trust and Te Runanganui O Taranaki Whanui ki te Upoko o te Ika a Maui).
- A consultation meeting with members of the following local cycle groups, with feedback sought:
  - Wellington Triathlon & Multisport Club;
  - Wellington Veterans Cycling Club;
  - Cycling Advocates of NZ Inc (CAN);
  - Cycle Aware Wellington;
  - Gay Mens Cycling Group;
  - Wellington Mountain bike and Cycle Touring Club;
  - Port Nicholson Ponake Cycling Club;
  - Bike NZ; and
  - Hutt Multisport Club.
- Contact was made with safety authorities to obtain their views; and with service authorities to obtain information on the location of services.

### **2.3.2 Ngauranga to Petone Cycleway Strategic Feasibility Report 2012**

This study was undertaken by NZTA to help to identify key factors influencing the options for providing a continuous, convenient cycleway, taking into consideration the needs of users and other stakeholders. As part of this a survey of existing and potential cyclists travelling between Wellington and the Hutt Valley was undertaken to identify where people cycle from and to, and why they use the route. The survey was internet based and distributed via the mailing lists of Cycle Aware Wellington. This was followed by focus group sessions to explore how changes in road design would affect cycling behaviour. The participants invited to the sessions represented both confident regular cyclists, and those that were less regular and including some who did not currently use the route at all.

## 3.0 Consultation Framework

### 3.1 Statutory and NZTA Requirements

The Consultation Plan has been prepared taking into account the principles and requirements of RMA, the LTMA and consultation policies and guidelines prepared by NZTA as follows:

#### 3.1.1 Resource Management Act 1991

The purpose of the RMA is to “*promote the sustainable management of natural and physical resources*”. While there is no statutory requirement to undertake consultation for works addressed in notice of requirements and resource consents, it is considered good practice to provide communities with information and the opportunity to respond to proposals.

It is likely that a designation process and regional resource consents may be required for the project. Schedule 1, Forms 9 and 18 of the RMA requires NZTA to identify those persons/parties interested in or affected by a proposal, and to outline any consultation that has been undertaken including the outcomes of the consultation. Part 8 (Designations and Heritage Orders) of the RMA also refers to consultation. Accordingly, it is expected that the outcome of the consultation will not only inform the Project Steering Group in finalising options and design details for the project, but the information will also be provided as part of the statutory process to be undertaken.

All persons acting under the RMA must take into account the principles of the Treaty of Waitangi (section 8). Statutory obligations and case law developed under the RMA have helped to translate into practice how these obligations are to be given effect to. The RMA requires that if the proposed activity affects, or is likely to affect Maori land, land subject to a Maori Claims Settlement or Maori historical, cultural or spiritual interests that everything reasonably practical shall be done to separately consult with Maori.

#### 3.1.2 Land Transport Management Amendment Act 2008 (LTMA)

The LTMA is the basis for transport planning and funding in New Zealand. The purpose of the LTMA is to contribute to the aim of achieving an affordable, integrated, safe, responsive, and sustainable land transport system. The 2008 amendment to the Act requires increased attention to:

- Integrated planning;
- Strategic vision and planning;
- Consultation;
- Prioritisation of activities; and
- Affordability.

The NZTA is also required under the LTMA to demonstrate a sense of social and environmental responsibility, which includes taking into account and responding to:

- Community reliance on a safe and sustainable land transport system;
- The need to minimise adverse effects on the environment;
- The views of affected communities including Maori; and
- The need for an early and full evaluation of land transport options, integration and alternatives for achieving objectives.

#### 3.1.3 NZTA Public Engagement Policy 2008

The NZTA Public Engagement Policy sets out NZTA’s commitment to good practice public engagement. The key drivers are as follows:

- Providing genuine opportunities for public contributions;
- Ensuring people are informed;
- Adopting an inclusive and representative approach to public engagement; and
- Maintaining high professional public engagement standards.

The Consultation and Public Engagement Plan takes these matters into account.

### 3.1.4 NZTA Guidelines for the Management of Consultation with Iwi or Hapu

The NZTA also has a legal obligation to consult with Maori organisations and individuals under the Government Rooding Powers Act 1989 and the LTMA. Furthermore, the RMA encourages consultation, particularly with Iwi or Hapu as part of the designation and resource consent process.

The key purpose of the guidelines is to:

- Provide an understanding of how NZTA will consult with and manage relationships with Maori stakeholders; meet policy, legal and statutory obligations and minimise the risk of policies, programmes and projects not obtaining NZTA and RMA approvals or meeting LTMA obligations through inadequate consultation or judicial review.
- Help NZTA staff manage relationships with Maori stakeholders; implement and maintain the Maori stakeholder management and consultation process; and ensure consistent application when implementing NZTA's best practice framework.

This Consultation and Engagement Plan sets out the proposed methods of consultation that will be undertaken with the relevant Maori organisations throughout the life of the project.

## 3.2 Consultation Principles

Consultation requires a commitment to communicate effectively with a large community of individuals and groups with different values and concerns. It is a process that involves listening as well as talking and providing information. Even when not mandatory, consultation is good practice as a means of identifying/clarifying issues and potentially resolving them early in the process.

Consultation is generally fundamental to the success of a project. If done well, it will improve the quality of a project, lead to more community buy-in to the project and may mean fewer issues in any subsequent consenting process.

In accordance with the provisions of the LTMA and the RMA, the consultation process is also an integral part of a project, particularly in that NZTA is required to exhibit a sense of social and environmental responsibility, which includes taking into account the views of affected communities.

The Consultation and Engagement Plan has been based on the following key principles:

- Consultation will be based on commitment to open and honest communications with stakeholders and the wider community;
- Consultation is the discussion of a proposal not yet decided upon;
- Provision of regular and relevant information on the Project to inform affected parties and the wider community, and minimise the risk of misinformation;
- Sufficient time for consultation must be allowed;
- Opportunities for feedback must be provided;
- The views received in the feedback must be taken into account;
- Every effort will be made to resolve any issues raised by stakeholders or members of the wider public in a proactive, timely and appropriate manner; and
- The consultation approach should be flexible and able to be adapted if required.

The consultation and communication process will also adopt the principles of the International Association of Public Participation (IAP2) see Appendix 1.

## 3.3 Consultation Objectives

Taking the statutory requirements, and the best practice consultation principles into account, the consultation objectives for this Project are as follows:

- Identify and engage with all affected parties, including directly affected, stakeholders, Iwi and the wider community

- Provide clear and concise information and communication
- Create a platform for honest and open communication
- Gain maximum participation engagement and feedback
- Encourage the active participation and collaborative input into the route selection and design process
- Ensure that feedback is adequately documented and fed back into the design process
- Receive maximum buy-in from stakeholders and the wider community
- Gain positive /balanced media coverage
- Meet NZTA's obligations under the Resource Management Act 1991 and Land Transport Act 2003 and Local Government Act 2003.

### 3.4 Key Messages

- An enhanced pedestrian and cycle facility between Ngauranga and Petone aims to provide a safer and easier journey between the Hutt Valley and Wellington that will better connect the two cities.
- The investigations will consider possible options to make walking and cycling more accessible to a wider group of people beyond the "fast and fearless" cyclists who already travel by bike between the Hutt Valley and Wellington.
- The Project integrates with other transport improvements to increase choice for everyone, whether they travel by public transport, car, or on bike.
- The Project considers opportunities to improve transport network resilience along SH2 to ensure we safeguard Wellington's critical infrastructure and protect it from damage or disruption.
- The Project aims to remove barriers to people's travel choices, and in particular walking and cycling modes.
- The Project is an important connection for both commuting and recreation purposes and will add to Wellington's appeal as a cycle tourism destination.
- The NZTA is keeping an open mind about the best solution and we will be seeking and listening to the views of cyclists and non-cyclists as part of this investigation before we make any decisions.
- For a solution to be successful, it has to encourage and support more people to cycle safely between work, home, school and the city, and it has to be cost effective.
- The New Zealand Transport Agency is leading the Project and will be working closely with transport and infrastructure organisations such as GWRC, KiwiRail, Hutt City and Wellington City. It is too early to indicate what potential measures might be identified and which agencies would implement them.
- The cycleway is part of a larger package of projects proposed to improve travel for all forms of transport, and bolster safety and economic productivity throughout the Wellington region.
- The investigation work is expected to be completed in mid-to-late 2014. It will be followed by design and will then be subject to approvals and funding applications before anything can be constructed.
- The Detailed Business case is expected to be completed in mid-late 2014, and subject to the outcomes of this investigation and available funding may be followed by detailed design and subsequent construction.

## 4.0 Stakeholder Identification

### 4.1 Directly Affected

Directly affected parties include property owners or occupiers of land required for the proposed pedestrian /cycle improvements.

As the pedestrian and cycle way options are likely to be contained within existing transport corridors, it is expected that other than HCC, WCC, KiwiRail and NZTA (all of whom are members of the Steering Group), there will be few private properties required.

### 4.2 Key Stakeholders

The following key stakeholders include organisations with statutory or regulatory interest in the project and Iwi.

Consultation with GWRC, HCC, WCC and KiwiRail will occur regularly during the Project through membership on a Steering Group, as well as targeted meetings as required.

Advice will be sought from Iwi as to how they wish to be consulted. However, it is likely to take the form of either a hui and/or face to face meetings.

**Table 1 Key Stakeholders**

Organisation	Role
Greater Wellington Regional Council (GWRC)	Statutory, transport planning and design roles. Potentially also a landowner.
Wellington City Council (WCC)	Statutory, transport planning and design roles. Potentially also a landowner.
Hutt City Council (HCC)	Statutory, transport planning and design roles. Potentially also a landowner.
KiwiRail	Infrastructure provider and landowner.
Wellington Tenth's Trust	Iwi
Port Nicholson Settlement Trust	Iwi
Te Runanganui o Taranaki Whanui ki te Upoko o te Ika a Maui	Iwi
Ngati Toa	Iwi

### 4.3 Other Stakeholders

The following are other stakeholders who will have an interest in the Project that is greater than the wider public. This includes the stakeholders previously consulted during the 2006 Ngauranga to Petone investigations.

Consultation with these groups will commence early on, with a phone call to establish a contact person and how that party/organisation wishes to be consulted. It is expected that consultation with these groups will predominately take the form of targeted meetings, though for some groups an exchange of information may suffice (e.g. road transport, network utility and emergency service providers). Because of the sheer number of walking, cycling and running groups with a potential interest, a joint meeting with all groups is proposed to be held once the short list of options as been developed.

In addition, some of the cycling/walking/running groups will be canvassed to provide nominees for a Reference group to contribute ideas, views and information directly to the study team though out the Project. This will include decision making input at the Enquiry by Design Workshops (discussed in section 5.4 below).

Table 2 Other Stakeholders

Stakeholder Group	Organisation
<b>Cycling/Walking/Running groups or organisations</b>	CAN Cycling Advocates Group
	Cycle Aware
	Hutt Cycle
	Great Harbour Way Coalition
	Bike NZ
	Frocks on Bikes
	Living Streets Aotearoa
	Wellington Triathlon Club
	Wellington Masters Cycling Club
	Welly Walks
	Port Nicholson Ponoke Cycling Club
	Hutt Valley Harriers
	Hutt Marathon Clinic
Hutt Valley Mountain Bike Club	
Hutt Multisport	
<b>Landowners</b>	Landowners and occupiers affected by the options
<b>Community /Recreation groups</b>	Petone Community Board
	Korokoro Environmental Group (KEG)
	Petone Planning Action Group
	Wellington Rowing Association
	Wellington Water Ski Club
NZ Cycle Trail (as part of the Ministry of Business, Innovation and Employment (MBIE))	
<b>Other Statutory organisations</b>	Historic Places Trust
	Department of Conservation
<b>Road and Transport providers</b>	NZ Road Transport Association
	NZ Trucking Association
	Heavy Haulage Association
	AA
<b>Other NZTA Projects or Maintenance Contract provider</b>	Aotea Quay RoNS
	Petone to Grenada Project Team
	Ngauranga to Aotea Quay Project Team
	NZTA's Network Maintenance Management Consultant
<b>Network Utility providers</b>	Telecommunication providers
	Gas providers
	Electricity providers
	Capacity

Stakeholder Group	Organisation
<b>Emergency Service providers</b>	NZ Fire Service
	NZ Police
	Wellington Free Ambulance
<b>Other</b>	Fulton Hogan/Horokiwi Quarry
	GWRC Workplace Travel Plan Network
	Hutt Chamber of Commerce Petone Rotary

#### 4.4 Wider Public

Wider public consultation will be provided through an interactive website providing opportunities to have an input into the options and the design of the preferred route.

An Open Day, to be advertised widely, will be held to show possible options, with feedback sought. If required in terms of demand, a second Open Day will be held.

Information will be made available throughout the life of the Project, through Council and other interest group websites; as well as through media releases and newsletters.

## 5.0 Engagement Tools

### 5.1 Steering Group

A Steering Group comprising representatives from NZTA, Hutt City Council, Wellington City Council, Greater Wellington Regional Council and KiwiRail will be established for the duration of the Project.

The role of the Steering Group and the frequency of meetings will be determined at an initial meeting on 19 September 2013.

### 5.2 Walking and Cycling Reference Group

A Walking and Cycling Reference Group will be established to enable end users (cyclists, pedestrian, and runners) and to contribute to the development of options and the design of a preferred option, principally through the Enquiry by Design Workshops.

Members of the Reference Group will be sought from local cycling, walking, and running groups with an interest in the Project. The cycling representatives will be taken from the following sub-groups to ensure that a range of abilities and both existing and potential user groups are provided for:

- "fast and fearless"
- "enthused and confident"
- "interested and concerned"
- "No way, No how"

A Terms of Reference for the Walking and Cycling Reference Group is attached as Appendix 2.

### 5.3 Iwi Consultation

Iwi have a role as Treaty partners and are identified by statute for consultation. Prior to undertaking consultation with Iwi, the Project team will seek the advice of or use the processes already established by the NZTA pou arahi and Wellington City or the Hutt City Council Iwi advisory groups. Consultation will seek to develop or maintain relationships and identify any cultural values or issues of significance in the area.

### 5.4 Enquiry by Design Workshops

The Enquiry-by-Design workshop process will be used to bring key stakeholders together to collaborate on a vision for a new or upgraded walking and cycle path. Stakeholders will include

- NZTA representatives and the AECOM project team
- Hutt City Council, Wellington City Council, KiwiRail and GWRC representatives;
- Representatives from the Walking and Cycling Reference Group

Up to three workshops are proposed of approximately 4 hours duration each. The first workshop will identify the issues and objectives, develop multi criteria assessment and prepare a short list of options. The second workshop will focus on the identification of a preferred option. The final workshop (if required) will focus on developing the design features of the preferred alignment.

All proceedings will be recorded and co-ordinated into a Workshop Outcomes Report. This will include details on the shared vision of project, the preferred option identified with supporting design sketches and design parameters.

### 5.5 Targeted Meetings

Face to face meetings will be set up as required or requested (refer Implementation Plan – section 8). The meetings will be held at a time and place suitable to the person or stakeholder being consulted. The representative(s) attending from the Project team will vary depending on the stakeholder and the issues involved.



In addition, as outlined in section 4.3 the cycling/walking/running stakeholder groups will be invited to a meeting to obtain feedback on the shortlist of options.

Notes will be taken for each meeting and kept in the Project database for internal use by team members only. If requested, a copy of the meeting notes will be provided to the stakeholder participant.

## 5.6 Open Day

A minimum of one public information event will be held to allow the adjacent communities and interested stakeholders groups an opportunity to find out more about the preferred option for a proposed cycleway, and to provide feedback on it.

The Open Day will be held at a location accessible to the local community and at a time and day that will encourage maximum attendance (i.e. a weekday from early afternoon through into the evening). Key members of the Project team (including representatives from the Steering Group) will attend. It is anticipated that the format will focus on the provision of large scale plans and Information Boards which show the proposal, with members of the Project Team available to answer any questions. Feedback forms will be provided, and there will also be opportunities to place notes with comments on the plans.

The event would be promoted via the Project website, through council channels and via interested stakeholder groups (i.e. CAN website). The event would also be advertised in local print media including the Dominion Post, Wellingtonian, Hutt News and other relevant publications that would reach our target community/audiences to get maximum involvement in consultation.

Should there be a demand for it; a second Open Day will be held.

## 5.7 Project Updates and Newsletters

Project updates and newsletters will be utilised to ensure information remains current and accurate and continues to show progress on the project.

Updates and newsletters will be drafted by the consultant and reviewed by NZTA communications staff (including the State Highway Manager and Regional Director) before being approved for release. Two newsletters are proposed.

The timing of the release of Project updates and newsletters is yet to be determined, but will correspond with particular project milestones.

## 5.8 Interactive Website

An NZTA cycleway project summary site page and sub-site will be created and housed via the NZTA website. The page will outline the scope of the project, set realistic expectations of what the project aims to achieve, provide up to date details of progress, advertise public events such as open days, and provide contact details for the project team. As the Project evolves, the site will be updated to include the preferred option, a possible construction timeline, and any FAQs or feedback generated from the Open Day.

In addition to the usual NZTA website, the Project will establish an interactive site to allow interested stakeholders/commentators on the Project to provide input and feedback. This site cannot currently be housed on the NZTA site, but would be linked to via the NZTA standard sites. It would allow the Project team to classify different visitors and generate an email database of followers/stakeholders that can be utilised throughout the project's lifetime.

The interactive site would specifically seek to use a map-based feedback tool so people can comment on particular alignments or areas of concern.

It could be used as an NZTA trial to then be combined into a future NZTA website redesign.

## 5.9 Media Releases

Media releases will be prepared by NZTA to a usual media distribution list. This will ensure interested stakeholder groups are up to date about project progress, and it will avoid lengthy gaps of information that may prompt groups to fill the void with details that are either inaccurate or misleading.

Media releases will be posted on to the Project website and NZTA main web page as well as being sent to key partners to include of their sites (i.e. WCC, HCC, GWRC). Other identified stakeholders should also be sent the media release, allowing them to also fan out information on the Project to interested parties.

### 5.10 Freephone /Email address

A Freephone number and email address specific to the Project will be established and managed by the Project team. This will ensure that people interested in the project are able to directly communicate with the team.

The NZTA 0508 system will be utilised with a number that reflects/corresponds to the final project name. This is an approach used by other NZTA projects, such as 0508 WITI INFO (0508 9484 4636) or 0508 O2L INFO (0508 625 4636).

A Project email address will be established by the NZTA's Information Service team, again utilising an email address that corresponds to the Project name.

### 5.11 Record of Consultation

A Darzin database will be established that contains contact details for all landowners and key stakeholders within the project area. The database will be used to record communication with key stakeholders and landowners and to gather and coordinate feedback into reports following targeted or public consultation.

The NZTA provides the licence and makes Darzin available to the consultant, who will manage the input/updating of information such as from feedback, letters or meetings. Access, logins and other rights to use the Darzin database will be advised by the NZTA.

### 5.12 Evaluation

The success of the consultation will be measured by:

- The number of responses (written and phone calls)
- The tone of responses
- Number of website hits, and participation level in the interactive website
- The level of participation, and feedback from the Open Day.
- Media commentary (tone and number)
- Anecdotal feedback
- Reports from the Darzin database

## 6.0 Consultation Protocols

Project team members involved in consultation will be required to follow the same protocols. This will ensure consistent messages and that all stakeholders are consulted with in an appropriate manner. The protocols are as follows:

- All stakeholders identified in section 4 will be contacted as soon as practicable, to identify issues and to agree how these parties will be consulted.
- All Project team members involved in consultation will be briefed on the 'Key Messages', and the 'Consultation Protocols' to ensure consistency.
- Feedback provided will be acknowledged, either by letter or email.
- All consultation material will be approved by the NZTA Project Manager and NZTA communications advisor.
- All approaches from the media will be referred to the NZTA media manager, with a copy to the NZTA communications advisor.
- Any issues raised will be communicated back to the NZTA Project Manager, as soon as practicable.

## 7.0 Consultation Risks

Issue/Opportunity/Risk	Actions
<p><b>The Scope of the Project is not clearly defined.</b>                      For example:                      The Project is seen as the start of the Great Harbour Way project.</p> <ul style="list-style-type: none"> <li>- Expectations that the Project scope will include a new route extending between Melling and Thorndon Quay.</li> <li>- Project scope appears to be too cyclist-centric, i.e. a shared facility is more about cyclists than pedestrians/runners.</li> <li>- Expectations around the extent of consultation with businesses around Hutt Road in Kaiwharawhara and Thorndon.</li> <li>- Expectations that cyclists will be removed from general traffic area along SH2.</li> <li>- Expectations are raised that the cycleway project will result in resilience improvements to the state highway and rail network in general.</li> </ul>	<p>Steering Group specifically signs off on the Scope of the Project. Clear and consistent messaging to be approved by NZTA communications. Provision of regular information to stakeholders. Provision for specific briefing of 'Key Messages' to all persons involved in the consultation process.</p>
<p><b>Possible project delays resulting in a delay to the consultation process, for example:</b></p> <ul style="list-style-type: none"> <li>- Project is delayed by decisions required on the nearby/connected Petone to Grenada Link Road Project.</li> <li>- Project is delayed due to a potential link with resilience improvements to the corridor.</li> </ul>	<p>Work with Petone to Grenada Project team to understand timeframes and how this may impact on this Project. Advise NZTA Project Manager and Steering Committee of any potential delays. Provision of regular information to key stakeholders.</p>
<p><b>Consultation outcomes are not adequately recorded.</b></p>	<p>Consultation records to be kept of all activities and consultation database to be regularly updated</p>
<p><b>Incorrect identification of parties to be consulted</b></p>	<p>Review previous relevant studies for list of parties consulted. Seek input from Council contacts on appropriate parties. Confirm list of stakeholders with NZTA and Steering Committee</p>

## 8.0 Implementation Plan

The following sets out the key tasks, timeframe and person(s) responsible. The Implementation Plan will be regularly reviewed and updated as required.

Tasks	Person(s) Responsible	Timing
Establish Consultation database – affected parties, stakeholders	Louise Miles / Rachel Birrell	End of September 2013
Prepare Terms of Reference for Cycling/Walking Reference Group	Rob Napier	17 September 2013
Prepare Draft Consultation Plan and supply to NZTA for review	Louise Miles / Andree Kai Fong	17 September 2013
First Steering Committee meeting	Mark McGavin / Rob Napier	19 September 2013
Finalise Consultation Plan	Louise Miles	26 September 2013
Set up Cycling/Walking Reference Group	Louise Miles / Rob Napier	End of September 2013
Set up free phone and email address	Andree Kai Fong	End of September 2013
Set up Project website	Andree Kai Fong / Rob Napier / Ben Whitaker (NZTA)	End of September 2013
Initial contact with stakeholders	Louise Miles / Rob Napier	By end of September 2013
Initial contact with Iwi	Anthony Olsen	By end of September 2013
Enquiry by Design Workshop 1 (6 hours duration )	Rob Napier / Rachel Birrell	Workshop 1 (15 October 2013)
Media release to raise awareness of project	Andree Kai Fong	November 2013
Meeting with Cycling/Walking/Running groups to discuss issues/options identified from Workshop 1	Louise Miles / Rob Napier	Early December 2013
Target meetings with other stakeholders as required	Louise Miles / Rob Napier	Ongoing (September 2013-end of March 2014 –
Hui /meetings with Iwi	Anthony Olsen	As required
Enquiry by Design Workshop 2 – Identify preferred alignment (4 hours duration)	Rob Napier / Rachel Birrell	February 2014
Newsletter , media and web page - Information on preferred option - Advice of Information Day		February 2014
Open Day (1 day)	Louise Miles / Rachel Birrell	February 2014
Draft consultation report	Rachel Birrell	April 2014
Finalise consultation report	Rachel Birrell	May 2014
Update web page, media release, newsletter – Outcome	Andree Kai Fong	May/June 2014
Letter to stakeholders to acknowledge feedback and advise of outcome (close off)	Louise Miles	May/June 2014

Tasks	Person(s) Responsible	Timing
On-going tasks - Monthly consultation updates to Steering Committee - Update Consultation database (as required) - Update Consultation Plan as required - All consultation material to be reviewed and signed off by NZTA Comms	Louise Miles / Rachel Birrell	Duration of Project

## 9.0 Consultation Team

Key consultation personnel and their respective roles are as follows:

Person	Role
Mark McGavin (NZTA)	NZTA Project Manager. Is the NZTA 'face' of the Project and represents NZTA
Anthony Firth (NZTA)	NZTA Media Manager – deals with all media enquires
Andree Fai Fong (NZTA)	Community and Stakeholder Liaison for NZTA
Rob Napier (AECOM)	Project Team leader. The face of the project. Will be the front person for the Project team in support of NZTA
Louise Miles (Incite)	Consultation manager. Key contact within the Project team for consultation activities
Anthony Olsen	Iwi consultation. Will lead all consultation undertaken with the Iwi.

## Appendix A

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## Appendix A IAP2 Spectrum of Public Participation

# IAP2 Spectrum of Public Participation



**Increasing Level of Public Impact**

	<b>Inform</b>	<b>Consult</b>	<b>Involve</b>	<b>Collaborate</b>	<b>Empower</b>
<b>Public participation goal</b>	To provide the public with balanced and objective information to assist them in understanding the problem, alternatives, opportunities and/or solutions.	To obtain public feedback on analysis, alternatives and/or decisions.	To work directly with the public throughout the process to ensure that public concerns and aspirations are consistently understood and considered.	To partner with the public in each aspect of the decision including the development of alternatives and the identification of the preferred solution.	To place final decision-making in the hands of the public.
<b>Promise to the public</b>	We will keep you informed.	We will keep you informed, listen to and acknowledge concerns and aspirations, and provide feedback on how public input influenced the decision.	We will work with you to ensure that your concerns and aspirations are directly reflected in the alternatives developed and provide feedback on how public input influenced the decision.	We will look to you for advice and innovation in formulating solutions and incorporate your advice and recommendations into the decisions to the maximum extent possible.	We will implement what you decide.
<b>Example techniques</b>	<ul style="list-style-type: none"> <li>▪ Fact sheets</li> <li>▪ Web sites</li> <li>▪ Open houses</li> </ul>	<ul style="list-style-type: none"> <li>▪ Public comment</li> <li>▪ Focus groups</li> <li>▪ Surveys</li> <li>▪ Public meetings</li> </ul>	<ul style="list-style-type: none"> <li>▪ Workshops</li> <li>▪ Deliberative polling</li> </ul>	<ul style="list-style-type: none"> <li>▪ Citizen advisory committees</li> <li>▪ Consensus-building</li> <li>▪ Participatory decision-making</li> </ul>	<ul style="list-style-type: none"> <li>▪ Citizen juries</li> <li>▪ Ballots</li> <li>▪ Delegated decision</li> </ul>

## Appendix B

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Appendix B Terms of Reference - Walking and Cycling Reference Group

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## Appendix B

# Media Releases and Publicity

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# Wellington to Hutt Valley Walking and Cycling Link

Issue **01**  
February 2014

We are currently investigating options to deliver a safe and efficient route for cyclists and pedestrians between Ngauranga and Petone along State Highway 2.

The Wellington to Hutt Valley Walking and Cycling Link (Walking and Cycling Link) aims to 'close the gap' of the existing cycleway along State Highway 2 (SH2), improve the current facilities for pedestrians and cyclists and encourage more people to walk, run or cycle between the Hutt Valley and Wellington, particularly during peak hours.

The Walking and Cycling Link is important because cycling plays an important role in the way many people choose to travel to work. Unless we improve on the route that is currently available, we will not be able to meet the current, known demand for a dedicated walking and cycling path, nor meet an expected suppressed demand that would encourage more people to walk or cycle to work.

To ensure the Walking and Cycling Link effectively connects with each council's facilities at either end of the highway, we are working in partnership with Wellington City Council, Hutt City Council, Greater Wellington Regional Council and KiwiRail. This means the Walking and Cycling Link considers the route between Thorndon Quay and as far as Dowse Interchange on SH2 and the Waione Street/Randwick Road/Seaview Road roundabout.

The 4.7km stretch of SH2 between Petone and Ngauranga includes a transport corridor bordered to the west by the Wellington Fault escarpment and to the east by the Wellington Harbour. This is a busy route with a speed limit of 100km/h, carrying over 60,000 vehicles and 400 cyclists every day.



Key objectives of the Walking and Cycling Link are to:

- Improve walking and cycling safety between Lower Hutt and Wellington, particularly between Petone and Ngauranga;
- Provide a facility that generates more use of the Lower Hutt to Wellington transport corridor by pedestrians and cyclists, regardless of ability;
- Separate pedestrians and cyclists from highway traffic between Petone and Ngauranga;
- Improve resilience by providing a walking and cycling facility with better safety standards and capacity; and
- Manage the impacts of the project on the communities by choosing options that avoid, remedy or mitigate impacts.

There could be a benefit to aligning the Walking and Cycling Link with the construction of the Petone to Grenada Link Road (Link Road). One particular benefit is that excess soil and rock taken from the hillside to construct the Link Road could be used for the construction of the Walking and Cycling Link where we need to reclaim the shoreline. If we decide to combine them, more work will need to be done regarding funding and joint construction.

**More information on the proposed options for the Wellington to Hutt Valley Walking and Cycling Link and ways to give feedback can be found inside.**

## Proposed Options

Since the end of last year, we have been asking key stakeholders, interested user groups and the public what we could do to improve walking and cycling between Wellington and Lower Hutt. So far, we have come up with two preferred options.

**Option 1:** Roadside – upgrade the existing cycleway to provide a 3m wide dedicated path from Petone to Ngauranga with

connections to other existing walking and cycling paths. This option would require us to reclaim a minor amount of the shoreline at Petone. We expect this option could cost between \$12 and \$16 million.

**Option 2:** Seaside – a new 3m cycleway on the seaward side of the rail corridor with new connections to existing walking and cycling paths at Petone and Ngauranga. This option

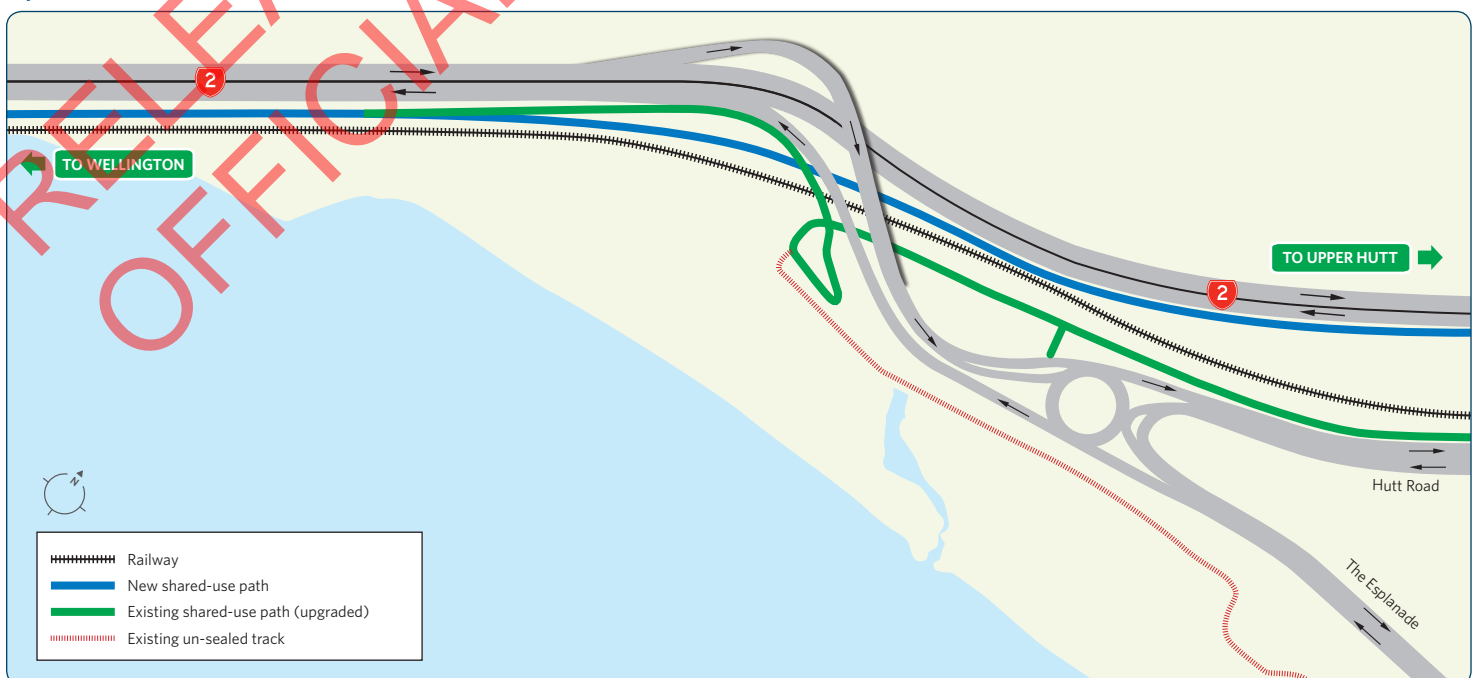
would require us to reclaim a significant amount of the shoreline. We expect this option could cost between \$36 and \$48 million.

On these pages are maps of the two options at the key areas of Ngauranga Gorge and Petone Interchange. More maps are available on our website or can be seen at our information day on 22 February.

### Option 1: Ngauranga Roadside



### Option 1: Petone Roadside

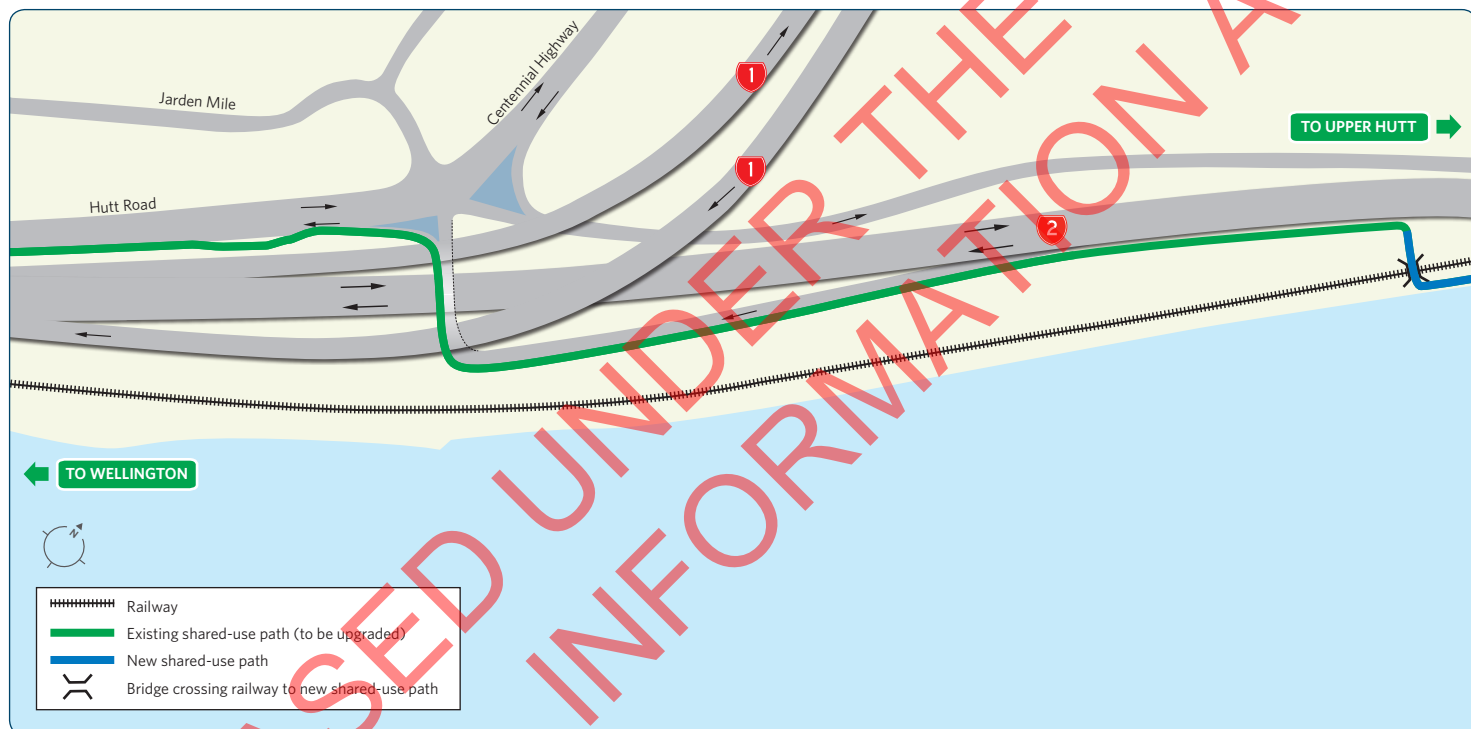


How to fund the options and the cost differences between the two will be key decision making criteria. Option 1 costs less and would be a similar amount to what we have previously anticipated. This means we have money earmarked for the cost of this option, subject to it being approved for funding.

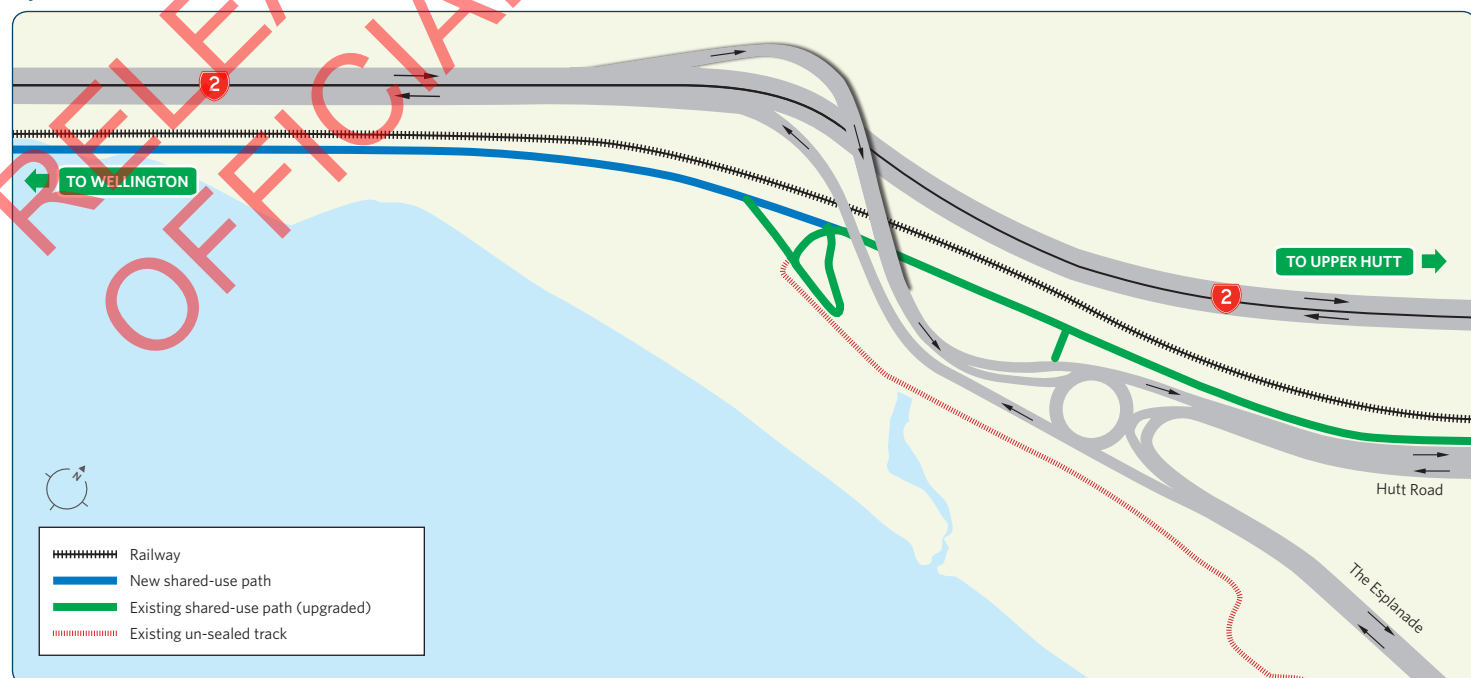
Option 2 is more expensive, but we and our partners (including Wellington City Council, Hutt City Council, Greater Wellington Regional Council and KiwiRail), acknowledge the Walking and Cycling Link has wider benefits for the region, such as improving the transport network's resilience. The cost of this option could be reduced if we use excess soil and rock to be taken from the nearby hillsides for construction of the Link Road, but

additional funding beyond what is already earmarked would be required. If this option is endorsed as the preferred option, we will need to consider with our partners where the additional funds will come from. We will also need to consider when this option could be built if it's aligned with the Petone to Grenada Link Road as its construction is currently scheduled for 2019.

## Option 2: Ngauranga Seaside



## Option 2: Petone Seaside



## How to get involved

More information on these proposals and some further background on the project will be available at the first Petone to Grenada Information Day:

**When:** Saturday 22 February 2014

**Where:** Opus Research and Training Facility, 33 The Esplanade, Petone

**Time:** 10am - 3pm

Alternatively, if you haven't already taken part in our survey, please fill it out online at: [www.nzta.govt.nz/w2hvlink](http://www.nzta.govt.nz/w2hvlink) or send us an email responding to the below questions at [w2hvlink@nzta.govt.nz](mailto:w2hvlink@nzta.govt.nz)



## What we'd like to know

*What do you believe are the benefits of Option 1?*

*What do you believe are the benefits of Option 2?*

*Which is your preferred option?*

*Does your preference change if it cannot be built for a number of years due to funding?*

*Will an improved walking and cycling link encourage you to walk or cycle to work?*

## Next steps

We will be summarising everyone's feedback in a report that will be available later in the year. We appreciate your feedback and your personal details will remain private at all times.

The Walking and Cycling Link investigation work is expected to be completed in mid-to-late 2014 with further design work required after a preferred solution is identified. The project will then be subject to approvals and funding applications before anything can be constructed.

## Contact us

The Wellington to Hutt Valley Walking and Cycling Link Team:

**Website:** [www.nzta.govt.nz/w2hvlink](http://www.nzta.govt.nz/w2hvlink)

**Email:** [w2hvlink@nzta.govt.nz](mailto:w2hvlink@nzta.govt.nz)

**Freephone:** (0508) W2HV LINK (0508 9248 5465)

**Freepost:** Wellington to Hutt Valley Walking and Cycling Link Team  
PO Box 5084, Thorndon  
Wellington 6145



# Wellington to Hutt Valley Walking and Cycling Link

Issue **01**  
February 2014

We are currently investigating options to deliver a safe and efficient route for cyclists and pedestrians between Ngauranga and Petone along State Highway 2.

The Wellington to Hutt Valley Walking and Cycling Link (Walking and Cycling Link) aims to 'close the gap' of the existing cycleway along State Highway 2 (SH2), improve the current facilities for pedestrians and cyclists and encourage more people to walk, run or cycle between the Hutt Valley and Wellington, particularly during peak hours.

The Walking and Cycling Link is important because cycling plays an important role in the way many people choose to travel to work. Unless we improve on the route that is currently available, we will not be able to meet the current, known demand for a dedicated walking and cycling path, nor meet an expected suppressed demand that would encourage more people to walk or cycle to work.

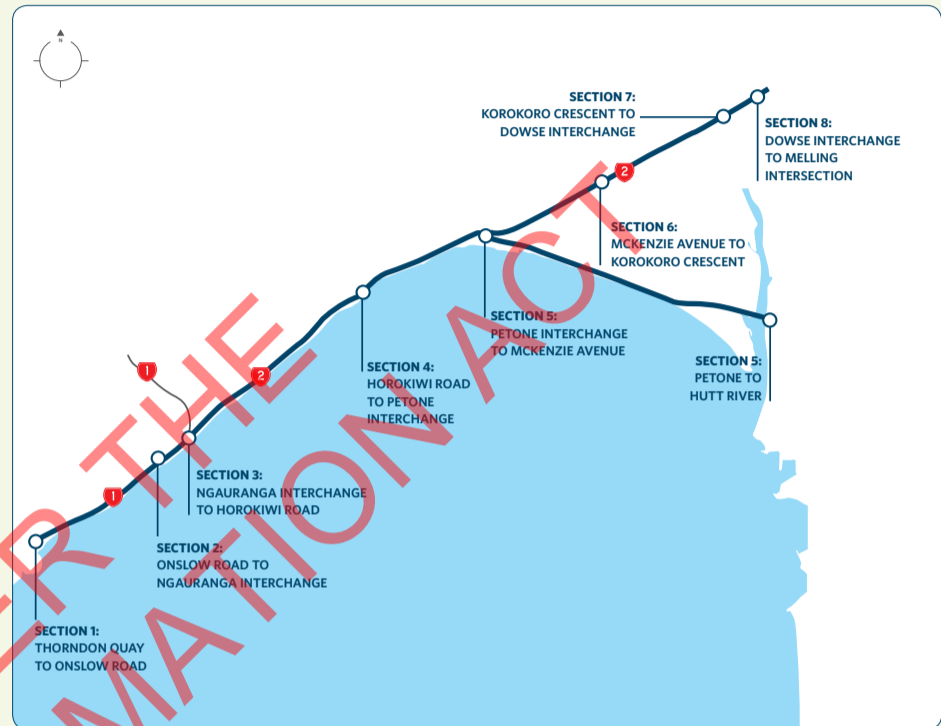
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Key objectives of the Walking and Cycling Link are to:

- Improve walking and cycling safety between Lower Hutt and Wellington, particularly between Petone and Ngauranga;
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There could be a benefit to aligning the Walking and Cycling Link with the construction of the Petone to Grenada Link Road (Link Road). One particular benefit is that excess soil and rock taken from the hillside to construct the Link Road could be used for the construction of the Walking and Cycling Link where we need to reclaim the shoreline. If we decide to combine them, more work will need to be done regarding funding and joint construction.

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## What we'd like to know

What do you believe are the benefits of Option 1?

What do you believe are the benefits of Option 2?

Which is your preferred option?

Does your preference change if it cannot be built for a number of years due to funding?

Will an improved walking and cycling link encourage you to walk or cycle to work?

## Next steps

Please either visit us at one of our information days in February or send us your feedback before the end of March via our website or email address. We will summarise everyone's feedback in a report that we will make publicly available later in the year. Your personal details will remain private.

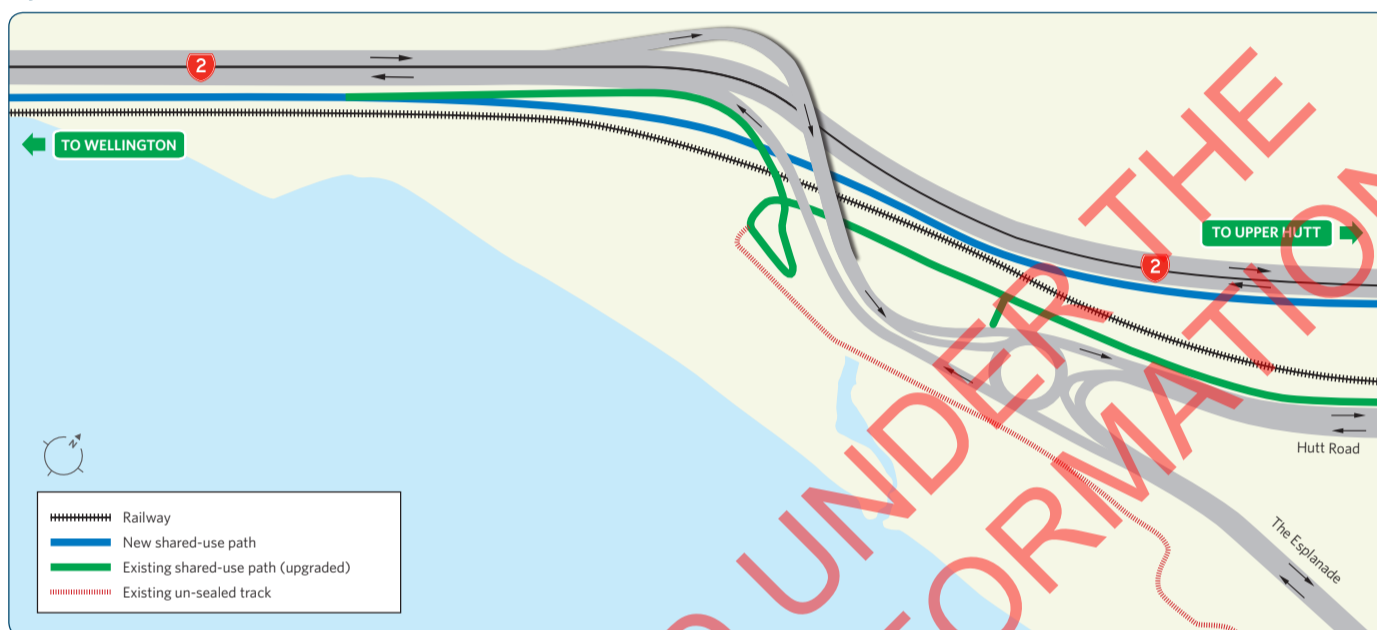
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# Wellington to Hutt Valley Walking and Cycling Link

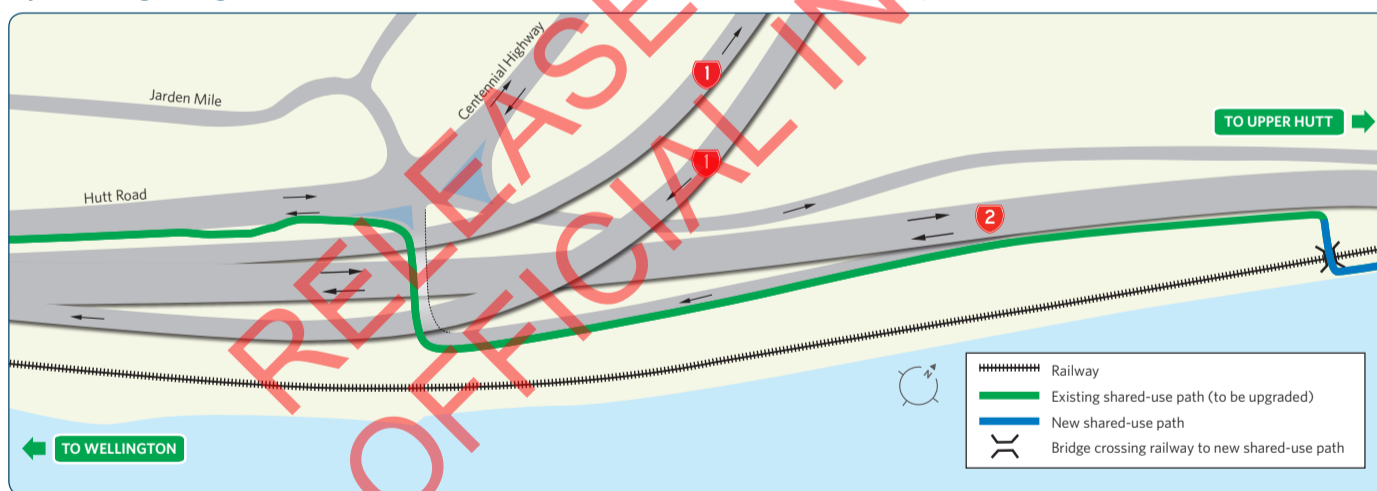
**Option 1: Ngauranga Roadside**



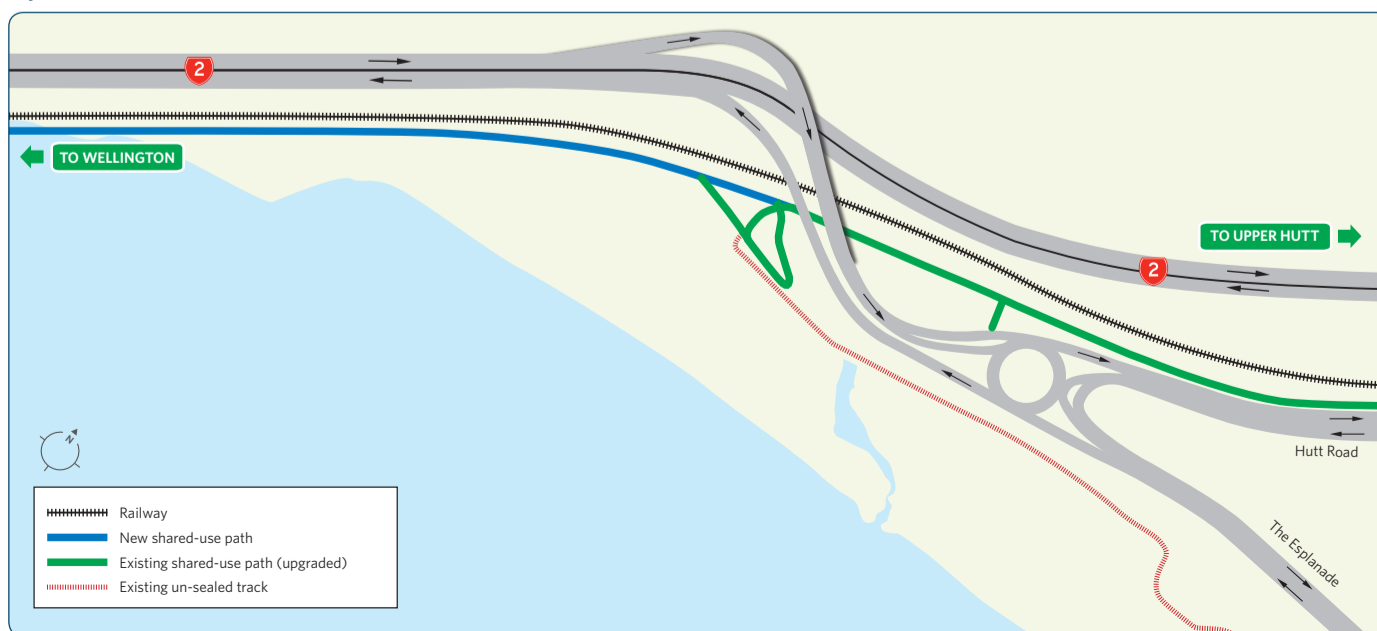
**Option 1: Petone Roadside**



**Option 2: Ngauranga Seaside**



**Option 2: Petone Seaside**



## Proposed Options

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## Contact us

**The Wellington to Hutt Valley Walking and Cycling Link Team:**

**Website:** [www.nzta.govt.nz/w2hmlink](http://www.nzta.govt.nz/w2hmlink)

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**Freepost:** Wellington to Hutt Valley  
Walking and Cycling Link Team  
PO Box 5084, Thorndon  
Wellington 6145

# Wellington to Hutt Valley Walking and Cycling Link

The NZ Transport Agency is currently investigating options for a safe and efficient route for cyclists and pedestrians between Ngauranga and Petone, along SH2.

The Wellington to Hutt Valley Walking and Cycling Link aims to 'close the gap' of the existing cycleway along SH2, improve the current facilities and encourage more people to walk, run or cycle between the Hutt Valley and Wellington.

Following consultation from late last year, we've come up with two options and would like to know what you think.



## How to get involved

Come along to our Information Day to find out more:

**When:** Saturday 22 February

**Where:** Opus Research and Training Facility, 33 The Esplanade, Petone

**Time:** 10am - 3pm

Alternatively, check out the NZTA website for more information and to take part in our online survey - [www.nzta.govt.nz/w2hmlink](http://www.nzta.govt.nz/w2hmlink) or freephone **0508 W2HV LINK (0508 9248 5465)**.

We'll be summarising everyone's feedback in a report that will be available later in the year. Investigation work is expected to be completed in mid-to-late 2014 with further design work required once we've identified a preferred solution.

Appendix C

# Feedback Form 1

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## Wellington to Hutt Valley Walking and Cycling Link - Feedback Form

This questionnaire is divided into the following three sections:

- **Section 1:** This section seeks to understand what type of cyclist you are to enable us to capture the needs of all cyclists.
- **Section 2:** This section seeks your views on the existing infrastructure for walkers and cyclists, and current travel patterns along the route.
- **Section 3:** This section seeks your views on the type of improvements you would prioritise for a future facility and your opinions on the preliminary short list of options for the walking and cycling link.

### Section 1 - What type of cyclist are you?

1. In order to understand the type of facility which would appeal to both confident and less confident we would like to understand which category below you feel you fit into. This information will be used to help us understand the preferences of different types of cyclists, and the type of facility that would be used by confident and less confident cyclists, as well as people that do not currently cycle.

Please read the grouping descriptions below and identify which group you fit into.

#### **Bold and fearless**

Typically highly confident road bike rider who seeks out the fastest and most direct route, cycles without fear in almost all road traffic environments.

#### **Enthusied and confident**

Comfortable sharing the road with motor vehicles however generally prefer to be in a cycle lane and separated from other motorised traffic.

#### **Interested but concerned**

Curious about cycling, aware of the benefits and enjoy riding a bike, however safety is a primary concern - afraid of heavy traffic and fast moving motor vehicles, and would only consider riding a bike if traffic was slower or safe segregated cycle paths or shared paths with pedestrians were provided.

#### **No way, no how**

Would never be encouraged to ride a bike despite the provision of infrastructure or initiatives.

2. Are you:

- Male
- Female

3. Age range:

- 18 - 25
- 26 - 35
- 36 - 45
- 46 - 55
- 56 - 65
- 66+

### Section 2 - Existing situation and behaviour

4. Do you currently cycle or walk the corridor from Wellington to Petone? Please select from the options below (*The corridor includes the existing cycle path along SH2, the SH2 northbound/southbound shoulders, the Hutt Road in Wellington and Lower Hutt up to Melling Interchange*).
- Cycle all or part of the corridor
  - Walk/run all or part of the corridor
  - Do not currently walk/run or cycle any part of the corridor

5. If you currently cycle or walk/run all or part of the corridor, do you use the existing cycle path along SH2? *(The existing cycle path is located from the Ngauranga Interchange, between SH2 Southbound shoulders and the railway line; it ends just south of Horokiwi Intersection).*
- Yes north and southbound
  - Southbound only
  - Northbound only
  - No, use southbound/northbound SH2 shoulders

6. If you currently walk or cycle all or part of the corridor *(the corridor includes the existing cycle path along SH2, the SH2 northbound/southbound shoulders, the Hutt Road in Wellington and Lower Hutt up to Melling Interchange)* please list below the top five issues you have with the existing corridor.

- 1.....
- 2.....
- 3.....
- 4.....
- 5.....

7. If you do not currently walk or cycle the corridor *(The corridor includes the existing cycle path along SH2, the SH2 northbound/southbound shoulders, the Hutt Road in Wellington and Lower Hutt up to Melling Interchange)*, would you consider cycling or walking all or part of the corridor?
- Yes
  - No

8. If yes you answered yes to question 7, what would encourage you to cycle or walk/run all or part of the route (20 words max)

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-----  
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### Section 3 – Your feedback on the preliminary options

The study corridor from Wellington (defined as the Railway Station at the intersection on Thorndon Quay) to Hutt Valley (up to Melling Intersection) has been divided into seven sections. The seven sections are as follows:

- Route Section 1: Thorndon Quay (at the intersection by Wellington railway station) to Onslow Road (no. 214 Hutt Road)
- Route Section 2: Onslow Road (no. 214 Hutt Road) to Ngauranga Interchange
- Route Section 3: Ngauranga Interchange to Horokiwi Road (at the end of the existing cycle path along SH2)
- Route Section 4: Horokiwi Road (missing link) to Petone Interchange
- Route Section 5: Petone Interchange to McKenzie Avenue
- Route Section 6: McKenzie Avenue to Korokoro Crescent
- Route Section 7: Korokoro Crescent to Dowse Interchange
- Route Section 8: Dowse Interchange to Melling Intersection

The corridor has been divided into seven sections because the existing provision for cyclists and pedestrians varies significantly along of the corridor, and therefore the type of walking and cycling facilities that are needed varies.

We are seeking comments on the preliminary options for sections one to four. We are currently developing options for sections five to eight, and will be seeking comments on these options in the near future.

#### Route Section 1 - Thorndon Quay to Onslow Road (no. 214 Hutt Road)

##### Option 1: Improvements along Hutt Road

The current option for this section includes improvements to the existing two-way shared path and on-road cycle path. While the specific improvements are not yet defined in detail, we welcome your comments on the type of improvements you would like to see along section 1. Please provide feedback below.

.....  
.....  
(max. 20 words)

#### Route Section 2 - Onslow Road (no. 214 Hutt Road) to Ngauranga Interchange

##### Option 1: Minor improvements along Hutt Road

The current option for this section includes minor improvements to the existing two-way shared path. While the specific improvements are not yet defined in detail but is likely to include improved signage and line markings. We welcome your comments on the type of improvements you would like to see along section 2. Please provide feedback below.

.....  
.....  
(max. 20 words)

Route Section 3 - Ngauranga Interchange to Horokiwi Road (at the end of the existing cycle path along SH2)

**Option 1: Improvements to existing shared pedestrian/cycle path, with changes to the height**

This option would include improved surfacing, drainage, maintenance and clearance of vegetation. The option would include removing the crib wall and replacing with a vertical concrete container wall. This would significantly reduce the number of narrow sections along the existing shared path, and provide a two-way shared path for pedestrians and cyclists, that is at least 3.0m with some narrow sections. This option would link to the Hutt Road cycle path.

**Option 2: Seaward side shared walking and cycling path, 3.0m wide.**

This option would include a 3.0m two-way shared pedestrian/cycle path next to the sea, on the eastern side of the railway line. Land reclamation would be necessary to provide the 3.0m shared path. A crossing from the Hutt Road onto the seaward shared pedestrian/cycle path would be provided. The type and exact location of the crossing arrangement is yet to be determined.

Which option do you prefer? Please tick one option.

- Option 1

- Option 2

If you have any further comments on the three options please summarise below.

.....  
.....

(max. 20 words)

Route Section 4 - Horokiwi Road (missing link) to Petone Interchange

**Option 1: Rail realignment to provide a 3.0m shared walking and cycling path between SH2 and the railway**

This option would involve land reclamation and rail realignment onto the newly reclaimed land. The rail realignment would be from just south of the Horokiwi Intersection up to the Petone Interchange. This would enable a 3.0m two-way shared cycle/pedestrian path between SH2 and the railway line. This option would link to the existing shared path at the southern end (options 1 and 2 in route section 3). At the Petone Interchange a segregated shared pedestrian/cycle path would connect onto the Petone Esplanade for cyclists connecting into Petone and under the Petone Interchange for cyclists continuing north.

**Option 2: Seaward side shared walking and cycling path, 3.0m wide**

The option continues from option 2 in route section 3, with a 3.0m two-way shared pedestrian/cycle path on the seaward side. Land reclamation would be necessary to provide the 3.0m shared path. At the Petone Interchange a segregated shared pedestrian/cycle path would connect under the Petone Interchange for cyclists connecting into Petone. For cyclists continuing north, access would be provided onto the Petone off-ramp which would be a two-way shared path.

Which option do you prefer? Please tick one option.

- Option 1

- Option 2



If you have any further comments on the two options please summarise below.

.....  
.....

(max. 20 words)

Once completed please return form via email to [w2hvlink@nzta.govt.nz](mailto:w2hvlink@nzta.govt.nz)

Alternatively return by post to:

The Wellington to Hutt Valley Walking and Cycling Link Team  
P O Box 5084  
Thorndon,  
Wellington 6145

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Appendix D

# Feedback Form 2

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## Comment form

**Option 1** = Roadside

**Option 2** = Seaside

1. What is your opinion of Option 1? (50 words max.)

2. What is your opinion of Option 2? (50 words max.)

3. Which is your preferred option for improving walking and cycling links between Lower Hutt and Wellington?

Option 1  Option 2

4. Option 2 is more expensive than option 1, and may take a longer time period to implement. Does this change your preferred option?

Preferred option remains option 1

Preferred option changes to option 1

Preferred option remains option 2

Preferred option changes to option 2

Why? (50 words max.)

## Comment form

5. How do you feel about the project potentially being delayed if it were to be built in tandem with the Petone to Grenada Link Road which is currently due to start construction in 2019? (50 words max.)

6. If you currently cycle along the SH2 shoulders between Petone (or further north) and Wellington, would an improved walking and cycling link encourage you to use the dedicated path instead of the SH2 shoulders?

Yes  No  N/A (currently use existing path)

Why? (50 words max.)

7. If you currently drive or use public transport (rail or bus) from Petone (or further north) to Wellington, would an improved walking and cycling link encourage you to walk or cycle to work at least 1 day a week instead?

Yes  No  N/A (currently cycle or walk)

8. Would an improved walking and cycling link between Lower Hutt and Wellington encourage you to walk or cycle to work at least 1 day for recreation along the corridor?

Yes  No

## Appendix E

# List of Walking and Cycling Groups

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## Walking and Cycling Groups

Consulted Walking and Cycling Groups
CAN Cycling Advocates Group
Cycle Aware Wellington
Hutt Cycle Aware
Great Harbour Way Coalition
Bike NZ
Frocks on Bikes
Living Streets Aotearoa
Wellington Triathlon Club
Wellington Mountain Bike and Cycle Touring Club
Port Nicholson Ponoke Cycling Club
Hutt Valley Harriers
Hutt Valley Marathon Clinic
Wellington Marathon Clinic
Hutt Valley Mountain Bike Club
Welly Walks

## Appendix F

# Workshops and Public Open Day

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# Petone to Ngauranga Cycleway



## Enquiry By Design Workshop 1

15 October 2013

**AECOM**





# Identifying an Ideal Future

## Purpose

To establish a vision for the wider study area

To identify success factors for a cycleway between Hutt and Wellington

To identify barriers to achieving the vision

Distinguish between the time and activity values of users and infrequent / non-users



# Identifying an Ideal Future

## Individual Responses 1

- a. Thinking about your perfect Lazy Sunday afternoon what are some of the activities you would take part in?
- b. How do you currently commute to work and how long does this take (if you no longer work (retired say), how did you commute during your last period of employment)?
- c. Thinking specifically about the study area 10 years from now what would “cycling success” look like?



## Identifying an Ideal Future

### Individual Responses 2

- d. With these success factors achieved what would still make you not cycle between Hutt and Wellington City?
- e. If BP, Shell, Toyota, BMW sponsored the delivery of this facility – what could they do to encourage you to cycle?
- f. If Richard Branson sponsored the delivery of this facility – what would he do to encourage you to cycle?



# Identifying an Ideal Future

## Group Responses 1

- a. Describe your ideal future outcome (10 year vision) for cyclists within the study area?
- b. What are the critical parts of this vision that would encourage you to cycle?
- c. Where did you last feel safe cycling and why? Explore common themes.



## Identifying an Ideal Future

### Group Responses 2

- d. On average a cycle trip between Hutt Valley and Wellington City would be 12 to 15 km taking about 45 minutes each way.
- i. Please note down your current commute mode and time (1 way).
  - ii. If your commute time is about 45 minutes how do you value this time?



## Identifying an Ideal Future

### Group Responses 3

- iii. If your commute time is currently more than 45 minutes and you chose to cycle -what other activities could you spend the extra time doing?
- iv. If your commute time is currently less than 45 minutes and you chose to cycle –what other activities would you have to give up?

Thank You

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# Petone to Ngauranga Cycleway



## Enquiry By Design Workshop 1

15 October 2013

**AECOM**



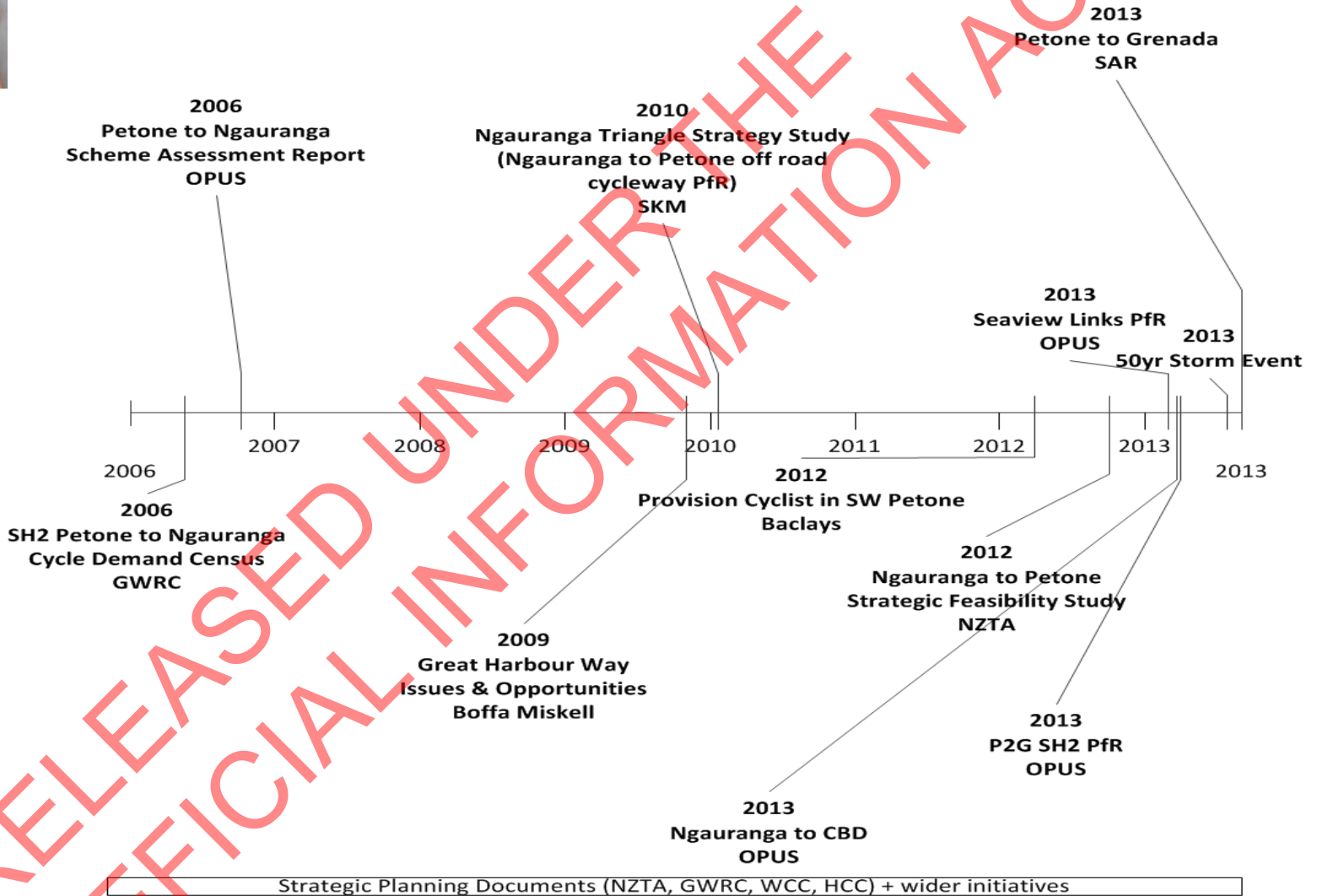


# Workshop Agenda

- Welcome & Introductions
- Project Overview & Objectives
- Terms of Reference & Expectations of Reference Group
- Capture Knowledge of Corridor
- Morning tea (10.45)
- Ideal Future
- Level of Service & KPI
- Lunch (12.30)
- Develop Short-List of Options
- Wrap up and Next Steps



# Previous Studies



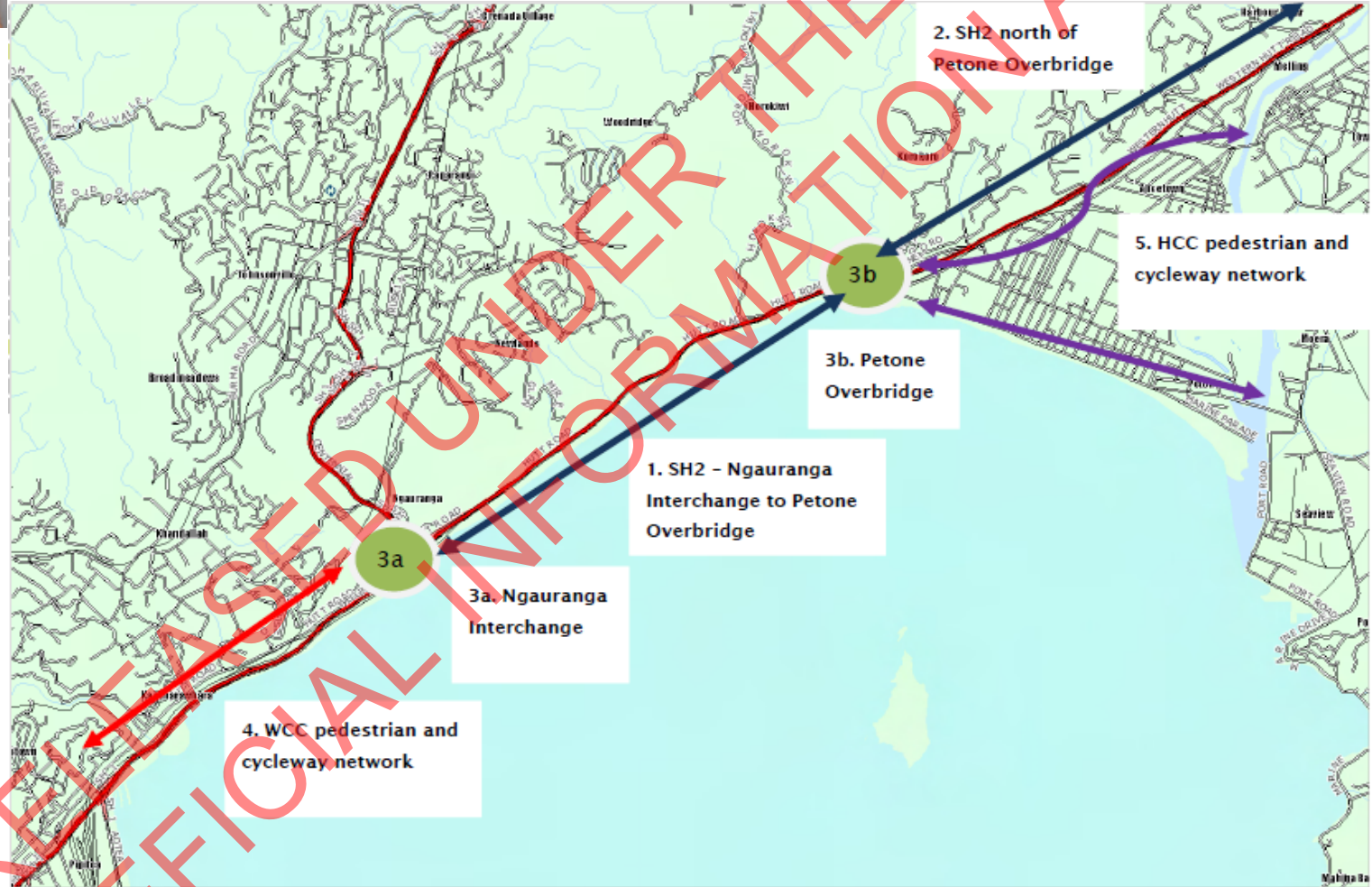


## Project Overview

- Cyclist counts along SH2 currently in the order of 400 per day, with low usage of the dedicated cyclepath.
- The Transport Agency is investigating options to deliver a safe and efficient route for cyclists / walkers / runners between Ngauranga and Petone along State Highway 2.
- This project aims to “close the gap” of the existing cycleway along SH2 and encourage a suppressed demand to travel by bike between the Hutt Valley and Wellington.
- The NZTA is working in partnership with Wellington and Hutt City Councils on this project, to ensure that the shared path effectively and efficiently connects with cycleways at either end of the highway facility (refer Study Area).



# Project Study Area





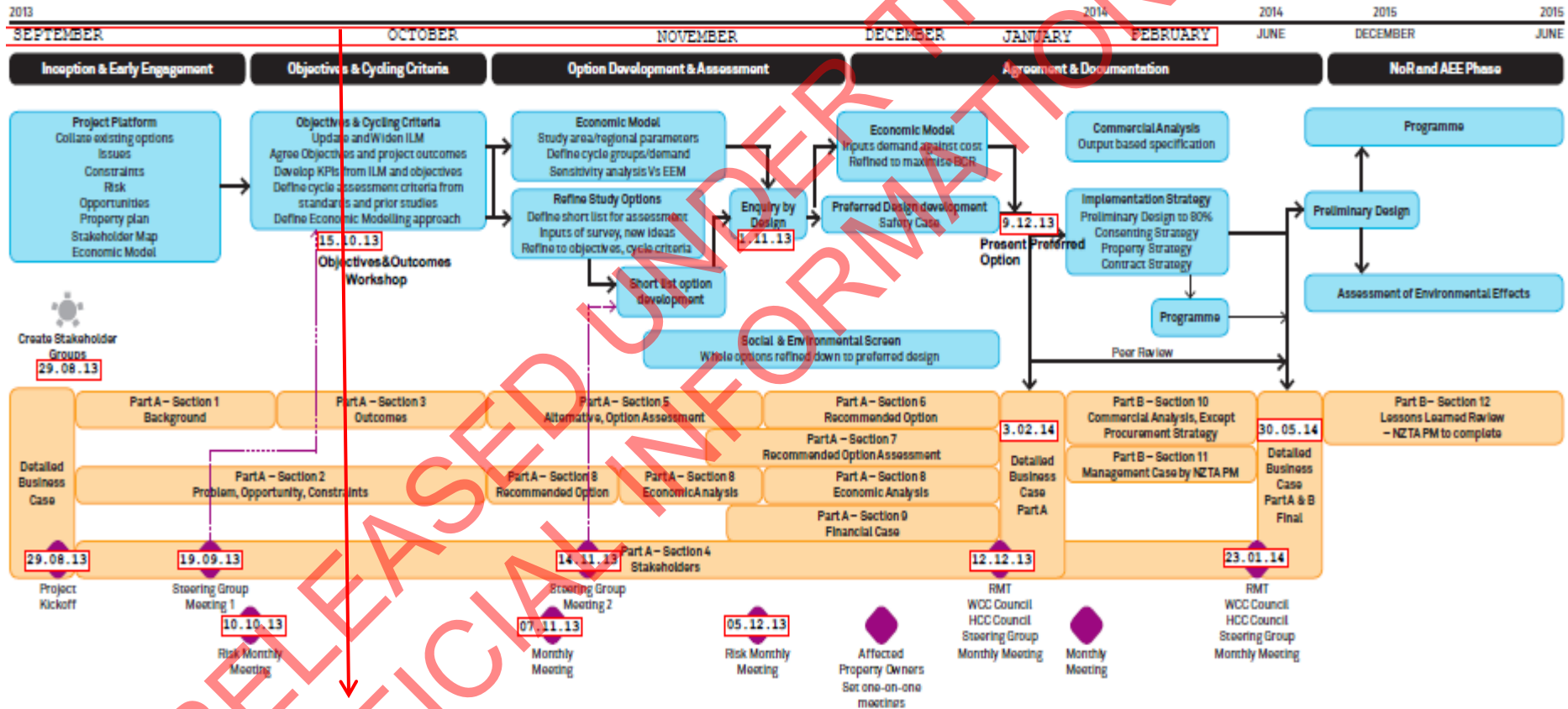
## Project Objectives

1. To **provide walking and cycling infrastructure** linking Lower Hutt to Wellington that improves safety for pedestrians and cyclists, and that is a catalyst for increased use of walking and cycling between these destinations.
2. To **improve the connections and integration of walking and cycling infrastructure** between Petone and Ngauranga and the strategic cycling/ walking planning of Hutt City and Wellington City
3. To **consider transport resilience** in providing a walking and cycling facility.
4. To manage the social, cultural, land use and other environmental impacts of the project in the project area and its communities by so far as practicable avoiding, remedying or mitigating any such effects through route and alignment selection, design and conditions.



# Study Programme and Key Tasks

Design Process & Headline Programme as at 15.10.13



We are here  
EBD Workshop 1



# Walking and Cycling Reference Group

## Purpose

To provide a representative group of existing and potential end-users (cyclists, pedestrians, runners) with an opportunity to contribute ideas, views and information directly to the project team throughout the investigation period.

## Objectives of Reference Group

1. Ensure a high level of engagement, understanding and buy-in for the study among the targeted end-users (current and potential) of the facilities.
2. Be a conduit through which study-related issues raised by these groups can be considered by the study team.
3. Be a conduit through which study team identified issues through the different phases of the study can be tested with these representatives of key user groups (existing and potential) and interest groups.

## Assumption

Other factors / externalities are not barriers to use of the facilities, however, it's of critical importance to hear about these factors.



# Walking and Cycling Reference Group

## So what's the Opportunity?

It's far beyond the relationship with the project team...it goes into the heart of an enduring community facility!

## Membership and Representation



Bold & Fearless



Enthusiastic & Confident



Interested but Concerned



No Way, No How



Walkers and Runners

## Understanding and Empathy (for users, by users)

- Understanding alternative viewpoints
- Understanding value of time
- Understanding value of an experience
- Understanding current commute patterns and preferences
- Understanding the role of infrastructure in decision-making





## Knowledge of Corridor

### Cycling to and from Petone

<http://vimeo.com/58518387>

<http://vimeo.com/58518389>

<http://www.bikeeverywhere.co.nz/wellington/petone/>

### Refer Wallmaps



## Wrap-up and Next Steps

- Summary of Main Issues Raised at Workshop
- Workshop Report
- Project Next Steps
- Next EBD Workshop - date

Thank You

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# Wellington to Hutt Valley Walking and Cycling Improvements

## Enquiry by Design Workshop

#2

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# Wellington to Hutt Valley Walking and Cycling Improvements

- Agenda

- 12.00 – 12.30 - Coffee and meeting update
- 12.30 – 13.00 - Describe outcomes of first Workshop  
Confirm issues/changes since the last workshop
- 1300 – 13.30 - Define study corridor by section (Overview)
- 13.30 – 15.50 - Detail each option by section (*by group/small tables??*)
- 15.50 - 16.00 - Summary and Next Steps

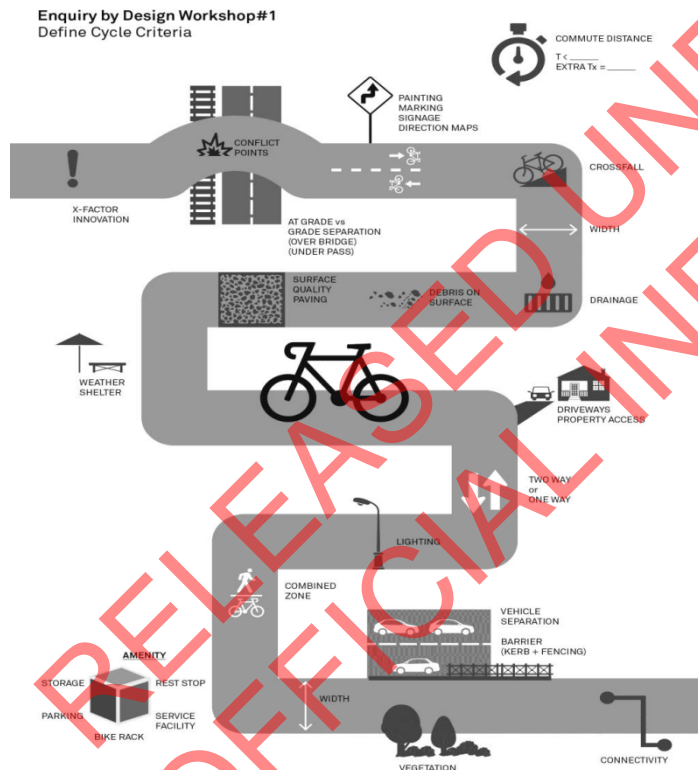
- Outcomes

- Cycle Reference Group have ability to provide design inputs to the short list of options presented and refine the designs presented, supporting delivery of a preferred option...*to confirm we will still have 2 preferred options at the end of the workshop, yes?*
- *Will also supplement the online feedback we receive on the options.*



# Wellington to Hutt Valley Walking and Cycling Improvements

- Outcomes of first workshop



From a Level of Service point of view, the highest rated criteria for participants focussed on 4 x criteria:

1. Avoiding Conflict Points with vehicles
2. Connectivity
3. Vehicle Separation/physical barriers and
4. Width

After the top 4 rated criteria, we note a reasonably consistent spread between riding surface, drainage and operations and maintenance highlighting the quality of the existing cycleway. This was relatively consistent between categories.




# Wellington to Hutt Valley Walking and Cycling Improvements





## Highest Rating

Total of all categories was 1. Conflict Points 2. Connectivity 3. Vehicle Separation/Barrier 4. Width

Bold & Fearless 	
Conflict Points	10
Width	7
Connectivity	5
Surface quality paving	4
Vehicle separation / Barrier [kerb & fencing]	4
Driveways property access	3
Combined Zone	2
Painting, Marking, Signage, Direction Maps	2
Two way or One Way	2
Debris on surface (maintenance)	1

Enthusied & Confident 	
Vehicle separation / Barrier [kerb & fencing]	13
X-Factor innovation	8
Debris on surface (maintenance)	7
Combined Zone	6
Conflict Points	3
Crossfall	3
Drainage	3
Weather Shelter	3
Driveways property access	3
Lighting	3
Surface quality paving	2
Commute Distance	1
AMENITY	1

Interested but Concerned 	
Driveways property access	3
Vehicle separation / Barrier [kerb & fencing]	3
Vegetation	3
Conflict Points	2
Width	2
Combined Zone	1

Walkers & Runners 	
Combined Zone	10
X-Factor innovation	9
Vehicle separation / Barrier [kerb & fencing]	6
Crossfall	4
Conflict Points	3
Surface quality paving	3
Width	1
Drainage	1
Debris on surface (maintenance)	1
Driveways property access	1
Lighting	1
Vegetation	1

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# Wellington to Hutt Valley Walking and Cycling Improvements

## Key Pursuits and Opportunities

- Attract new / less confident / recreational cyclists by incentivising the trip
  - Destination along the route as a meeting point
  - Coffee / food / water at each end
  - Sharing with pedestrians OK
- Attract new / confident cyclists / commuters by improving amenity and level of comfort along the corridor
  - Wide, direct, continuous, no pinch points, good riding surface, shelter, lockers
  - Sharing with pedestrians generally not OK
- Attract pedestrians and runners by providing new wide harbour-edge facility
  - Ideal recreational and family time activities
  - Sharing with other recreational cyclists / family groups OK
  - Sharing with training / fast cyclists not OK



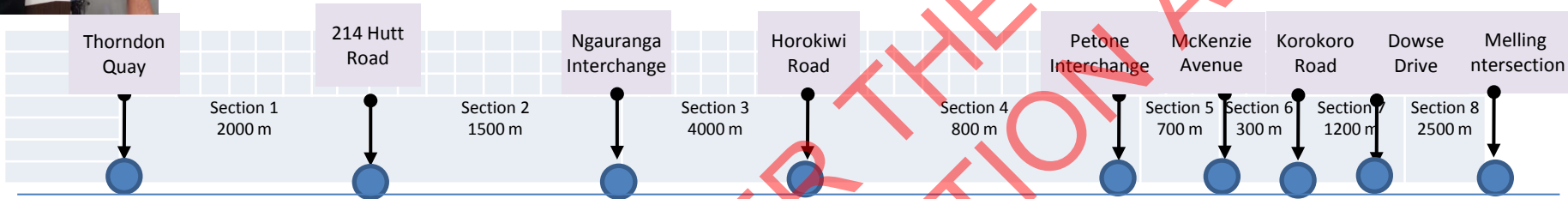


# Wellington to Hutt Valley Walking and Cycling Improvements

- Changes/Issues/Updates to Project
  - Petone to Grenada Project
  - Ngauranga to Aotea Quay Project
  - Integration of resilience
  - Ability to interact on design and commentary on the project through our interactive website:  
(insert link)



# Option Development Assessment



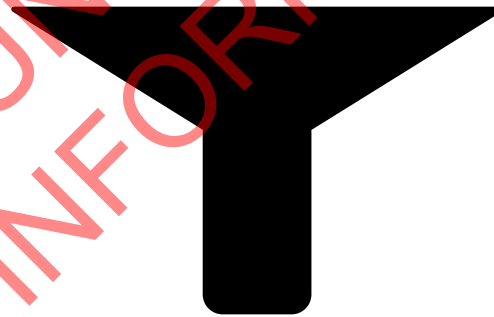
## Project Objective 1

To improve safety perceptions of walking and cycling modes of transport between Petone and Ngauranga by improving connections and integrating walking and cycling activities with other networks in Lower Hutt and Wellington.

### Objective 1 KPI's

Integrates with existing (or planned) walking and cycling networks in Wellington and Lower Hutt.

Short List of Options



Multi-Criteria Assessment (MCA) to preferred

Preferred Option (s)

Resilience Objectives  
Engineering Design  
Criteria

Overlay to define Resilient Option

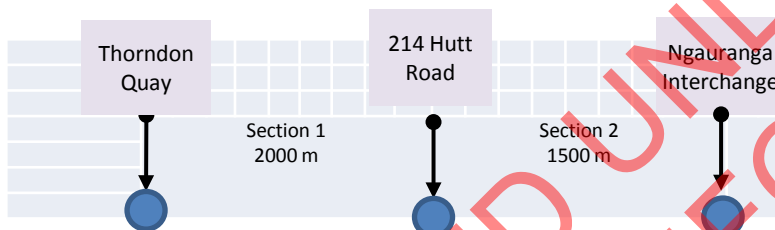
Refined Objective  
KPI's

eg Number of connections  
To existing cycling paths



# Wellington to Hutt Valley Walking and Cycling Improvements

- Short List Options
  - Section 1 and Section 2



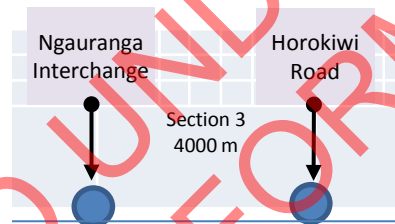
Section 1 requires formalisation of parking arrangements and improved signage, marking and removal/relocation of some key obstructions. Longer term improvements include clearway or parking amendments for North bound side of road. WCC also investigating provision of Bus Priority Lanes that would include combined shared lane for cyclists. No change for pedestrians.

Section 2 provides allowance for improved signage, marking and maintenance of pavement.



# Wellington to Hutt Valley Walking and Cycling Improvements

- Short List Options
  - Section 3



Two main options

1. Improve and Upgrade Roadside
2. Seaside through land reclamation



# Wellington to Hutt Valley Walking and Cycling Improvements

- Improve and Upgrade existing

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# Wellington to Hutt Valley Walking and Cycling Improvements

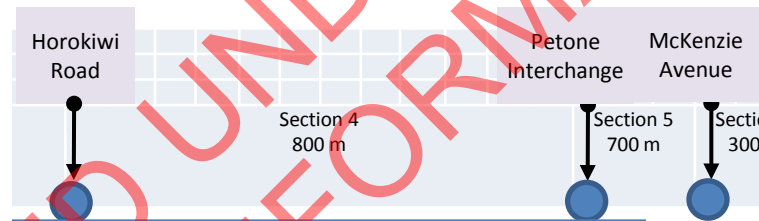
- Seaside option through land reclamation

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# Wellington to Hutt Valley Walking and Cycling Improvements

- Short List Options
  - Section 4 and 5



Solves the missing link by land reclamation, either by:

- rail re-alignment and extension of the existing shared path to Petone on ramp and bridge and extension through to McKenzie Avenue.
- Provision of shared path as part of the wider land reclaimed option linking to Esplanade, Hutt Road and then an overbridge in vicinity of Petone Station for cyclists continuing along State Highway route.

Includes improved connectivity to The Esplanade and connection to Hutt Road  
*(note long term overlay of the Petone to Grenade Interchange)*



# Wellington to Hutt Valley Walking and Cycling Improvements

- Rail Re-alignment

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# Wellington to Hutt Valley Walking and Cycling Improvements

- Seaside option through reclamation

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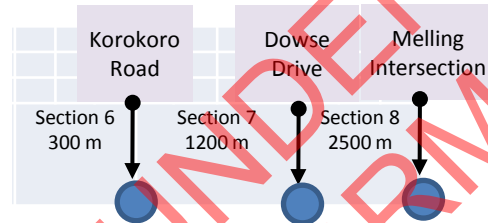
# Wellington to Hutt Valley Walking and Cycling Improvements

- Ngauranga Interchange
- Petone to Grenada Interchange
- Esplanade and Hutt Road connectivity
- Dowse Interchange
- McKenzie connectivity
- Melling Intersection



# Wellington to Hutt Valley Walking and Cycling Improvements

- Short List Options
  - Section 6, 7, & 8



Options include:

- extending the shared path through to Dowse interchange with access to Hutt/Hills/Nth Bound State Highway at interchange.
- Splitting the shared path for a North and South Bound cycle (limited pedestrian value) adjacent state highway or rail corridor.

(corridor narrows from Section 7 and shared path is stopped. Cyclist provision North of this point returns to the State Highway Shoulder or alternative routes within Hutt Valley.)



# Wellington to Hutt Valley Walking and Cycling Improvements

- Summary and Next Steps

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## Appendix G

# QR Code Cards

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Be involved!



Wellington to Hutt Valley  
Walking & Cycling Link



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Would you like to provide  
feedback on options to:

- ⇒ Improve the quality of the route by identifying issues with the existing pedestrian/cycle path.
- ⇒ Provide a continuous shared pedestrian/cycle path from Petone to Ngauranga.

Visit the Wellington to Hutt Valley link website:

[www.nzta.govt.nz/projects/w2hvlmk/engagement.html](http://www.nzta.govt.nz/projects/w2hvlmk/engagement.html)

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## Appendix H

# Formal Submissions from Stakeholders

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# Cycle Aware Wellington

[www.caw.org.nz](http://www.caw.org.nz)

[info@caw.org.nz](mailto:info@caw.org.nz)

021 035 4443

<https://twitter.com/CycleAwareWgtn>

post office box: 27 120 Wellington

## Submission on Wellington to Hutt Valley Walking and Cycling Link

### Cycle Aware Wellington

Cycle Aware Wellington is a voluntary, not-for-profit organisation aimed at improving conditions for existing cyclists and encouraging more people to bike more often. We advocate for cyclists who use their bikes for recreation and transport. Since 1994, we have worked constructively with local and central government, NZTA, businesses, and the community on a wide variety of cycle projects. We represent 600 members and supporters. CAW is a member of the nation Cycle Advocates Network, and is closely associated with the Hutt Cycle Network.

If there is an opportunity, we would like to speak to our submission in person.

#### **Summary: CAW recommends Option 2 and better linkages**

Cycle Aware's preferred Option is Option 2. A wide, high-quality path is required for the project to succeed in shifting current cyclists from the road to the path, and if the project is to succeed in encouraging new people to cycle the route. Issues of drainage and debris that affect the current path would not be significantly improved by the roadside Option 1.

Better linkages are needed into Lower Hutt and to the Ngauranga Gorge shared paths than are currently described for either option.

#### **Our opinion of Option 1 - Roadside**

Option 1 is a poor investment. It will not attract many existing cyclists off the road, and will certainly not attract walkers. It is unlikely to attract new cycle commuters.

The requirement to move railway tracks at Petone, along with other factors, makes this upgrade of the existing track very expensive for what is going to be achieved.



The roadside option is often less than 3m wide for around 20% of the route and even when 3m is achieved, it will include barriers, so that at handlebar height the effective width for cyclists will often be less than 3m. It is not clear whether this meets NZTA design guidelines. It would be difficult for cyclists coming from opposing directions to pass, and there may have to be give way arrangements at choke points. Passing (by opposing cyclists, and of slow cyclists by fast cyclists) will be difficult in the presence of walkers along all of the route. It could be argued that weekday use is tidal (although a significant number of cyclists commute from Wellington to the Hutt, for example to work at Gracefield), but weekend usage will not be, so the cycling./walking link needs to be two-way. This is not possible with Option 1.

The existing path creates problems for maintaining infrastructure alongside SH2 above and below ground. For example, installation of information gantries near -41.241996, 174.822898 required posts to be installed in the shared path.

Drainage is a significant issue for the existing cyclepath, and it is not clear that this will be addressed adequately by Option 1. The brief information panel indicates that this could be addressed by raising the level of the path, but that this would be an expense in addition to the current estimate.

### **Our opinion of Option 2 - Seaside**

A good seaward side path would attract most existing users off the road, and attract new users. Although it is not part of the project's brief, this is the best option for recreational riders. We argue that providing a recreational opportunity will be the first step in converting recreational users to commuters. For example, the seaside route could attract a Hutt family to ride to the Wellington Waterfront for a festival; the experience may subsequently encourage the parents to cycle commute.

The seaside route best fits the vision of the Great Harbour Way/ Te Aranui o Pōneke (GHW), providing a shared path as close a possible to the shoreline. It would make it possible for cycle tourists coming from the airport or ferry terminal to follow the GHW on largely shared path to join the Nga Haerenga Rimutaka Cycle Trail.

Option 2 will be 3m wide the whole way, and since there won't be barriers beside the path, cyclists will be able to ride with their wheels to the edge of the path, effectively having more width at handlebar height. The consistent 3m width will allow cyclists to pass walkers and other cyclists comfortably, providing care is taken. Also, the whole reclamation will be up to 7.5m wide, so there will be potential to widen the shared path if this proves necessary, for example to provide a better experience for walkers and cyclists passing. There will be room for laybys, picnic areas, fishing spots, etc. There are a couple of small but attractive beaches along the route, currently only accessible by kayak. The provision of safe access

to the shoreline for fishers will be significant. Until Kiwirail restricted access across the rail line, many fishers used this section of shoreline.

The estimate of 3km of reclamation may be high. The existing railway maintenance track ends at 519 Hutt Road (-41.238205, 174.829493), and so could be used for the shared path southeast of there. From there to the start of the existing reclamation at the Rowing club (-41.231634, 174.840294) there appears to be 2.4km of shoreline where reclamation would be required. There are two promontories of about 100m each where reclamation would not be required.

## Linkages

We are concerned that there is little information on linkages into the Hutt valley in either option. We understand that this needs to be established in conjunction with Hutt City, but it is disappointing that the study does not address this.

The connections for confident riders using SH2 are not clear, particularly how to join the Option 2 seaside path. The connections to Petone foreshore are also not clear (when in fact the seaward side could have a very easy/direct connection to the foreshore).

There needs to be :

- Cycle lanes on the Esplanade for confident commuter cyclists **and** a good quality off-road cycle path on the foreshore as there is a lot of pedestrian and cross traffic on the Esplanade that would challenge the novice cyclists the link aims to attract.
- A bypass at Dowse: Southbound can be in rail corridor, already looked on favourably by Kiwirail
- SH2 at Melling has no shoulder, and at least narrow shoulders are required to make this a reasonable route for even confident cyclists.
- A quiet streets option for less confident cyclists should be established between Petone and to the Lower Hutt CBD and the Hutt River Trail. This could for example follow : Campbell and Britannia to the Petone Recreation Ground and North Park, crossing Cuba to access the Ava Station Bridge and then following Fitzherbert to the Hutt River Trail. This route is 4km compared with 2.8 km for the direct route via Hutt Road, but shorter than 5.6km following the Esplanade to join the Hutt river trail.

At Ngauranga, thought needs to be given to the connection to the Hutt road shared path and Ngauranga Gorge. The existing footpath under the Motorway is too narrow for two-way traffic, and this should be widened, if necessary by narrowing the motor vehicle lanes. Accessing the route up Ngauranga gorge is currently OK, however coming down the Ngauranga Gorge road, cyclists must merge with fast traffic to reach the junction and join

the paths towards Petone or Wellington. This is unpleasant for all cyclists, and deters less confident cyclists from using the route - it will have a direct impact on the catchment area and potential users for the new path. There is potential to use the raised path along the business frontages on the eastern side of Ngauranga Gorge as a cycle route, with an on-request crossing light to get across the traffic turning left from SH1 onto SH2 towards the Hutt, allowing cyclists to cross the other lanes at the traffic lights to join the N2P path.

### **Thorndon to Ngauranga**

We prefer option 1D (also known as option 4) which moves parking to kerbside, widening the shared 2-way cycling and walking path to around 5m. Cycling and walking could be separated.

Another option to be considered would be a two-way separated cycling path on the north side of Hutt Road from Thorndon to a crossing at Onslow Rd to join the existing shared path. This side has the advantage of few vehicle crossings, and would allow access from Ngaio and Khandallah. This route would need to cross the Aotea off ramp, either by a light controlled crossing (similar to the "one car per green" lights on Auckland motorway on ramps) or by a tunnel going behind the off ramp.

Ideally Option 2 would provide for a seaside shared path to continue along the shoreline from Ngauranga to connect with the shared path from the overseas terminal on Aotea Quay.

### **Our preferred option for improving walking and cycling links between Lower Hutt and Wellington:**

Option 2. As stated, this is the only option likely to attract new users, and encourage existing users to switch from the expressway.

**Option 2 is more expensive than Option 1, and may take a longer time period to implement. Does this change our preferred option?**

Preferred option remains Option 2.

Existing cycle commuters are generally happy to use the shoulder of SH2, and Option 1 is not likely to attract new users. So there is little value in implementing Option 1. Option 2 has significant benefits in terms of attracting new users, and providing resilience for the transport corridor. This is the option worth investing in.

Implementation of Option 2 should not be linked to the Petone - Grenada project, and should proceed as soon as possible. We understand that adequate reclamation material is available in the Wellington area, even if material from Petone-Grenada is not yet available. Currently there are significant drivers that make it desirable to implement the walking/cycling link: the rapid

uptake of cycle commuting in Wellington, as evidenced by recent census data (73% increase between 2006 and 2013); and the advent of the Rimutaka rail trail. To delay Option 2 risks missing the opportunity to leverage these factors and maximise the uptake of the cycling/walking link by new users.

The costs given for Options 1&2 are not really comparable. Option 1 is upgrading an existing shared path; Option 2 is a transport resilience project that provides an opportunity for building a shared path. If Option 2 was implemented purely as a shared path, there may be cheaper alternatives to reclamation, for example boardwalks. In addition, it appears that the cost estimates for Option 1 do not address some significant problems, for example drainage.

**How do you feel about the project potentially being delayed if it were to be built in tandem with the Petone to Grenada Link Road which is currently due to start in 2019?**

As noted above, Option 1 is unlikely to achieve the stated objectives of the project, so is not a solution to delays in implementing Option 2.

**Some members currently cycle along the SH2 shoulders between Petone / Hutt Valley and Wellington. Would an improved walking and cycling link encourage them to use the dedicated path instead of the SH2 shoulders?**

Yes, if Option 2 is implemented with sufficiently wide path and a good smooth surface. Option 1 would suffer similar problems of glass and road debris to the current path and would not encourage them to change from using the road to using the path.

**Some members drive or use PT between Wellington and the Hutt Valley. Would an improved walking and cycling link encourage them to walk or cycle to work at least 1 day a week instead?**

Yes. Currently members who cycle on the route are probably cycling more than one day a week anyway, and public transport is used for rest, inclement weather etc. However the option of using public transport is very useful, and the transport operators should be encouraged to integrate cycling into the transport system, for example by allowing more than 3 bikes/unit on trains where space is available.

**Contacts:**

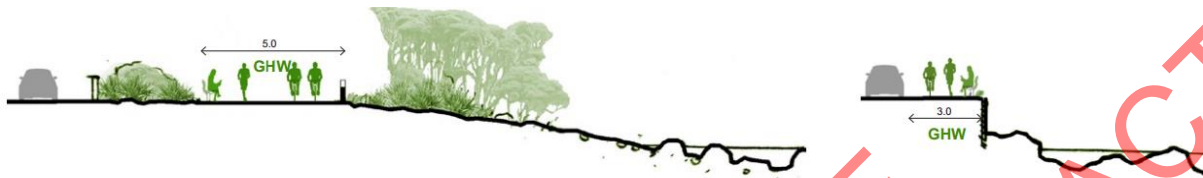
Preferred contact is by email.

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## **GREAT HARBOUR WAY**

### **TE ARANUI O PŌNEKE**



Ideally the GHW path would be 5.0m wide to accommodate multiple users particularly in high use areas. However, more practically, given the restricted space available along the coastal edge a 3.0m wide path should be the aim.

## **Submission to Wellington to Hutt Valley Walking and Cycling Link Options**

### **Paper of February 2014**

This submission is made by the Great Harbour Way -Te Aranui o Poneke Trust (The Trust)

The Trust is an advocacy and action oriented Charitable Trust promoting the establishment of an exciting recreation, active transport and tourism initiative for the Wellington area, the Great Harbour Way (GHW).

The GHW concept involves the development and promotion of a continuous shared cycle and pedestrian route around the coastline of Wellington Harbour. The 67km route stretches from Pariwhero/Red Rocks to Pencarrow Head and the aim is for it to be located immediately beside the harbour edge as far as is practicable. The Trust has identified that few, if any, opportunities exist elsewhere in the world to walk or cycle the entire coastline of a major city harbour, continually touching the water's edge. The Trust considers this goal to be a major strategic opportunity that when complete will position Wellington, and Hutt cities and the Wellington Region to be at the head of the pack of world cities claiming to be cycle and walker friendly.

The Wellington to Hutt Valley walking and cycling link is the most vital part of the Great Harbour Way, as it provides for all three streams of users. i.e. Commuters, Recreational and Tourists. We are pleased that NZTA has undertaken this options report and is interested in our views on the proposals.

In 2009 the Trust commissioned a report from Boffa Miskell Consultants on the issues and opportunities connected with the project. In part 2 of that report we set out the Guiding Principles and Objectives that we would apply to evaluate specific proposals.

In the appendix to this submission, we have presented a tabular commentary on how options 1 and 2 are assessed against those criteria, and colour coded positive and negative responses.

The Trust is aware that successful projects require long term planning and take many years to implement. Development of these shared routes occurs in stages and this is quite

understandable given the often complex land holdings, administration, and statutory planning issues to resolve, and the costs involved in implementation.

The Trust is committed to promoting the best long term solution, rather than pragmatic 'quick fixes'.

Here are some specific additional inputs that we believe should be considered.

1. The NZTA options paper has focussed (understandably) on commuter cyclists. This is not the only interest group, and focuses only on existing commuters and latent commuter's skews the analysis.

The tourism, recreational, tangata whenua and general community interests are downplayed. A seaward-side side cycle and walkway is likely to have as much if not more impact on the soul of Wellington, as the Coastal Walkway has on New Plymouth. The popularity of the Otago rail trail illustrates the appetite New Zealanders and international tourists have for a cycling experience, and the economic impact they can have on a city or region. Further work should be undertaken to assess the value of this community asset both socially and economically. We understand that NZTA may not have this as part of the brief, but our view is that it should be done.

2. The analysis shows that The Trust clearly favours option 2, for the Hutt to Ngauranga section, but has reservations about the Ngauranga to Tinakori section. This latter section should only be seen as a short term response until a seaward-side cycle and walkway can be provided from Ngauranga to Wellington City. This new seaward-side track should be included in the brief for proposed changes to State Highway 1 Aotea Quay off ramp planning.

We also note that Onslow Rd and Ngaio Gorge users are unlikely to connect to the seaward-side track, so investment in improved cycle and walking facilities in this section would not be wasted.

3. Option 1 is not favoured by The Trust. The reasons for this are;
  - a. The options paper presents an either Option 1 or Option 2 scenario. Hence a vote for Option 1 would preclude or delay Option 2.
  - b. The reasons why option 1 is not favoured are:
    - i. Is not suitable for walkers
    - ii. The narrow track is not satisfactory for a two way cycling and walking track over the projected life of the track.
    - iii. The track is unsuitable for any kind of interpretation or celebration of maori or historic values.
    - iv. Is unsuitable to be a scenically attractive part of any National Cycleway.

4. The Trust however does favour some small parts of Option 1.

Our criteria number 9 states "Be developed and upgraded over time and in stages as resources allow. The initial focus is on providing at least a basic level of access along the entire length"

- a. Provide a limited off road cycleway between Horokiwi and Petone as proposed in the plan.
- b. Provide a maintenance plan and debris deflectors to those parts of the track that suffer build-up of debris
- c. Impose parking controls on the old Hutt Rd
- d. Widen the bridge over the Ngaio stream to improve the Cycling and Walking infrastructure.

While acknowledging that these steps provide a limited level of service for cyclists they would provide an interim solution over the period until option 2 is taken, and provide an option for those not prepared to cycle on the high speed State Highway 2.

The current south to north cycleway options (motorway or forced exit into opposing motorway traffic 500 m before access onto dedicated cycle path) could be viewed as a seriously negative experience for cyclists and walkers.

5. The options paper identifies predicted costs of the two cycle and walkway options. This is misleading as the costs are not really comparable. The costing for Option 1 is for a cycleway; the costing for option 2 is for a Rail/road resilience project that has a cycle and walkway built on top of it. So the apparent difference in costs shouldn't have a lot of weight placed on it. They produce two totally different outcomes.
6. There are many beneficiaries of a well resolved seaward-side cycle/walkway. These include;
  - a. NZTA – congestion relief, and safety
  - b. General population – Health benefits
  - c. Kiwi Rail – Rail line resilience and off road servicing facility
  - d. Underground service providers – unhindered access to existing underground services on existing cycleway, and new site for services on the seaward -side track.
  - e. Tourism NZ – Superb connection from Wellington City to Hutt River Trail and other parts of the national cycleway.
  - f. Recreational users – Fishing, diving, rowing, waka ama,
  - g. Hutt City and Wellington City – Dramatically improved cycle and walking connectivity. (c.f. Use of Hutt River Trail), and substantial community and economic benefits arising from increased citizen and tourist recreational activity on this pathway.)

Each of these parties should be involved in the long term planning, and funding of this route which will become an icon of the Wellington regions sustainable development.

The Boffa Miskell report can be viewed on this link.

<http://www.greatharbourway.org.nz/documents/boffa-miskell-report-on-great-harbour-way-te-aranui-o-poneke/>

Allan Brown  
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**Great Harbour Way Trust**

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**GREAT HARBOUR WAY**  
**TE ARANUI O PŌNEKE**

## Great Harbour Way Guiding Principles and Objectives

		Commentary on NZTA Wellington to Hutt Valley Walking and Cycling Link	
The GHW will:		NZTA Option 1	NZTA Option 2
<b>1</b>	Provide a <b>safe continuous walking and cycling</b> route for both transport and recreation movement around the perimeter of the harbour between Pencarrow Head and Red Rocks	Provides a basic and limited off road cycleway for commuters, but does not meet the needs of recreational or tourist cyclists. <b>Does not provide an attractive option for walkers</b>	This option meets the needs of commuter, recreational and touring cyclists <b>as well as walkers</b>
<b>2</b>	Be predominantly designed to accommodate a <b>continuous 2-way path</b> ;	The two way path has many pinch points and sections less than 3 metres wide. <b>This precludes it from being a satisfactory two way cycling and walking track.</b>	We are uncertain why this is limited to 3 metre wide, when a wider path could provide greater benefits, notably off-road access for servicing the rail line, greater resilience of the transport corridor from storm surge. <b>A 5 metre wide coastal cycleway/walkway would become an icon of Wellington as the New Plymouth walkway has become for that city.</b>
<b>3</b>	Provide a <b>safe cycling commuter route</b> between the communities along the route (such as between Petone and Wellington CBD);	A safe cycling commuter route is provided but is <b>unlikely to meet the growing demand over its lifespan.</b>	<b>Option 2 fully meets this requirement, on the Hutt to Ngauranga section of the GHW.</b> Ngauranga to Wellington would remain as less than satisfactorily meeting those needs.
<b>4</b>	Be located <b>immediately beside the harbour edge</b> as far as is practicable	No	Yes
<b>5</b>	Be planned and designed in such a way as to <b>avoid adverse effects on environmentally sensitive areas</b> ;	<b>Some reclamation required.</b> All steps must be taken to mitigate environmental impacts, and maintain cultural values	<b>Major reclamation required.</b> All steps must be taken to mitigate environmental impacts, and maintain cultural values
<b>6</b>	<b>Highlight Maori cultural history</b> and values and <b>other historical values</b>	<b>Unlikely</b> to happen on the inside of the railway track	<b>Great potential</b> for interpretation, and access to kaimoana
<b>7</b>	Enhance <b>knowledge and awareness of the Wellington Harbour environment</b> and immediate environs through interpretation, storytelling and art	Would continue the status quo of <b>lack of connection to major parts of the harbours edge</b> , and <b>unless fenced</b> would encourage people to cross the tracks to gain access. Either of these options is unacceptable	<b>Great Potential</b> for interpretation, strytelling and public art.
<b>8</b>	Become a <b>nationally recognised cycleway/walkway</b> , and a <b>key part of the National Cycleway</b> project promoted by the Government;	<b>Unlikely to be a treasured part</b> of such a cycleway, given the alternative of a seaward side route.	<b>Ideally positioned</b> to become an attractive route with many stop off points and great views. Could readily be incorporated into the National Cycleway
<b>9</b>	Be developed and upgraded over time and in stages as resources allow. The <b>initial focus is on providing at least a basic level of access along the entire length</b>	Provides a basic level of access, but <b>possibly delays a high value seaward side track for decades</b>	<b>Meets GHW goals for the Petone to Ngauranga section</b> but provides only a basic level of service from Ngauranga to Wellington



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28 March 2014

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## Petone to Grenada - Wellington City Council

### Introduction

The Wellington City Council has previously signalled its general support for the proposed Petone to Grenada link road through its involvement in previous strategies and technical studies which includes:

- Western Corridor Plan 2006
- Ngauranga Triangle Strategy Study 2010
- Western Corridor Plan 2012

The Council remains supportive of the proposed link road as it delivers the following benefits:

- Improved resiliency;
- Positive economic outcomes
  - Reduced congestion
  - Reduced journey times for freight and people
  - Improved journey reliability for freight and people
  - Land value uplift
- Opportunities to improve connectedness

Council is not in a position at this time to express a clear preference on the options presented though it is likely to develop a preference for options which maximise the delivery of the benefits identified above and, at the same time minimise the disruption to the community.

However there are (generic) issues that need to be considered as final routes and alignments are determined. They are addressed as follows:

#### 1. Alignment with the Lincolnshire Farm Structure Plan.

- 1.1. The Lincolnshire Farm Structure Plan provides for reserves and both residential and employment development in the future. Council is interested in ensuring that the "non retail" commercial land shown in this plan remains intact and viable as an integral part of this development.
- 1.2. The district plan requires development within this area to be consistent with the structure plan. The Lincolnshire Farm Structure Plan is part of the District Plan and it would require a plan change to alter it. Wellington City, the land owner and



NZTA must work together to identify potential issues with the Structure Plan and opportunities that the proposed link road may bring.

## **2. Access to Horokiwi**

- 2.1. Horokiwi is an established rural community and is zoned to accommodate rural residential properties. Improved connection of Horokiwi to the rest of the road network is highly desirable and should be investigated further as part of the scheme.
- 2.2. Previous engagement with the Horokiwi community shows their requirements to include:
  - Connection of Horokiwi Road to the link road.
  - Retention of SH2 access to Petone.

## **3. Access Roads - Residential and Rural Residential Zoned Areas**

- 3.1. Within the Lincolnshire Farm Structure Plan there are several access roads proposed to enable connectivity to the zoned residential and rural residential land. The connection of these proposed roads to the link road need to be evaluated in order to ensure local connectivity is not severed by the project.

## **4. Grenada North Park**

- 4.1. The current alignment of the link road cuts through Grenada North Park. This multi field park is used for football, cricket, and athletics and has changing rooms, car parks as well as a children's playground. It is a well used area and plays an important role in sports and recreation for the northern suburbs.
- 4.2. It is proposed to redevelop this park as a key sporting hub for the northern suburbs with the growth that is planned within the local area. It has also been identified as one possible site for an artificial sports field.
- 4.3. Consideration must be given to the road alignment at this location and options to mitigate any adverse effects.

## **5. Belmont Gully**

- 5.1. Belmont Gully is an important forest remnant in the region. Any proposed work in this location needs to take account of the sensitivity of this site.

## **6. Reserve Strip**

- 6.1. The proposal utilises a strip of Council reserve land adjacent to the motorway. On the basis that there is a clear need for the use of this land and compensation is adequate Wellington City is likely to agree to this outcome.

## **7. Walking and Cycling**

- 7.1. As a matter of principle it is desirable to have walking and cycling links either within or adjacent to the proposed corridor.
- 7.2. In addition the severance to existing walking and cycling links must be minimised.

## **8. Landscape Impacts - General**

- 8.1. The route evaluation needs to consider any buffer zones, reserves and ecological corridors that have been established by the community and/or are proposed by the Lincolnshire Farm Structure Plan.
- 8.2. The impact on the Escarpment at the Petone end of the link road is acknowledged as being significant. How this will be mitigated is of vital interest to Wellington City and local communities.

## **9. Landscape and Character Impacts - Takapu Valley**

- 9.1. Recognising that trade-offs need to be made between the Tawa and Takapu options there are potentially significant changes proposed to the character of the landscape and character of the Takapu area should this option proceed. This requires thorough assessment to determine effects and how they maybe mitigated.

## **10. Certainty**

- 10.1. Proposals such as this have the ability to effect property values and ability of the community and developers to make and implement plans. It is important that decision-making timeframes to provide a higher level of certainty are clarified as soon as practicable.

## **11. Interchange Design**

- 11.1. The design of interchange points will be critical in this project especially where connecting roads maybe of a significantly different scale to the link road.
- 11.2. Where the link road meets and transitions through the urban environment is also important.

## **12. Continuity between consented schemes and what is constructed**

- 12.1. There have been issues arising with other schemes in the region where there are variances between what has been consented, and what is actually proposed to be built during the construction phase of the project.
- 12.2. The construction model plays a significant role in this and therefore early indications of this methodology are important.

## **13. The Engagement Process**

- 13.1. Council tried to assist in the distribution of information by offering to send out information letters on behalf of NZTA. This is in line with our responsibilities related to the privacy of landowners under the Rating Act 2002. Some community feedback is that blame for the lack of information provided to property owners is being attributed to Council. This has been unhelpful.

## **14. Community Impacts and Views**

- 14.1. Takapu Valley - The community do not object to the Petone to Grenada link but oppose any works to the north of Grenada.

- 14.2. Horokiwi Community – Support the proposal but have a range of issues that they would like addressed mainly relating to access and connections, certainty, landscape, air and water quality issues. They are also desirous to retain the rural residential nature of their community.
- 14.3. Tawa Community - They oppose both options C and D but more specifically the widening of the motorway which will impact on the local properties and the local schools.
- 14.4. Grenada Village – Support the proposal in its original location (as shown in the Lincolnshire Farm Structure Plan). They do not support the proposal in its current location, but are willing to look at alternatives that give them more certainty about property issues.
- 14.5. Developers (Russell Properties) – Support the link road as it was proposed within the Lincolnshire Farm Structure Plan. Current proposals are having major commercial impacts, specifically in relation to the construction of dwellings that are located in or near the path of the proposed road.

## 15. Ngauranga to Petone Cycleway

- 15.1. Wellington City is finding it challenging to form a view on which of the two cycle options between Petone and Ngauranga is preferred because the relative timing for implementation and funding impact is unknown.
- 15.2. The inland option, while lower cost can deliver a sub optimal solution more rapidly than the seaward option.
- 15.3. On the other hand the seaward option, while more expensive addresses broader corridor resiliency issues and will deliver a superior outcome for walking and cycling.
- 15.4. Unknown is the potential time lag between that required to construct the lower cost option versus the high cost option. If that delay was 5 years (or less) then the rate at which the investment in the lower cost option is written down is such that it may be unacceptable to do so. On the other hand if the delay was 10+ years then an interim investment in the lower cost option maybe able to be justified.
- 15.5. It is clear that resiliency within the Ngauranga Petone corridor is a determining factor and one that in the medium/longer term must be addressed. It is difficult to see that any investment in a short/medium term cycleway overrides that longer term resiliency issue.
- 15.6. The issue then comes down to extent to which that short term investment delays or threatens the implementation of a better multi faceted solution.
- 15.7. If funding were not an issue then logic says build the short term solution followed by the longer term solution. This is not the case and the majority of investment in the short term solution is simply not recoverable for later reinvestment.
- 15.8. Clear understanding of timeframes and funding interrelationships between the two projects is required in order to make decisions on preference.

## Summary

Wellington City Council supports the Petone to Grenada link road concept and remains committed to working with NZTA on its development and implementation.

This response also identifies a range of issues that Wellington City is keen to work with NZTA to resolve.

For further information on this submission please contact Geoff Swainson in the first instance. His contact details are:

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Yours truly,



**Anthony Wilson**  
Chief Asset Officer

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Appendix O

# Geotechnical Reports

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# W2HVlink Cycleway Investigations

Geotechnical Factual Report





**DRAFT**

## W2HVlink Cycleway Investigations

Geotechnical Factual Report

Client: New Zealand Transport Agency

Co No.: N/A

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# DRAFT

## 1.0 Introduction

### 1.1 Background

The New Zealand Transport Agency (NZTA) is investigating the Wellington to Hutt Valley walking cycling link (W2HVlink) project which aims to upgrade the existing cycling and pedestrian facilities between Wellington and the Hutt Valley north-east of Wellington. In the central section of the project area between Ngauranga Gorge and Petone (hereafter identified as the study area) the existing cycleway is located between State Highway 2 (SH2) and the KiwiRail Wairarapa Line (KWL) and offers a poor level of service as it is incomplete, of insufficient width and maintenance, with poor drainage, flooding and uneven and cracked surfacing.

As part of the W2HVlink project the following two options are currently being considered to provide sufficient space for an upgraded cycle path between Ngauranga Gorge and Petone.

- 1) Widening and general improvement of the existing cycleway and creation of a new cycleway path where the facility currently does not exist through reclamation of an approximate 650m length of Wellington Harbour shoreline.
- 2) Creation of a new seaward cycleway path along the whole length of the project area on reclaimed land. The path will also be used by KiwiRail to improve access to the railway tracks for maintenance and emergency vehicles. Reclamation in Wellington Harbour is expected along an approximate 3.3km length of shoreline.

AECOM NZ Ltd (AECOM) was engaged by NZTA to investigate ground conditions and provide geotechnical advice for feasibility-level engineering design for the W2HVlink project.

This factual report presents the results of geotechnical investigations for the project. These comprised machine drillholes, investigation pits, in-situ and laboratory testing, a site walkover and GPS topographic survey, carried out between December 2013 and February 2014.

The field work included some investigations undertaken jointly with the Petone to Grenada Link Road project (P2G) undertaken by Opus. The investigations applicable to both projects are located in an area where the two projects overlap. The investigation data will be used in both projects. Some of the investigations have not been completed at the time of writing and will be included in a revision of this report.

### 1.2 Objectives

The general objectives of the investigations are as follows:

- Assess ground conditions along the proposed route in the study area;
- Perform in-situ tests to assess the geotechnical properties of the material encountered;
- Recover samples for laboratory testing;
- Describe current coastal protection measures.

## 2.0 Site Description

The study area extends along a 5km long section of SH2, 5km north-east of Wellington CBD, between the existing SH1/SH2 interchange at Ngauranga Gorge and the Petone SH2 interchange. A location plan is provided in Appendix A.

Through this area the highway is located in a narrow transport corridor set between the north-western shoreline of Wellington Harbour and steep hills uplifted by the Wellington Fault. In addition to the highway and the existing but incomplete cycleway, the transport corridor includes the KWL, which is located between SH2 and the shoreline. The KWL is approximately 3m above mean sea level. Rock armour and seawall currently protect most of the railway embankment from wave action.

The cycleway is incomplete, with an approximately 800m long section missing towards the north-east end of the project area, between the end of the existing cycleway and the existing SH2 interchange at Petone.

Figure 1 provides an aerial oblique view of the transport corridor typical section in the area where the cycleway currently exists.

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Figure 1 View of the Transport Corridor (Courtesy of Google Earth® imagery).

## 2.1 Distance Reference

For ease of location along the project area, the current project chainage has been used to identify the location of the investigations and easily recognisable landmarks such as KWL traction poles. The chainage zero point is located at the south-west (Ngauranga Gorge, existing SH1/SH2 interchange) end of the study area. Petone interchange (north-east end) is at chainage 4,800 approximately.

## 3.0 Scope of Investigations

### 3.1 General

The scope of the field investigations comprised the following:

- 6 machine cored drillholes (DH)
- 4 mechanically excavated investigation pits (TP)
- Laboratory testing of retrieved samples
- walkover inspection and GPS survey along the missing cycleway section of the current shoreline and intertidal area

Location plans of site investigations are presented in Appendix B. Coordinates for investigation points were measured using the NZ Transverse Mercator 2000 (NZTM2000). Reduced levels are in terms of Mean Sea Level 1953.

### 3.2 Drillholes (DH)

Griffiths Drilling NZ Ltd was appointed to undertake drillholes at the locations shown in Appendix B. The drillholes (excluding DH01, refer Notes to Table 1) were drilled between 12 December 2013 and 21 February 2014 using:

- SonicSampDrill CR-F XL-Duo sonic rig for DH02, 03, 04 & 05;
- HC150 tractor-mounted rig for DH06;

For all drillholes service location by Ground Penetrating Radar (GPR) and Cable Avoidance Tool (CAT) was carried out prior to start of the investigations. Vacuum excavation was carried out at all locations where high density of services was expected. These include DH03, 04, 05 & 06. Details of each borehole are summarised in Table 1.

**DRAFT****Table 1 Summary of Drillholes**

DH ID	Depth (m)	Start date	End date	Location	Coordinates (Eastings, Northings)	Project Chainage (m)	Approx RL (m) <sup>3</sup>
DH01	Refer Note 1						
DH02	7.5	19/12/2013	19/12/2013	Near KiwiRail Wairarapa Line, 50m southwest of rowing clubhouse	1755518, 5434577	4345	3
DH03	10.5	12/12/2013	13/12/2013	SH2 southbound shoulder, opposite Horokiwi Quarry access	1755283, 5434504	4100	3
DH04	8.1	15/12/2013	16/12/2013	SH2 southbound shoulder, 100m south of Horokiwi Quarry access	1755069, 5434388	3850	3
DH05	2.0 <sup>2</sup>	16/12/2013	16/12/2013	SH2 southbound shoulder, 15m north of KiwiRail seaward building	1754304, 5433973	2900	3
DH06	13.5	19/02/2014	21/02/2014	Near KiwiRail Wairarapa Line, approximately 650m north of Ngauranga Station	1752517, 5432596	700	3
Notes:							
1) DH01 is a P2N/P2G joint drillhole investigation which has not yet been undertaken. Results from DH01 will be included in a future revision of this report.							
2) At DH05 location an unknown and undetected (by service location) service was exposed during vacuum excavation at approximately 1.9m depth. The service was not damaged by the vacuum excavation. Machine drilling was not carried out at this location to prevent damage to the service. The hole was backfilled and surface reinstated.							
3) A detailed level survey of drillhole locations was not carried out and levels are approximate							

The holes were drilled by sonic and triple tube techniques to optimise core recovery. Standard Penetration Tests (SPT) were undertaken in soil and weak rock at 1.5m intervals where appropriate.

All drillholes were fully cored in between SPTs and the core logged, boxed and photographed. Drillhole logs and core photographs are presented in Appendix C. Groundwater levels measured in drillholes are shown on the logs.

### 3.3 Investigation Pits (TP)

JAD Civil Design Ltd was appointed to undertake four investigation pits at the locations shown in Appendix B using a ZAXIS 120 12 tonne excavator. Dynamic cone Penetrometer (DCP) and Shear Vane tests were carried out at TP locations where appropriate. Bulk samples were recovered for laboratory testing. The investigation pits were carried out between 17 December 2013 and 10 February 2014.

Details of each inspection pit are summarised in Table 2. Investigation pit logs and photographs are presented in Appendix D.

**Table 2 Summary of Inspection Pits**

TP ID	Depth (m)	Date	Location	Coordinates (Eastings, Northings)	Project Chainage	RL (m)
TP01	2.2	10/02/2014	50m E of Korokoro Stream Railway Bridge	1756024, 5434683	N/A	3
TP02	2.0	17/12/2013	Opposite Water Ski Clubhouse	1755803, 5434676	4620	3
TP03	2.5	17/12/2013	50m NE of Rowing Clubhouse	1755696, 5434647	4450	3
TP04	2.2	17/12/2013	50m SW of Rowing Clubhouse	1755518, 5434577	4350	3

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## 3.4 Laboratory Testing

The laboratory tests on samples from investigation pits are summarised in Table 3. Testing was completed by Opus Central Laboratories, 138 Hutt Park Road, Lower Hutt. Laboratory test reports are presented in Appendix E.

Table 3 Summary of Laboratory Testing

Test Pit ID	Sample ID	Depth (m)	Particle Size Distribution (PSD)	Moisture Content	California Bearing Ratio (CBR)
TP02	2-13/400	1.2-1.3	1	1	1
TP02	2-13/401	1.8-1.9	1	1	-

## 3.5 Site Walkover and GPS Survey

A walkover inspection and GPS survey were carried out on 04&05 February 2014 in the area between the existing KWL and Wellington Harbour. This area is normally not accessible to the public and Kiwirail authorisation and presence of protection personal was required due to the proximity of an active railway line. The intertidal area was observed over a time interval extending 1 hour each side of the low tide scheduled time.

The length of the surveyed area includes the missing cycleway section and extends approximately from chainage 3690 to 4350 (approximate length 660m).

The site walkover included a photographic survey and a record of the existing rock armour protection. Rock armour elements with a diameter greater than 0.5m were recorded for possible re-use. The existing shoreline area was divided in eight separate sections based on the geometry of the existing coastal protection and intertidal area. Site observations and photographs are presented in Appendix F.

The GPS survey was carried out using a GNSS Smart Antenna to complete the survey information on the current existing coastal protection embankment and exposed seafloor at low tide. Typical cross-sections extracted from the survey data are presented in Appendix G.

## 4.0 Limitation

This report presents factual information from field and laboratory tests and does not contain advice, recommendations or opinions for geotechnical analysis and engineering design. Should the development proceed, it would be in the interest of all parties that AECOM be retained to interpret the factual data and provide advice for geotechnical engineering analysis and design. This report has been prepared for the particular project and purpose described to us and no responsibility is accepted for the use of any part of this report in any other context or for any other purposes.