

The Options

We have been surveying and consulting with key stakeholders, interested user groups and the public since the end of last year on what we could do to improve walking and cycling between Wellington and Lower Hutt and have come up with two options.

As part of our investigations, we have considered a number of different options across the route between Thorndon Quay and Dowse Drive. This area was divided into eight sections because the existing issues and infrastructure for cyclists and pedestrians varies along the route. This also meant an option suitable for the whole corridor was not available. Instead, we took a “shopping list” approach to each section to consider what would work.

The eight sections are:

Section 1: Thorndon Quay to number 214 Hutt Road

Section 2: Number 214 Hutt Road to Ngauranga Interchange

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

Section 4: Horokiwi Road to Petone interchange (the missing link)

Section 5: Petone Interchange to McKenzie Avenue

Section 6: McKenzie Avenue to Korokoro Road

Section 7: Korokoro Road to Dowse Interchange

Section 8: Dowse Interchange to Melling Intersection

After considering this “shopping list” for the sections, the project team identified a long list of options along the corridor for each specific section. This allowed an assessment of each of the options to be carried out within the specific corridor.

The long list of options was further considered and assessed before a short list of options were finalised in consultation with Wellington City Council, Hutt City Council, KiwiRail and the Petone to Grenada project team. The final short list broadly resulted in two options:

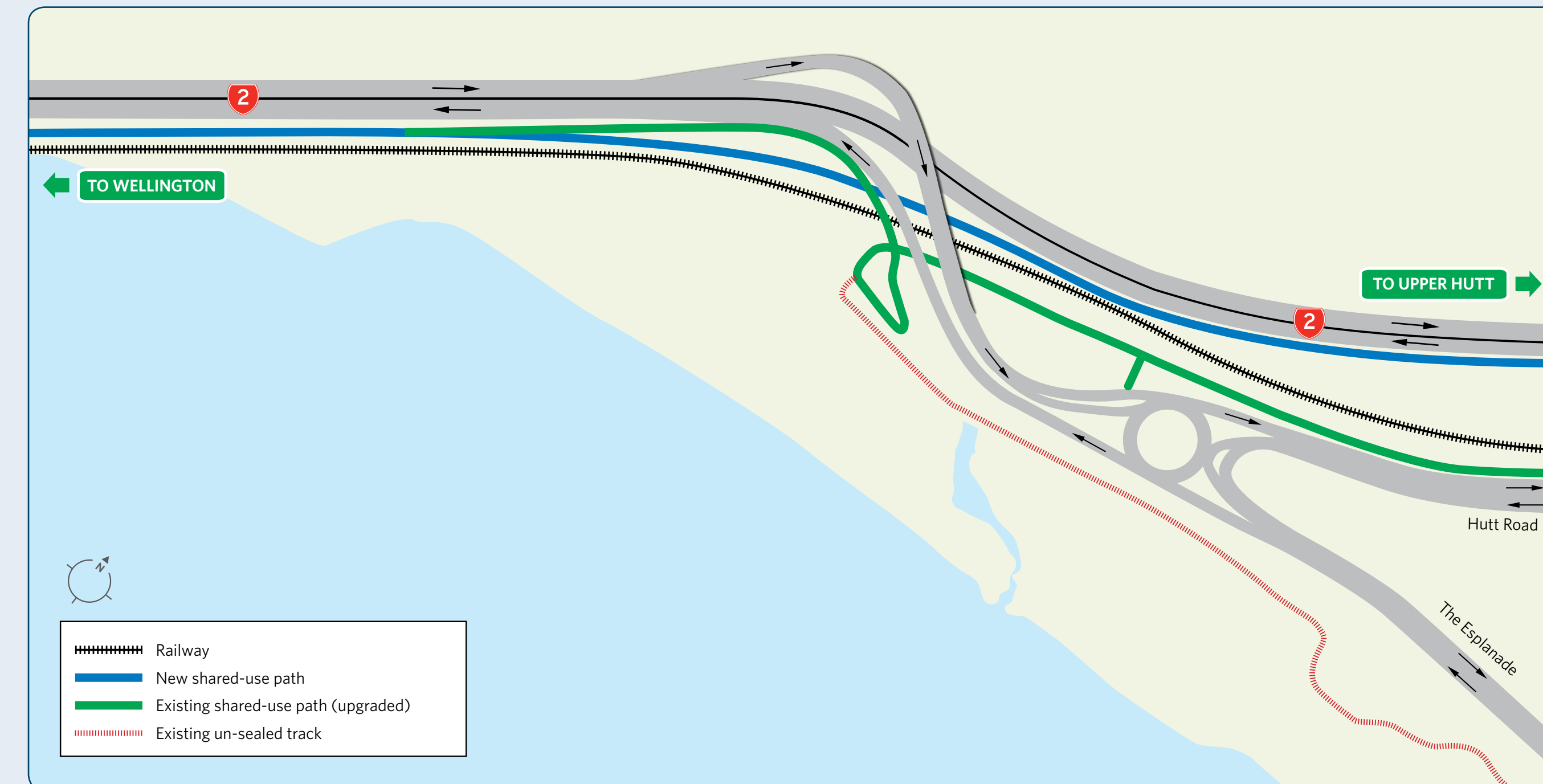
Option 1: A roadside option, upgrading the existing cycleway and

Option 2: A seaside option, providing a new cycleway on the seaward side of the rail corridor.

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 chosen, 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 1: Petone Roadside



Upgrade the existing cycleway, providing a dedicated path from Petone to Ngauranga and connections to other existing walking and cycling paths.

In further detail, we are proposing that the roadside path would provide a link to/from the Hutt Road in Wellington using the existing shared path under the Ngauranga Interchange. Cyclists and pedestrians would then link onto the existing (but upgraded) shared path.

The shared path will be upgraded by improving the surface and drainage, clearing nearby plants/shrubbery, improving markings and signage, and providing better lighting. Maintenance would also be improved.

These improvements would allow the path to be widened broadly to 3m or more, but with some narrower sections remaining.

We could consider raising the cycleway to the same height as SH2 between Petone and Ngauranga as this would improve drainage and allow passive surveillance of cyclists and pedestrians. However, this option is more expensive and does not provide any more benefits.

The existing path currently ends just south of the Horokiwi intersection on the northern side of SH2. In order to bridge the gap of the existing cycle path, we need to realign the rail tracks. This will allow us to provide a continuous, separated shared path between SH2 and the railway tracks up to the Petone Interchange.

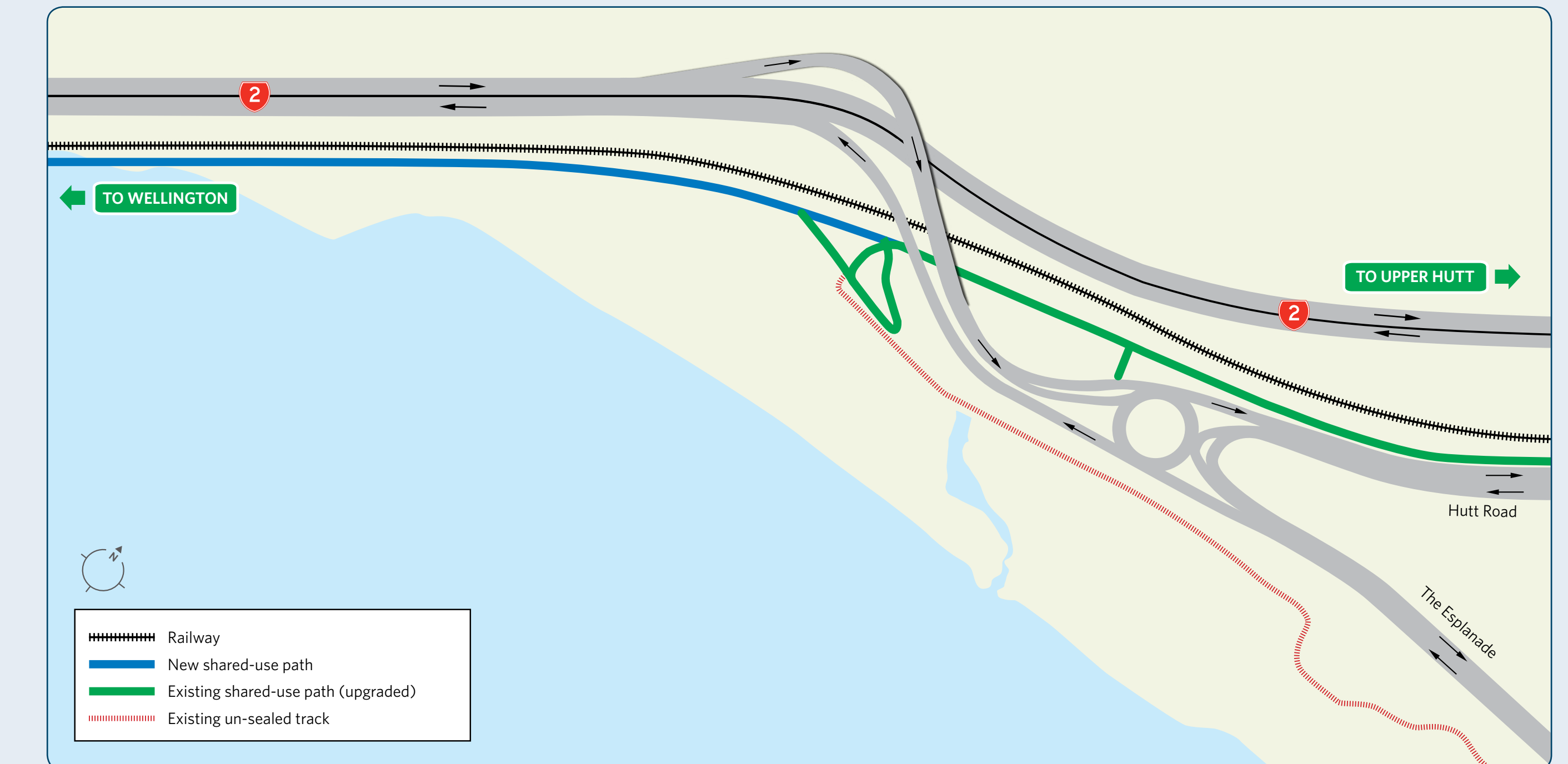
At the Petone Interchange the shared pedestrian/cycle path would connect to the existing Petone on-ramp, allowing pedestrians and cyclists to connect to the Petone Esplanade and join the existing pedestrian and cycle network.

For cyclists and pedestrians continuing north, a dedicated shared path would be provided between SH2 and the railway tracks up to McKenzie Avenue overbridge.

Issues to consider

- In order to move the railway tracks east towards the sea at Petone, some minor reclamation of the shoreline is required. This will provide new space for the realigned track to be sited on
- A path with a consistent width cannot be provided due to the limited space available between the highway and the rail corridor to the south
- Connections at Ngauranga and Petone would remain the same
- This option may not encourage enough new users to walk, run or cycle between Wellington and the Hutt Valley, particularly at peak commuter times
- We expect this option could cost between \$12 and \$16 million, which could be reduced if excess soil and rock from the Petone to Grenada Link Road is able to be used.

Option 2: Petone Seaside



Create a new cycleway on the seaward side of the rail corridor with new connections to existing walking and cycling paths at Petone and Ngauranga.

In further detail we are proposing to keep the existing shared path link at Ngauranga Interchange, which would connect onto the existing, but upgraded shared path at the southern end of SH2. The shared path would be upgraded by improving the surface and drainage, clearing nearby plants/shrubbery, improving markings and signage, and providing better lighting.

Just north of the Ngauranga Interchange a new overbridge would be provided on the existing shared path, allowing cyclists and pedestrians to cross the rail tracks and connect to a 3m wide shared walking and cycling path on the seaward side of the rail corridor. The new shared path would be located on existing land available on the eastern side of the railway tracks for approximately 300m. Land would need to be reclaimed from this point to provide the shared path.

In total a roughly 3km of shoreline up to 7.5m wide would need to be reclaimed in the area up to the Rowing Club building. At this point more reclamation isn’t necessary because there is enough space available for the shared path. The shared path would then continue up to Petone.

At Petone, the shared path links onto the Petone Esplanade and joins the existing cycling and walking network. For pedestrians and cyclists wanting to continue north, the shared path would continue under the Petone Interchange on-ramp and join the existing Hutt Road shared path. At Hutt Road a bridge would be provided for pedestrians and cyclists to join the McKenzie Avenue overbridge.

Issues to consider

- This option requires significant reclamation of the shoreline
- The shared path could be used as a KiwiRail service lane, providing access for KiwiRail maintenance vehicles to rail tracks
- In severe weather events the path would potentially need to be closed for safety reasons
- This is a more costly option, meaning funding approvals could take longer
- The project could be constructed in tandem with the Petone to Grenada Link Road, which is likely to delay its construction as the Link Road is not as far developed as the cycleway
- We expect this option could cost between \$36 and \$48 million, which could be reduced if excess soil and rock from the Petone to Grenada Link Road is able to be used.