

# Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link

New Zealand Transport Agency

June 2017

## Summary of public engagement report

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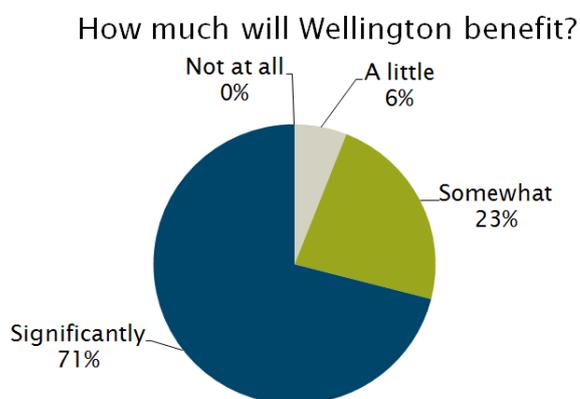
The following is a summary of the feedback we received during the April/May 2017 public engagement on the Petone to Melling section of the Wellington to Hutt Valley Walking and Cycling Link.

### Benefit to Wellington region

Submitters were asked 'How do you think the path will benefit the Wellington region?' They were given the following four choices: not at all, a little, somewhat, significantly. Eighty people answered this question and 70% selected 'significantly' and 24% selected 'somewhat'. Seven percent indicated the Wellington region would benefit 'a little.'

Submitters were provided an opportunity to explain their selection. The comments fell into the following themes:

- a safer faster way to cycle between Hutt and Wellington
- will attract families and other leisure cyclists
- health benefits
- makes it more attractive to live in the Hutt
- more people will choose cycling for their commute
- fewer vehicles on the road, less congestion
- will attract tourism
- provides an alternative route when roads are closed due to earthquakes and storms
- will provide an important link to local paths and trails.



## Section of path through railway station

A 4m-wide shared path will run from the Petone rail underpass to the Petone railway station, running along the edge of the car park and the northbound platform. Features include changes to the car park layout, signs and markings for the path and additional lighting.

People were asked to rank the design for this section of the path using a scale of one to five stars with one being poor and five being excellent. Eighty-five people answered this question.

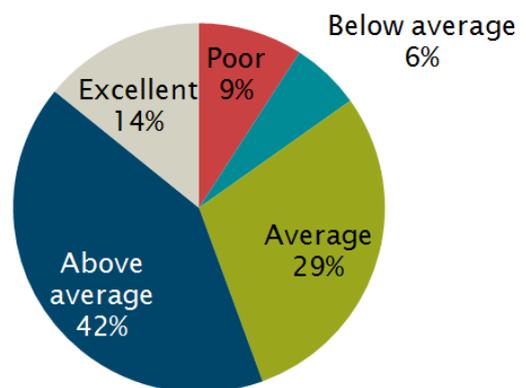
Submitters were given the opportunity to comment on this part of the path. The three main themes emerging from the comments include conflict, loss of car parks and the rail underpass.

**Conflict** – Most comments on this section of the path concerned the potential for conflict between motorists, cyclists and pedestrians. There were also numerous suggestions on how to help mitigate conflict.

**Car park** - There were also a significant number of comments concerning the impact on car park numbers. Several people opposed removal of car parks while others indicated that the plan balances the needs of cyclists and commuters using the car park.

**Rail underpass** – Submitters were mainly concerned about the safety of the rail underpass. Concerns included: adequacy of sight lines, pedestrians and cyclists sharing the underpass and potential for crime.

Path through railway station

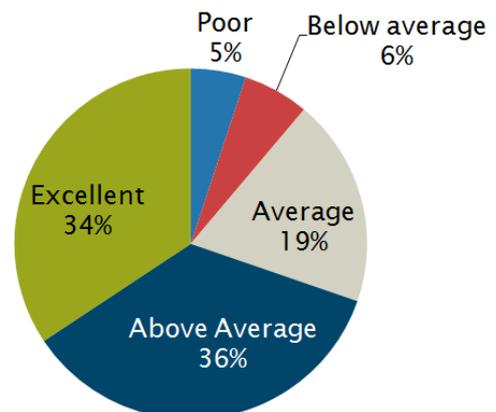


## Dowse bypass

This section of the path along the rail corridor allows southbound cyclists to access the path and bypass the Dowse interchange.

People were asked to use a scale of one to five stars with one being poor and five being excellent to rate the Dowse bypass. Seventy-seven people answered this question. The results are summarised in the pie chart.

Dowse bypass



## Parliament Street rail underpass

A 3.5m-wide cycle path will run between the Petone railway station and the Normandale overbridge. At this point, an underpass will link the path to the end of Parliament Street. A 3.5m-wide shared path will connect the Parliament Street rail underpass to the Hutt River Trail at Marsden Street.

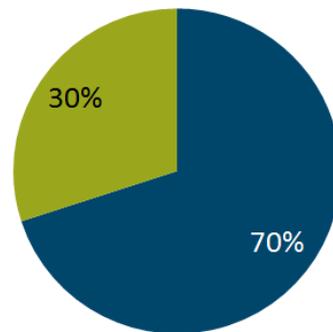
Submitters were offered two options for this part of the route. Both options will reduce parking spaces on Parliament Street alongside the underpass ramp. Seventy people responded to this question.

**Option A:** Normandale Road overbridge connection – This option will upgrade an informal pedestrian connection under the Normandale overbridge and cross Pharazyn Street and the park to the Normandale Road intersection. From this point, the existing footpath along Bridge Street will be widened through to Marsden Street. From there it will link to the existing Hutt River Trail.

**Option B:** Bridge Street connection - This option travels along Bridge Street, widening the existing shared footpath to 3m and creating a crossing at the intersection of Pharazyn and Bridge Streets. From this point the path will cross the park to the intersection with Normandale Road and continue along Bridge Street using the same alignment as Option A.

### Preference for rail underpass connection

■ Option A: Normandale Road    ■ Option B: Bridge Street



## Features along rail corridor

People were asked what features they’d like to see along the rail corridor and allowed to select from among: plantings, lighting, security, other (asked to specify). They could choose as many features as they liked. Fifty people chose to answer this question.

- 63% selected plantings
- 88% selected lighting
- 55% security
- 60% selected ‘other’.

Cleaning, sweeping and path maintenance were the most frequently mentioned amenities among those who selected ‘other’.

This ‘word cloud’ was generated by the comments people made about the amenities they would like along the path.

