

Hutt Cycle Regional Cycling Group – Endorsement of Responses

December 2023

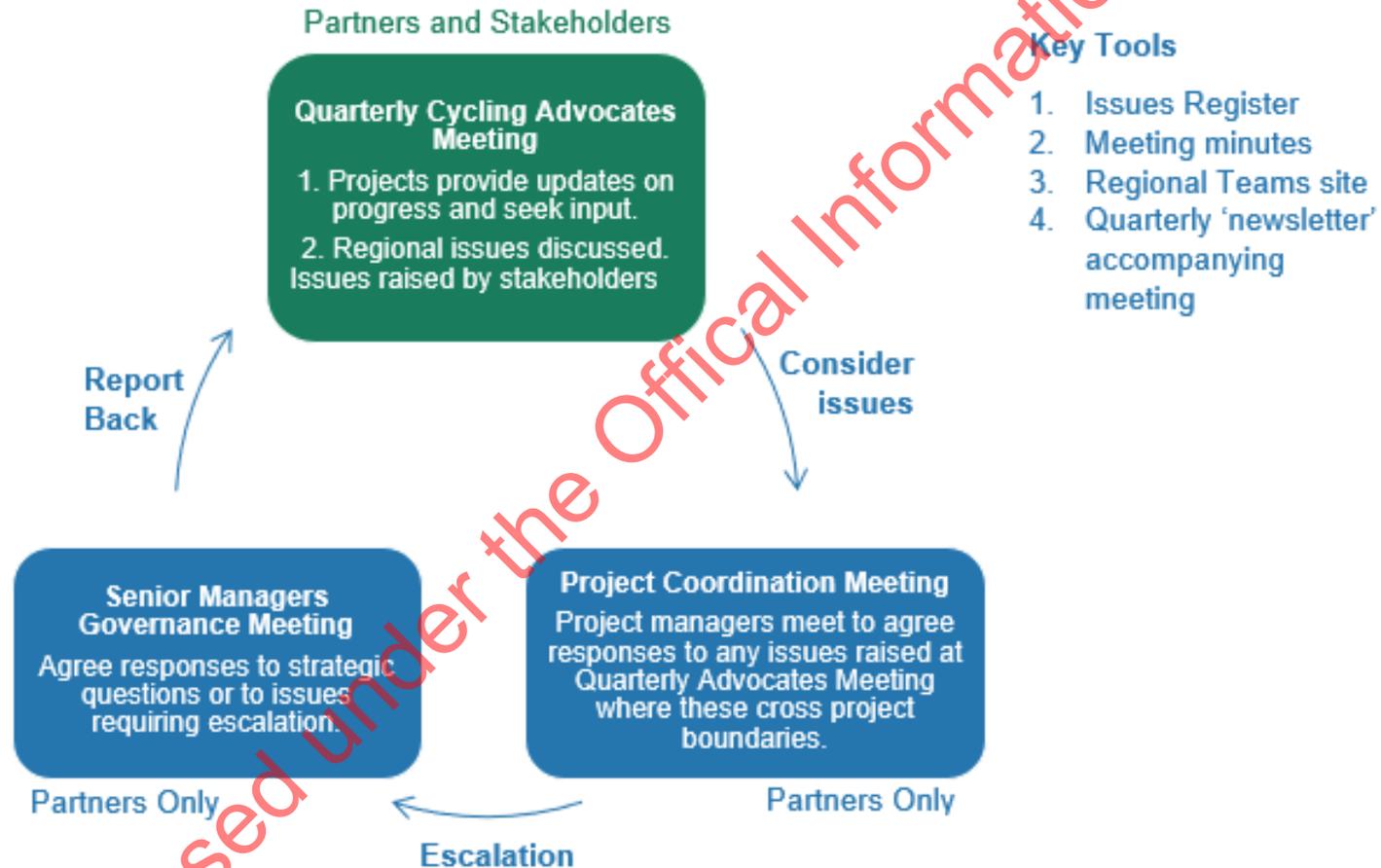


Purpose

- To endorse Waka Kotahi, Greater Wellington Regional Council, Hutt City Council and KiwiRail's formal responses to the improvement / design requests made by the Hutt Cycling Group:
 - Hutt Cycle Network
 - Port Nicholson Poneke Cycle Club
 - Doctors for Active Safe Transport

Project Endorsement Processes

To recap, the decision making process agreed:



Recommended Endorsement #1

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
1	Add a Park and Ride to the Pito-One Project	Bike parking be provided to enable park-and-bike use of Te Ara Tupua (Pito-One) for commuting	Nga Uranga ki Pito-One, Hutt City local network	Waka Kotahi, Hutt City Council	<p>Waka Kotahi and HCC agree not to construct additional parking in the Pito-One area for use by park-and-bike commuters</p> <p>Reasons or comments</p> <ul style="list-style-type: none"> • There is a lack of available space for park and bike facilities, and • There would be significant challenges in enforcement of any dedicated parking for cycle route users • It is noted that MetLink are installing a bike shelter at Petone station in 2024 on the existing foundation slab

Recommended Endorsement #2

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
2	Honiana Te Puni Reserve Shared Path Conflicts	Design of shared paths through the Honiana Te Puni Reserve creates unnecessary conflicts, including with the dog exercise area	Nga Uranga ki Pito-One	Waka Kotahi, Hutt City Council	<p>Waka Kotahi and Hutt City Council agree no further design action is required</p> <p>Reasons or comments</p> <ul style="list-style-type: none"> • Outside of Te Ara Tupua's project scope • Any future design changes to Reserve will be subject Reserve Management Plan approval (this Plan is under review) • Hutt City Council will be considering the use of a dog bylaw to reduce dog-cycle conflict (e.g. by requiring dogs to be on short leads when using walking and cycling path routes)

Recommended Endorsement #3

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
3	Provide new cycle connections at Dowse Interchange	<p>Provide a level crossing over the rail line near the Dowse Interchange (possibly at Scales Lane) to provide safe access for cyclists onto Pito One</p> <p>This connection would be safer than via the interchange on-and off-ramps, and provide extra cycle catchment for Pito One</p>	Pito-One to Melling, Hutt City Local Network	Waka Kotahi, Hutt City Council, KiwiRail	<p>Waka Kotahi, Hutt City Council, KiwiRail agree to not provide a new rail crossing</p> <p>Reasons or comments:</p> <ul style="list-style-type: none">A new rail level crossing would create an unacceptable crash risk (i.e. cycle vs train)

Recommended Endorsement #4

No.	Request	Description	Relevant Projects	Relevant Organization	Recommendation for Endorsements
4	Remove Pito-One Southern Underpass Pedestrian and Cyclist potential conflicts	Underpass design will create potential conflicts between pedestrians and cyclists	Pito-One to Melling	Waka Kotahi	<p>Waka Kotahi and Hutt City Council agree no further design action is required</p> <p>Reasons or comments:</p> <ul style="list-style-type: none"> The underpass has been designed to be a shared user path Pedestrian use is likely to be low as the underpass is not servicing routes of high pedestrian demand. Nevertheless, cyclists will need to slow down in the underpass Ongoing monitoring of conflicts will be undertaken by Waka Kotahi (initial monitoring already indicates a high level of compliance)

Recommended Endorsement #5

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
5	Improve safety of Pito-One to Melling Fence	Review top of fence safety. There is concern that it is unsafe due to presence of a jagged wire top edge	Pito-One to Melling	Waka Kotahi, KiwiRail	<p>Waka Kotahi and KiwiRail agree no further action is required</p> <p>Reasons or comments:</p> <ul style="list-style-type: none">• The fence detail is a security and safety feature that is needed to prevent access to the rail corridor• The wire top is unlikely to cause injury to path users due to the fence's height of 1.8m• Recent Safe System audit found no hazard or issues• Fence top will be regularly monitored as part of the maintenance routine

Recommended Endorsement #6

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
6	Conflict with heavy vehicles at new Melling stations	Cycle routes around the new Melling station could be deficient because of road crossings	Te Awa Kairangi (RiverLink)	Waka Kotahi, Greater Wellington, Hutt City Council	Waka Kotahi, Greater Wellington Regional Council and Hutt City Council agree no further action is required Reasons or comments: <ul style="list-style-type: none">Design concerns noted. Future design updates will be considered through the Project Design Liaison Group

Recommended Endorsement #7

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
7	Improve connections near Kennedy Good Bridge	RiverLink designs for connections around Kennedy Good Bridge appear to be deficient	Te Awa Kairangi (RiverLink)	Waka Kotahi, Greater Wellington Regional, Hutt City Council	<p>Waka Kotahi, Greater Wellington Regional Council and Hutt City Council agree no further action is required</p> <p>Reasons or comments:</p> <ul style="list-style-type: none"> Design concerns noted. Future design updates will be considered through the Project Design Liaison Group. It is noted that design improvements could be considered in the future under the low cost low risk programme

Recommended Endorsement #8

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
8	Improve river-side shared paths	RiverLink designs for paths in the Hutt River Corridor may be deficient as they are shared paths rather than separated paths. Also, design could create potential conflicts with dog exercise areas	Te Awa Kairangi (RiverLink)	Waka Kotahi, Greater Wellington, Hutt City	<p>Waka Kotahi, Greater Wellington Regional Council and Hutt City Council agree no further action is required</p> <p>Reasons or comments:</p> <ul style="list-style-type: none"> Design concerns noted. Designs been progressed in accordance with consent conditions and future design updates will be considered through the Project Design Liaison Group Hutt City Council will be considering the use of a dog bylaw to reduce dog-cycle conflict (e.g. by requiring dogs to be on short leads when using walking and cycling path routes)

Recommended Endorsement #9

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
9	RiverLink to CBD cycle connections	There is no plan to connect paths in Lower Hutt Central City / RiverLink to the East connecting to Waterloo/Beltway	Te Awa Kairangi (RiverLink) and Hutt City Council (Local Network)	Waka Kotahi, Greater Wellington, Hutt City	<p>Waka Kotahi, Greater Wellington Regional Council and Hutt City Council agree no further action is required</p> <p>Reasons or comments:</p> <ul style="list-style-type: none"> • Was to be considered under the former Transport Choices programme (now not progressing) • Future design updates will be considered through the Project Design Liaison Group • RiverLink and Hutt City Council to develop map(s) showing current and planned routes that highlight where project scopes start / end

Recommended Endorsement #10

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
10	Rail-side underpass at Ngauranga improvements	Shared path connection following the road route alongside the SH2 Ngauranga offramp may be deficient due to constraints under the interchange, and that the rail corridor option should be progressed.	LGWM	Waka Kotahi, Wellington City Council, Greater Wellington Regional Council, KiwiRail	<p>Waka Kotahi agrees no further action is required</p> <p>Reasons or comments:</p> <ul style="list-style-type: none"> Widening the existing underpass, or adding a new underpass, would require significant structural work. Therefore, such changes have been ruled out due to both cost and complexity Adding cycling provision through the existing rail underpass could be further discussed with KiwiRail (but it is unlikely that approval will be forthcoming for health and safety reasons)

Recommended Endorsement #11

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
11	Legibility of The Esplanade cycle connections	Need to establish a clear position on next steps for improving cycling on The Esplanade. For example, existing shared paths are not suitable for cycling, and that the tie-in at Honiana Te Puni Reserve is unclear	Nga Uranga ki Pito-One, Hutt City local network	Waka Kotahi, Hutt City	Agree that Hutt City Council is to provide further information on future cycle plans for The Esplanade It is noted that SH2 cycle improvements have been designed to link with both on road and off road shared user facilities along The Esplanade

Recommended Endorsement #12

No.	Request	Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
New Issue #1	Need a clear vision / strategy for cycling between Hutt and Wellington	<p>Concerns raised include:</p> <ul style="list-style-type: none"> • Planning and implementation are fragmented and without meaningful governance • Individual components are not being assessed or judged on their impact on the whole, and objective setting, engagement and options assessment for each component is poor • Needs to be a clear vision for this whole programme of initiatives – what is the ambition, what is the opportunity? 	All projects	HCC, GW and Waka Kotahi	<p>Waka Kotahi, GWRC, HCC agree in part.</p> <p>Reasons or comments:</p> <ul style="list-style-type: none"> • Vision / objectives are already set in the RLTP • GWRC responsible for monitoring progress of RLTP • Future governance arrangements / monitoring processes to be considered once the RLTP is in place

Recommended Endorsement #13

No.	Request		Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
New Issue #2	New Issue	Deferral of the on-road bidirectional cycleway along The Esplanade	This project has been deferred due to cost. Improving cycling along The Esplanade is not dependent on Cross Valley Connections Phase 1 proceeding	Phase 1 of Cross Valley Connections	HCC	<p>Suggested recommendation for HCC's consideration</p> <p><i>Noted by HCC</i></p> <p><i>Reasons or comments:</i></p> <ul style="list-style-type: none">• <i>With Cross Valley Connections Phase 3 to be advanced as a priority, there may be an opportunity to reconsider the timing of Phase 1</i>

Recommended Endorsement #14

No.	Request		Description	Relevant Projects	Relevant Organizations	Recommendation for Endorsement
New Issue #3	New Issue	Deferral of the Melling to Waterloo Cross Valley Cycle Route	This long-standing project has been deferred due to cost	Melling to Waterloo Cross Valley	HCC	<p>Suggested recommendation for HCC's consideration</p> <p><i>Noted by HCC</i></p> <p><i>Reasons or comments:</i></p> <ul style="list-style-type: none">• <i>Timing of this connection will be re-considered in future when funding becomes available</i>

Pātai

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