

Re: Wellington to Hutt Valley Cycle Catch-up - Quarterly Meeting notes 2 March 2022

From: Patrick Morgan <patrick@can.org.nz>

Sent: Wednesday, 2 March 2022 1:06 PM

To: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Subject: Wellington to Hutt Valley Cycle Catch-up - Quarterly Meeting notes 2 March 2022

Hi Adrienne,

thanks for running the meeting. It's a feat to get everyone in the room.
A valuable exchange of info.

We'll discuss the call for cycling reps for the proposed Riverlink liaison group and be in touch.

If it helps, I took some notes. Feel free to use these when you compile the minutes.

--

Patrick Morgan

Project Manager

CAN – Cycling Action Network

Tel [s 9\(2\)\(a\)](tel:0447920000) twitter: @patrickmorgan @CyclingActionNZ

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**Wellington to Hutt Valley Cycle Catch-up - Quarterly Meeting
2 March 2022 via Teams**

Agenda

Out of Scope

Out of Scope

Out of Scope

Petone – Melling

Adrienne – re shared underpass safety concerns, the design is locked in. Walkers won't be banned. No intention to revisit this.

Gene – will we learn from this?

Simon – useful for Weltec access. Unlikely to have got funding for a separated underpass.

Marco – flooding. Engineer told him rain destroyed the pump. New pump coming. Need to remove arsenic first.

Scales Lane crossing

Adrienne – met Kiwirail on the process for getting a crossing. Not easy. Will keep pushing.

Options are bridge or underpass, but \$\$\$. Could be other options.

Gene – it's an important link. Absence of a crossing is a safety issue.

Out of Scope

Out of Scope

Out of Scope

2. **Underpass south of Petone Station.**

1. You have completed a safety audit given the conflict inherent in this design. Such an audit is very limited – it does not consider alternates, nor the impact of “safety improvements” on the overall objective of the project.
2. The alternative of making the underpass cyclist only was therefore not considered. We think this alternative is better – that is making the underpass cyclist only and the nearby existing underpass at Petone Station pedestrian only – cyclists and pedestrians both have a strong preference for separation. There is also precedent in this vicinity of other pedestrian excluded routes (eg McKenzie Ave bridge, and the cycle path north of the station).
3. Could you please explain your rationale for maintaining this as a shared route compared to our suggestion.

1. **Path through the Petone Station car park.** We have now reviewed the safety audit. Our frustration is that a safety audit does not consider the objectives of the whole corridor – so, even though the proposed safety improvements (effectively a “slow zone”) compromise the efficacy of the whole corridor, other alternatives remain unconsidered. We accept alternatives would require agreement from GWRC – but they should therefore be in the room. As an analogy, safety at the Melling intersection could be significantly improved by making it a “slow zone” (say of 50 kmph). But this would compromise the whole corridor for cars and so a very expensive, multiagency alternative is being proposed. Why can't this thinking also apply to people who cycle?

2. **Dowse Interchange:**

1. Dowse is a key potential connection point for the Te Ara Tupua path. Dowse is therefore one of the critical success factors (a significant lever) to make Te Ara Tupua even more successful.

2. Dowse is the closest connection for Alicetown (pop 3,000), Woburn (pop 1,800), and Waterloo (pop 5,400 – at least until Riverlink is completed). It could also be a preferred route for people in north and east Petone, and potentially Moera. That's 15,000+ people who could make good use of this connection onto Te Ara Tupua, via Wakefield St and the Ava rail bridge, if a safe and convenient connection existed. These suburbs are well within the "easy-orbit" for e-bikers into Wellington.
3. The current plan of negotiating two multi-lane roundabouts and motorway on and off ramps is better than nothing - but only just!! It is profoundly off-putting for all but confident road riders.
4. So we would like to see Scales Lane progressed.
 1. We accept it's a multiagency issue. Kiwirail is concerned about safety – but does not consider the higher risks for cyclists on alternate routes compared to a well constructed rail-crossing. HCC and Waka Kotahi will of course want the other to foot the bill.
 2. The Wakefield St/Hutt Rd intersection would need work – either with a cycle refuge in the middle, a pedestrian/cycle crossing, signals, etc.
5. But this is a substantial opportunity to improve returns on your huge investment in Te Ara Tupua at a very small marginal cost. We need something more than "it's hard but we'll talk about it". How do we together get the right thing to happen?

Out of Scope

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RE: Scales Lane level Crossing

Adrienne Black

To Eddie Cook, Alan Gilbert, Jennifer Forret

Cc Shaun Bullard

Thanks Eddie – Good to know.

[@Jennifer](#) – are you free to catch up next week about this?

Thanks all, I appreciate the help here.

A

Adrienne Black (she/her)

Phone: s 9(2)(a)

Mobile: s 9(2)(a)

Waka Kotahi NZ Transport Agency



From: Eddie Cook <Eddie.Cook@kiwirail.co.nz>

Sent: Friday, 4 March 2022 8:00 AM

To: Adrienne Black <Adrienne.Black@nzta.govt.nz>; Alan Gilbert <Alan.Gilbert@kiwirail.co.nz>

Cc: Jennifer Forret <Jennifer.Forret@kiwirail.co.nz>; Shaun Bullard <Shaun.Bullard@kiwirail.co.nz>

Subject: RE: Scales Lane level Crossing

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Kia ora Adrienne

As you are applying for a new pedestrian level crossing, you will need to contact Jenn Forret (ccd) from KiwiRails Property Team.

There is a new level crossing application process that the Cycleway owner will need to go through.

Jenn can provide advice on the new level crossing application requirements.

Regards,

Eddie Cook | Senior Level Crossing Engineer CPEng, CMEngNZ

Ph: s 9(2)(a)

Level 2, Wellington Railway Station, Bunny Street, Wellington 6011 | PO Box 593, Wellington 6140, New Zealand



Backbone of integrated transport networks

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From: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Sent: Thursday, 3 March 2022 4:40 pm

To: Alan Gilbert s 9(2)(a); Eddie Cook <Eddie.Cook@kiwirail.co.nz>

Subject: Scales Lane level Crossing

CAUTION EXTERNAL EMAIL: Do not click links or open attachments unless you know the content is safe.

Hi Alan and Eddie

Shaun Bullard kindly pointed me in your direction as the best people to talk to regarding pedestrian level crossings.

Are you two free to catch up next Friday 11th March something after 11am?

As a bit of context, as part of the Petone to Melling Cycleway in Wellington we have been asked repeatedly from the community for a connection onto the cycleway from Hutt Road at Scales Lane (image below). This will require crossing the Melling Line. I'm hoping to get an idea of the process you go through to assess the safety risk of pedestrian level crossing and the possibility of a new level crossing being put in at this location. I'm aware you have a policy of not allowing any new level crossings but wondering if there is a workaround here given the low frequency of train trips on the Melling Line.



<https://www.google.co.nz/maps/place/Scales+Lane,+Alicetown,+Lower+Hutt/@-41.2171812,174.88169,420m/data=!3m1!1e3!4m5!3m4!1s0x6d38aba35025cfb9:0xb4cf456e900739cd!8m2!3d-41.2171812!4d174.8824204>

Thanks in advance for your time here.

Ngā mihi

Adrienne Black (she/her)

Regional Principal Transport Planner - Wellington and Top of the South, System Design Transport Services

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Adrienne Black

To James Wratt

Thanks James

Adrienne Black (she/her)

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From: James Wratt <James.Wratt@nzta.govt.nz>

Sent: Friday, 25 February 2022 9:20 AM

To: Adrienne Black <Adrienne.Black@nzta.govt.nz>; Simon Kennett <Simon.Kennett@nzta.govt.nz>

Subject: RE: Scales Level Crossing

Hi Adrienne, Simon

I'll add it to the LCLR long list. Not sure how well it will prioritise. Let me know if KiwiRail is ok with the idea.

James Wratt (he/him)

Multi-modal Advisor, Programme & Standards

Transport Services

Email: james.wratt@nzta.govt.nz

Phone: s 9(2)(a)

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From: Adrienne Black <Adrienne.Black@nzta.govt.nz>
Sent: Friday, 25 February 2022 6:57 am
To: Simon Kennett <Simon.Kennett@nzta.govt.nz>; James Wratt <James.Wratt@nzta.govt.nz>
Subject: Re: Scales Level Crossing

Thanks for sharing this pic!

Yea a connection here would actually be great.

I'll reach out to KiwiRail to start the conversation.

A

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From: Simon Kennett <Simon.Kennett@nzta.govt.nz>
Sent: Thursday, February 24, 2022 3:43:41 PM
To: James Wratt <James.Wratt@nzta.govt.nz>
Cc: Adrienne Black <Adrienne.Black@nzta.govt.nz>
Subject: Scales Level Crossing

FYI, the 2009 Google Streetview image shows the Scales Lane level crossing just after it was closed.
<https://www.google.co.nz/maps/@-41.2167654,174.8820611,3a,25.5y,308.29h,81.9t/data=!3m6!1e1!3m4!1s255ZWWUhFPbyZokwwKKIPA!2e0!7i113312!8i6656>

Trains go half-hourly, on weekdays only, but I suspect KiwiRail will still want an electronic gated crossing.

Note that this could connect Te Ara Tupua nicely to a cycling facility on Wakefield St (which features on HCC's micro-mobility network plan).

Simon Kennett (he/him)

Principal Multi-modal Advisor, Programme & Standards

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Shaun Bullard

To Adrienne Black

Hi Adrienne,

I could do 9:30-10 next Tuesday.

Happy to have a chat, but would you be able to provide some context prior?

I should point out that KiwiRail's policy with any new permanent crossings is that they are grade separated.

Regards,

Shaun Bullard | Wellington Metro Performance Manager

MOB: s 9(2)(a)

154 Hutt Road, Kaiwharawhara, Wellington, 6035 | PO Box 30-995, 5040, Lower Hutt, New Zealand



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From: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Sent: Friday, 25 February 2022 1:21 pm

To: Shaun Bullard <Shaun.Bullard@kiwirail.co.nz>

Subject: RE: Level crossing - Scales lane

Great, thank you.

Are you free next Tuesday before 10am or after 3.30pm for a quick call?

A

Adrienne Black (she/her)

Phone: s 9(2)(a)

Mobile: s 9(2)(a)

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From: Shaun Bullard <Shaun.Bullard@kiwirail.co.nz>

Sent: Friday, 25 February 2022 10:16 AM

To: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Subject: RE: Level crossing - Scales lane

Hi Adrienne,

Yes I should be able to help you out, or point you in the right direction if I can't.

Regards,

Shaun Bullard | **Wellington Metro Performance Manager**

MOB: s 9(2)(a)

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From: Adrienne Black <Adrienne.Black@nzta.govt.nz>
Sent: Friday, 25 February 2022 10:08 am
To: Shaun Bullard <Shaun.Bullard@kiwirail.co.nz>
Subject: Level crossing - Scales lane

Hi Shaun

I would like to talk to someone at KiwiRail about the possibility of a level crossing near scales lane in the Lower Hutt. Are you the right person for me to be reaching out to? I recall you were involved in a conversation about a level crossing at Manor Park a while back.

Thanks for your help.

A

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From: Jennifer Forret <Jennifer.Forret@kiwirail.co.nz>
Sent: Friday, March 4, 2022 9:29:15 AM
To: Adrienne Black <Adrienne.Black@nzta.govt.nz>; Eddie Cook <Eddie.Cook@kiwirail.co.nz>; Alan Gilbert s 9(2)(a)
Cc: Shaun Bullard <Shaun.Bullard@kiwirail.co.nz>; Alex Myrissi-Philips <alexandra.philips@kiwirail.co.nz>
Subject: RE: Scales Lane level Crossing

Good morning Adriene,

As I am sure you're aware, level crossings (both vehicular and pedestrian) are acknowledged internationally as introducing high safety risks to all users of the rail network. KiwiRail has, as you've pointed out, a policy of no new level crossings due to this increase in risk, and are actively endeavouring to reduce the number of level crossings throughout the network through closure and grade separation, to reduce the associated risk.

KiwiRail's accepted preference is for grade separated access to cross the rail corridor.

An application for a new level crossing will only be approved as an exception to this safety policy in

exceptional circumstances, where an overall reduction of existing risk to the rail network can be demonstrated. This reduction of risk generally involves the removal of one or more existing level crossings in preference for a safer location. Any application would also have to demonstrate why a grade separated option was not possible. An LCSIA to support this is generally required.

In my experience, and based on the information provided, an application for a new level crossing at this location would not be permitted.

If you believe that this proposed pedestrian level crossing would qualify as an exemption to the no new level crossing policy, and is able to both provide an overall reduction to risk on the network and justify an inability for a grade separated alternative, please let me know and I can advise you how to make an application.

Ngā mihi,

Jen

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Thanks Shaun

Yes I had heard this was the current policy at KiwiRail.

Basically, we're wanting to explore how we can better connect people in Alicetown and Surrounding area to the Petone to Melling cycleway. A connection at Scales Lane would be ideal.

I appreciate there is a policy in place to avoid new level crossings but wanted to have a chat about this particular case.

Thanks in advance for your time. I'll send an invite through for Tuesday.

A

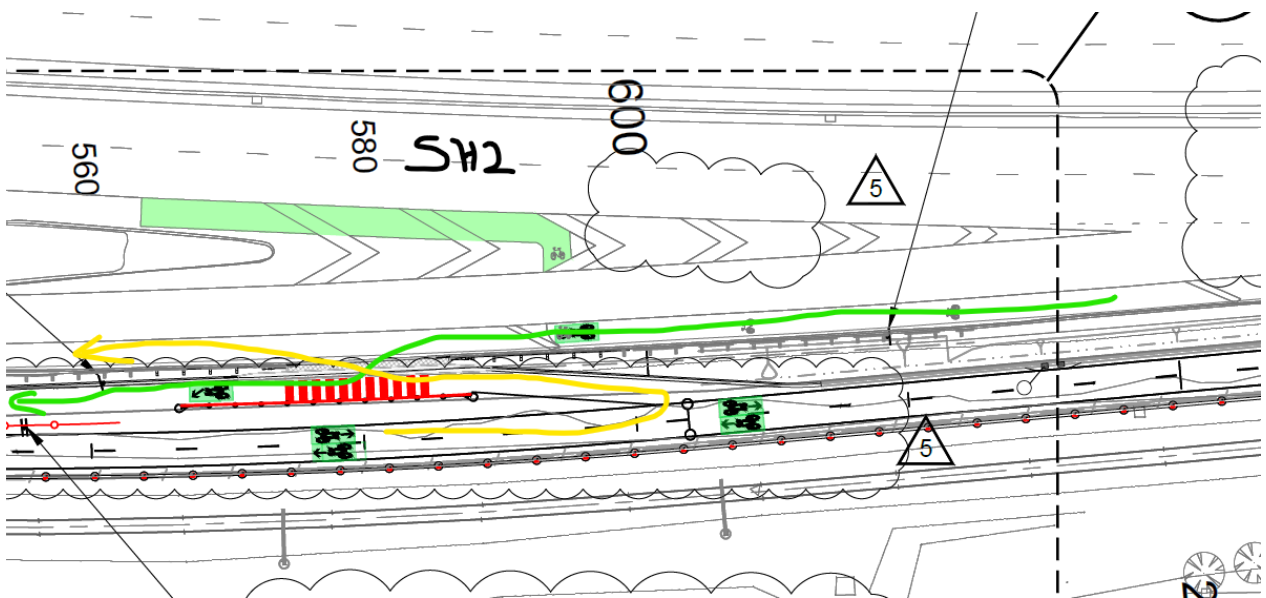
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Hi Adrienne

I think there was (from an early stage in the design) going to be breaks in the barrier at the off-ramp and on-ramp to allow southbound road cyclists to by-pass Dowse interchange. The \$500K scope change is for something extra.

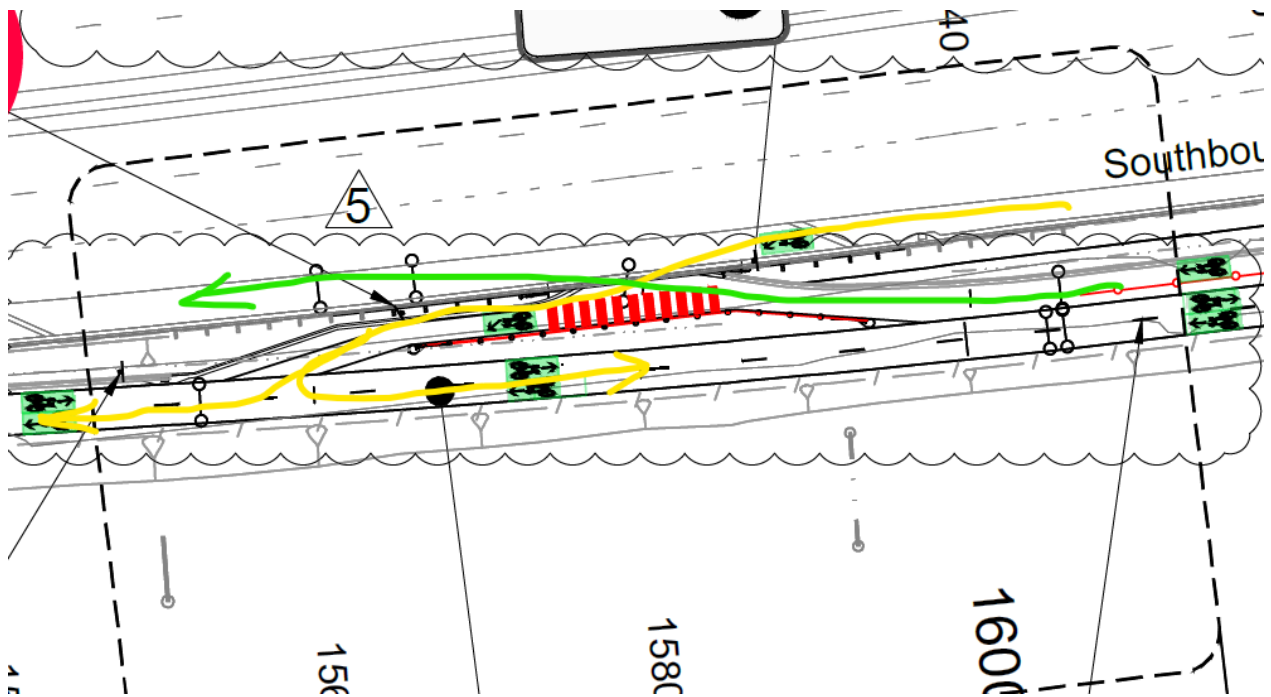
About three years ago the advocates (Timon and Gene) requested that they also be able to ride from the cycleway to the Dowse roundabout (and vice-versa) so that there was some level of connectivity to Alicetown and the western hills at that point. One of the early designs had provision for that, but at a cost of about \$3M (i.e. deemed unaffordable).

Gerry and I put together a case for a less expensive connection (that will work for experienced riders who might otherwise stick to the highway or Hutt Rd) and Sharleen ran with it. That's the \$500K scope adjustment. Here's a picture of the movement that enables, onto the Dowse off-ramp:



Yellow is riders going from Te Ara Tupua to nearby suburbs (via the roundabout). Green is for the highway riders who just use the bypass.

That's similar to what's achieved at the on-ramp:



This ended up being more expensive that we expected as the main path had to be raised and pushed towards the rail lines in order for the tight turns to be a reasonable radius and gradient.

No doubt the advocates will point out that Dowse roundabout is no good for 'Interested but Concerned' riders. True, but neither is the roading environment beyond the roundabout. That will change if HCC succeeds in putting a facility along Wakefield St.

Cheers,
Simon

From: Adrienne Black <Adrienne.Black@nzta.govt.nz>
Sent: Thursday, 24 February 2022 5:55 PM
To: Simon Kennett <Simon.Kennett@nzta.govt.nz>; Gray Renwick <gray.renwick@nzta.govt.nz>
Cc: Joel Rowan <Joel.Rowan@nzta.govt.nz>
Subject: RE: Wellington to Hutt Valley Cycle Advocates - Meeting Prep

Thanks Simon

In terms of your comment about the connection from P2M to Dowse costing about \$500K. Is the referring to the southbound connection that's been added into scope?

Also, you're right about their other comments on P2M – we've been over it a couple of times now. [@Gray](#), I can handle that convo so you don't have to attend this meeting if you would rather not..

A

Adrienne Black (she/her)

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From: Simon Kennett <Simon.Kennett@nzta.govt.nz>

Sent: Thursday, 24 February 2022 1:05 PM

To: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Cc: Gray Renwick <gray.renwick@nzta.govt.nz>; Joel Rowan <Joel.Rowan@nzta.govt.nz>

Subject: RE: Wellington to Hutt Valley Cycle Advocates - Meeting Prep

Kia ora Adrienne

I've dumped some thought (in blue) in to the doc, while it's fresh in mind.

Gray – I've included my thoughts about their P2M comments.

Out of Scope

Cheers,

Simon

From: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Sent: Wednesday, 23 February 2022 5:52 PM



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FYI, the 2009 Google Streetview image shows the Scales Lane level crossing just after it was closed.

[https://www.google.co.nz/maps/@-](https://www.google.co.nz/maps/@-41.2167654,174.8820611,3a,25.5y,308.29h,81.9t/data=!3m6!1e1!3m4!1s255ZWWUhfPbyZokwwKKIPA!2e0!7i113312!8i6656)

[41.2167654,174.8820611,3a,25.5y,308.29h,81.9t/data=!3m6!1e1!3m4!1s255ZWWUhfPbyZokwwKKIPA!2e0!7i113312!8i6656](https://www.google.co.nz/maps/@-41.2167654,174.8820611,3a,25.5y,308.29h,81.9t/data=!3m6!1e1!3m4!1s255ZWWUhfPbyZokwwKKIPA!2e0!7i113312!8i6656)

Trains go half-hourly, on weekdays only, but I suspect KiwiRail will still want an electronic gated crossing.

Note that this could connect Te Ara Tupua nicely to a cycling facility on Wakefield St (which features on HCC's micro-mobility network plan).

Simon Kennett (he/him)

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From: david.tripp@xtra.co.nz <david.tripp@xtra.co.nz>

Sent: Saturday, 11 December 2021 4:59 PM

To: Adrienne Black <Adrienne.Black@nzta.govt.nz>

Cc: 'Gene Clendon' <gene@clendon.org>; 'Timon Bakker' <timon.bakker@gmail.com>; 'Patrick Morgan' <patrick@can.org.nz>; marco.renalli@gmail.com; 'Larri Wallbridge' <larri@gottaride.biz>; Gray Renwick <gray.renwick@nzta.govt.nz>; Simon Kennett <Simon.Kennett@nzta.govt.nz>; Sharleen Hannon <Sharleen.Hannon@nzta.govt.nz>; Joel Rowan <Joel.Rowan@nzta.govt.nz>

Subject: Petone to Melling - Scales Lane

A follow up to our last meeting –

I'm really saddened with your decision to pass putting in a link at Scales Lane (on the Petone to Melling path) to the Hutt City Council.

We've tried throughout this project to emphasize the importance of linkages onto this key arterial route – Dowse is a classic example. The breaks in the barriers on SH2 that you agreed to provide allow entry/exit for SH2 cyclists – but for the MANY potential cyclists in Alicetown and across the Ava rail bridge (Waiwhetu and Moera)– a four lane flier-over to access the path is a show stopper.

Key linkages – as with the state highway network – on a project such as this should be NZTA's responsibility. On Transmission Gully, you've built an interchange at Cannons Creek and at Haywards so it forms part of a connected network. You haven't left it to the local authority.

So – to decide that this key link is HCC's responsibility lacks consistency, and while you will see it as a "get out of jail free card", it undermines the effectiveness of this welcome trail. You've also built a

robust and detailed working relationship with Kiwirail in delivering this project – it doesn't make sense to pass this off to a new party.

I think we're all the losers. Please could you think again?

David



Just a note of clarification here.

We're not looking to pass this on to Hutt City Council, and it hasn't been dropped off our list of things to address. However, as Sharleen noted, a level crossing here would require agreement from KiwiRail, funding, and a connection into the local network. We intend to work with Hutt City Council to work through these things.

Thanks

Adrienne Black (she/her)

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Waka Kotahi NZ Transport Agency



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