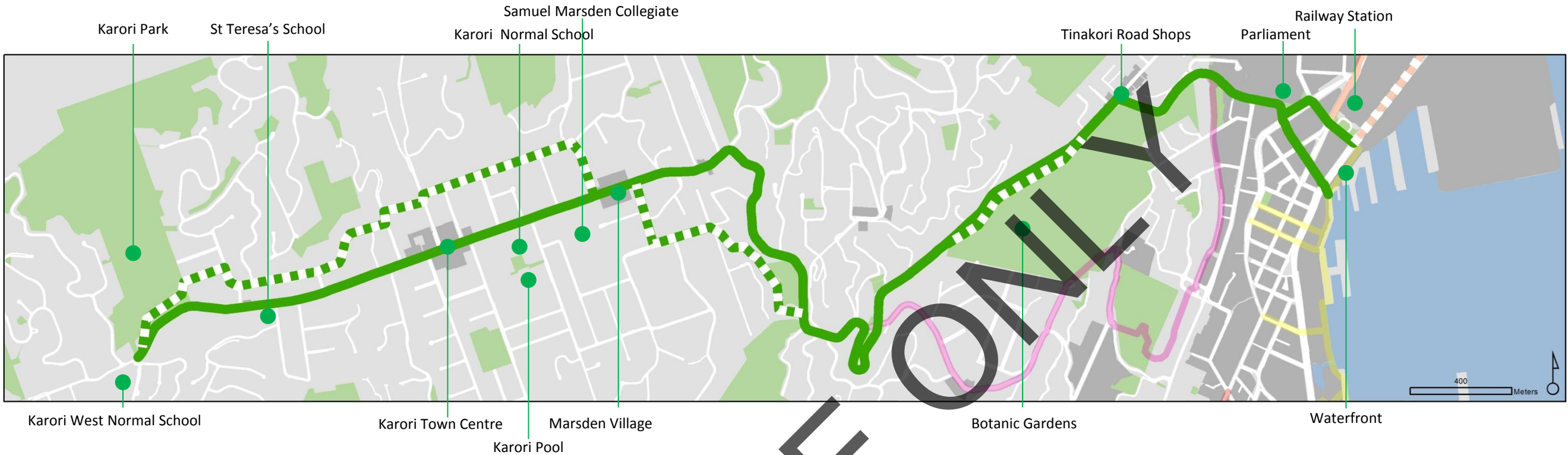


# Wellington Cycle Principles Applied: Karori



Karori is Wellington's largest suburb and has been experiencing strong growth in cycling despite the 180m elevation difference between Lambton Quay and Marsden Village. This part of the network needs to provide for cyclists more safely on uphill routes constrained by both heavy public transport use and steep terrain. It is important to provide a network which can allow students and parents access local schools and amenities to ease congestion within the suburb.

- Length:** 6.3 km
- Population Served by Route:** 18,000 people plus Makara Peak Mountain Bike users.
- Number of Students along route:** 1,983 students
- Schools linked:** Karori West Normal School, Karori Normal School, Samuel Marsden Collegiate and St Teresa's School
- Town Centres linked:** Karori, Marsden Village, Tinakori Road, Central City
- Links to other Cycleways:** Kelburn, Petone, Central City.

## Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Karori Medium Density Area	Wellington City Council	2016-2019
Kaori Town Centre Upgrades	Wellington City Council	2016-2019
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022

## Cycle Way Treatments

We aim for the following treatments in building the Karori Cycleway.



## Decision Points

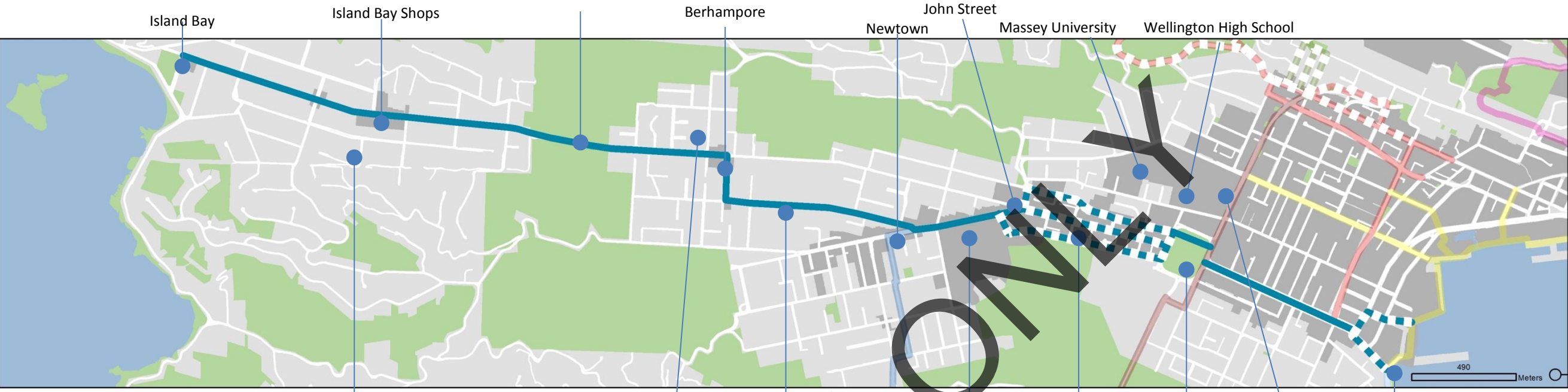
There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



- Signals and crossings at Marsden Village could require work
- Road widening will require re-cutting bank
- Karori Tunnel
- Karori Town Centre
- Glenmore St has few side streets to relocate parking.
- Interaction with Botanic Gardens and Gardens Parking
- Complex road layout around The Rigi/Viaduct
- Marsden Village

# Wellington Cycle Principles Applied: Southern

Note: there has been considerable consultation on Island Bay Stage 1

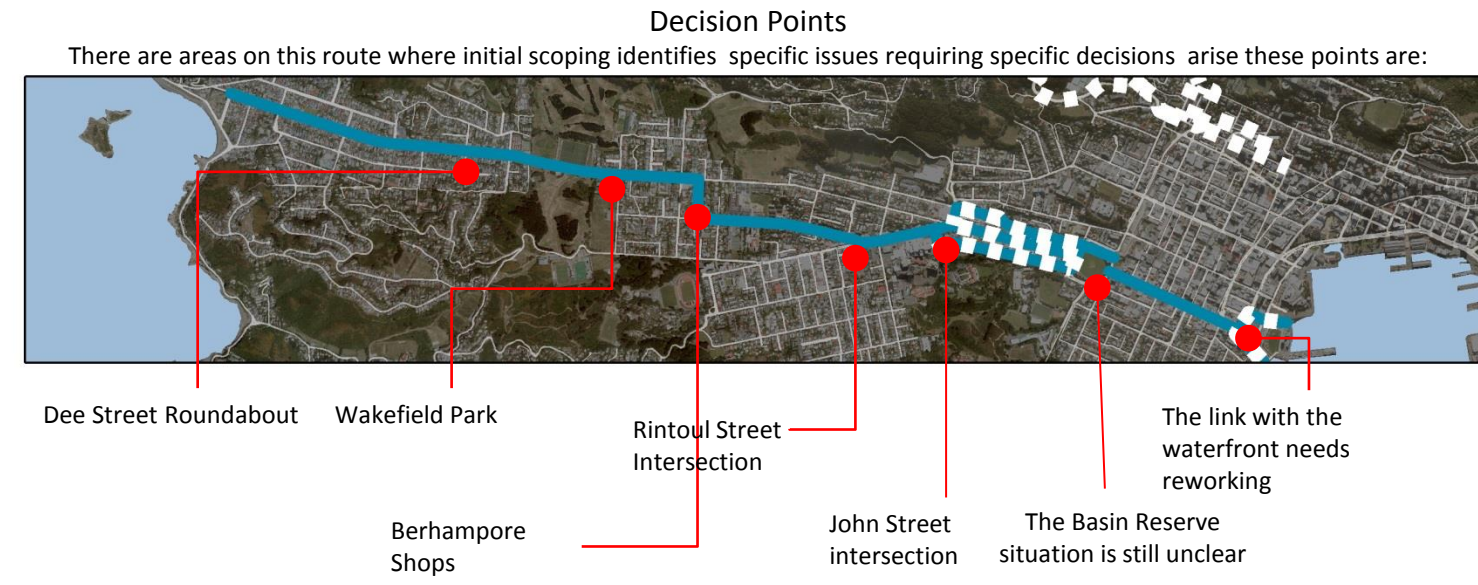
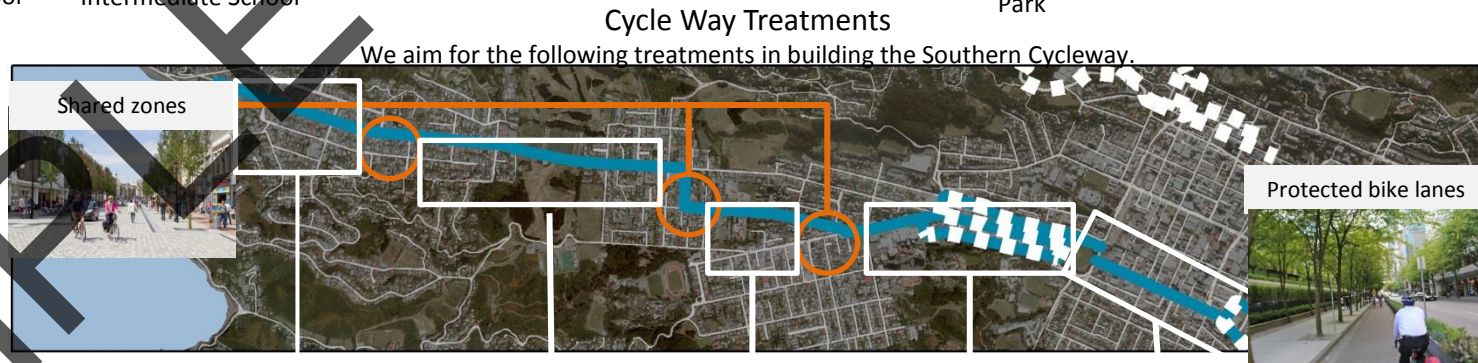


The Southern Corridor forms the southern link in a cycling spine stretching from Island Bay to Featherston. The southern corridor is relatively flat and has a high population density making it ideal for active transport. Just as the large population makes this route ideal in providing choice to commuters it also is difficult because street space is that much more precious in this kind of environment. This route is essential to the overall functioning of the network as it is the spine to which the routes east, east and north run into.

Note: there has been considerable consultation on Island Bay Stage 1

- Length:** 6.3 km
- Population Served by Route:** 28,365 people
- Number of Students along route:** 2,845 students
- Schools linked:** Wellington High School, Wellington College, St Marks School, Massey University, Newtown School, South Wellington Intermediate, Berhampore School, Island Bay School
- Town Centres linked:** Island Bay, Berhampore, Newtown, Adelaide Road, Central City
- Links to other parts of the Network :** Eastern, Hataitai, Central City, Great Harbour Way

Other Projects	Agency Responsible	Indicative Timing
Basin Reserve	NZTA	2015-2022
Kent-Cambridge Terrace Upgrade	Wellington City Council	2019-2024
Adelaide Road Upgrade	Wellington City Council	2018-2022
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022
Inner City RONS	NZTA	2015-2024

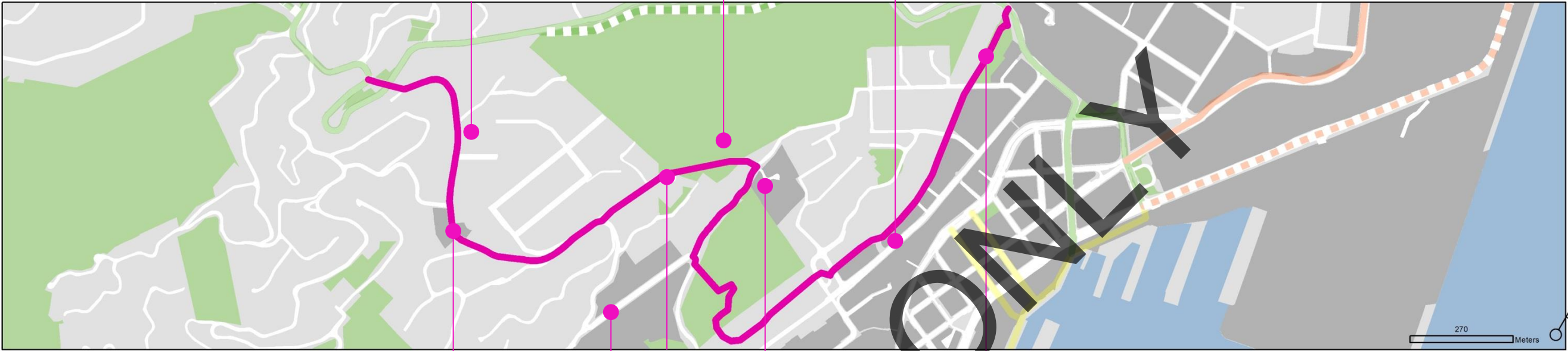


# Wellington Cycle Principles Applied: Kelburn

Kelburn Normal School

Botanic Gardens

The Terrace



Kelburn Shops

Victoria University

Weir House Hostel

Bolton Street Cemetery

The Kelburn Cycleway forms the link between Victoria University and the City. Kelburn is of wider strategic importance as it provides a link between the Karori network, the University and the employment centres along The Terrace and Te Aro. With 124m climb, narrow streets and steep grades Kelburn presents a particular set of challenges and opportunities along its relatively short length.

**Length:** 3.5km

**Population Served by Route:** 4,500 people plus Karori Commuters and University Staff/Students from other areas

**Number of Students along route:** 16,500 students

**Schools linked:** Kelburn Normal, Victoria University

**Town Centres linked:** Kelburn, The Terrace, Central City

**Links to other parts of the Network :** Karori, Central

## Cycle Way Treatments

We aim for the following treatments in building the Kelburn Cycleway.



## Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Terrace Tunnel Upgrade	NZTA	2018-2024
Aotea Offramps	NZTA	2018-2024

## Decision Points

There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



Narrow Road restricted by Trees, Viaduct and Cutting

Kelburn Village

Restricted width due to cutting/trees

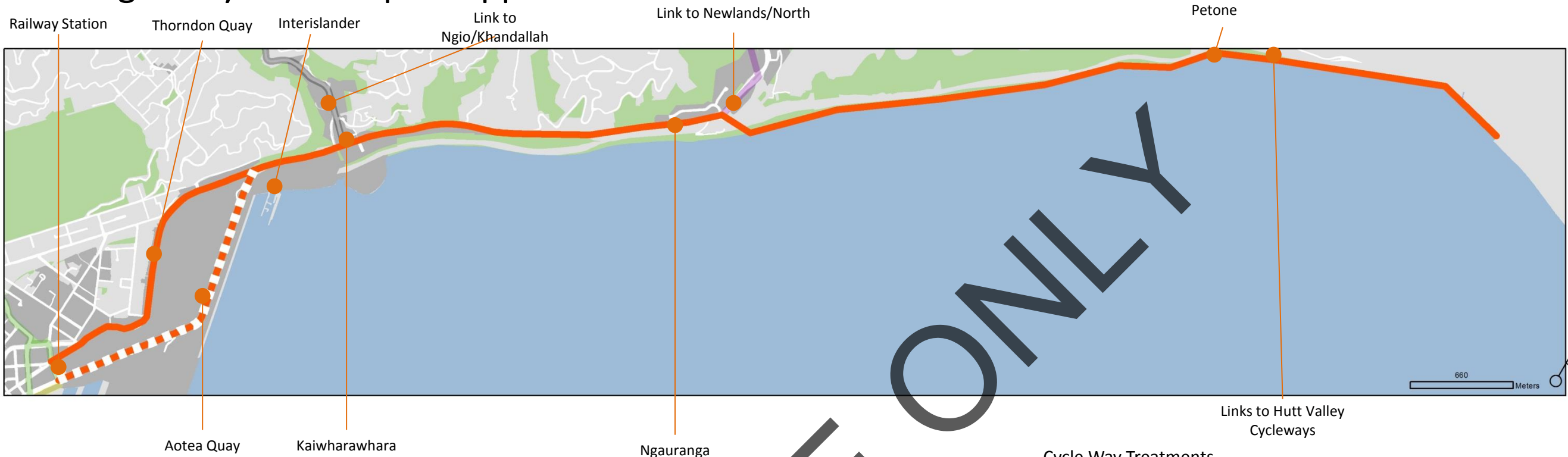
Changes required to accommodate cyclists at botanic gardens

Changes required to Kelburn Park

Works required along motorway corridor

Cycleway will require cutting and grading to cross above terrace tunnel

# Wellington Cycle Principles Applied: Petone



The route along the Harbour to Petone is different from the other proposed cycleways as it is regional in scale and impact – collecting the cycling population from the north and providing a vital easy gradient connection between the City and the Hutt Valley.

- Length:** 10 km
- Population Served by Route:** Hutt Valley and Northern Commuters
- Town Centres linked:** Petone, Kaiwharawhara, Thorndon Quay and Central City
- Links to other parts of the Network :** Northern, Newlands, Hutt Valley Cycleways, Great Harbour Way, Central City, Karori

## Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Petone to Grenada	NZTA	2017-2020
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022
Aotea Offramps	NZTA	2018-2024
SMART Highway	NZTA	Ongoing
SH2 Improvements	NZTA	Ongoing

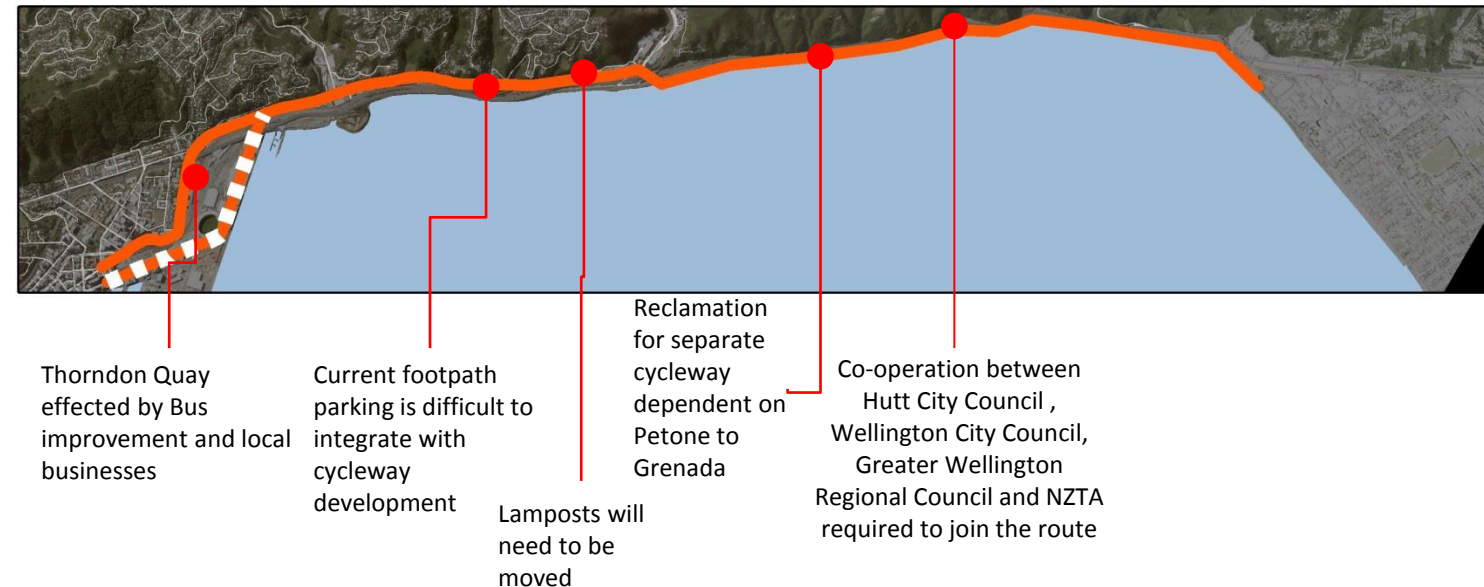
## Cycle Way Treatments

We aim for the following treatments in building the Petone Cycleway.



## Decision Points

There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



# Wellington Cycle Principles Applied: Aro



Pol Hill Reserve  
Mountain Bike Tracks

Aro Valley Town  
Centre

Aro Park

Willis Street  
Cycle Way Treatments

The Aro Valley Route joins the mountain bike tracks of the Pol Hill Reserve with the Aro town Centre and Te Aro. The Valley is a famously bohemian and environmentally minded part of Wellington. Building a high quality cycleway through the Valley will be difficult as it is densely populated with very large blocks of land and small streets.

**Length:** 1km

**Population Served by Route:** 3600 people and visitors to the Polhill Reserve

**Links to other parts of the Network :** Brooklyn, Central City

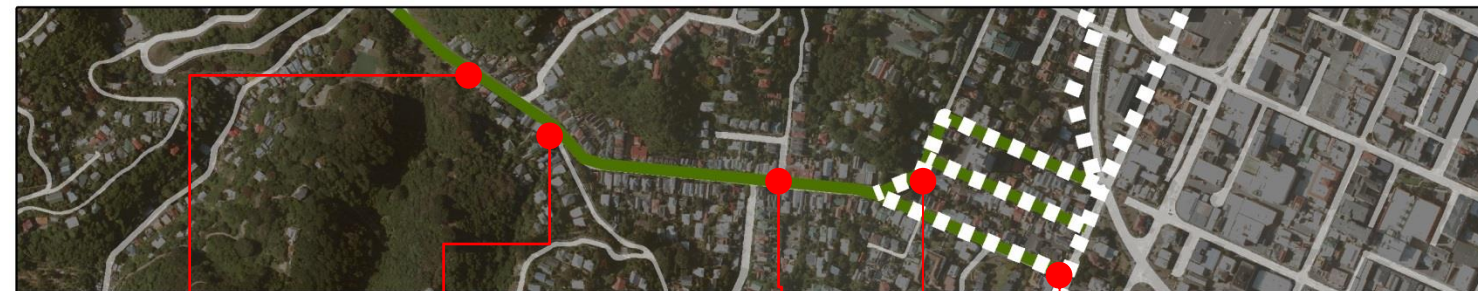


## Links to Other Projects

Other Projects	Agency Responsible	Indicative Timing
Bus Rapid Transport	Greater Wellington Regional Council/ Wellington City Council	2020-2022
Inner City RONS	NZTA	2015-2024

## Decision Points

There are areas on this route where initial scoping identifies specific issues requiring specific decisions arise these points are:



Narrow Street widths

Limited visibility at intersections

Aro Town Centre

Intersections located close together

Potential Changes to Aro Park to accommodate bikes