

OPEN Briefing from Waka Kotahi New Zealand Transport Agency on Ngā Ūranga to Pito-one

Date of Briefing: 2/12/2020 – 4.15pm

Attendees

Elected Members: Mayor Barry, Deputy Mayor Lewis, Cr Briggs, Cr Dyer, Cr Edwards, Cr Hislop, Cr Mitchell, Cr Rasheed and Cr Shaw and Ms P Hanna.

Staff: Ms J Miller, Chief Executive, Ms A Blackshaw, Director Neighbourhoods and Communities, Mr K Puketapu-Dentice, Director Economy and Development, Ms J Lawson, Assets Manager Reserves, Mr A Marsh, Asset Manager Parks, Mr M Jennings, Principal Māori Advisor and Ms K Stannard, Head of Democratic Services.

Attendees: Mr Joel Rowan, Mr Michael Siazon and Mr Ulvi Salayev (Waka Kotahi NZ Transport Agency), Ms Kim Skelton, (Chair Taranaki Whānui), Mr Levi Rona (Taranaki Whānui), Mr Lee Hunter (Taranaki Whānui) and George Tuffin (President Wellington Rowing Association)

Apologies / Absences

Elected Member Apologies: Cr Bassett, Cr Brown and Cr Sutton

Non Attendance: Cr Milne

Key Objectives of the Briefing

The purpose of the briefing is for Waka Kotahi NZ Transport Agency to update members on Ngā Ūranga to Pito-one.

Discussion

- Te Ara Tupua Partners – Waka NZ Transport Agency planning and delivering sections of Ngā Ūranga ki Pito-One (Ngauranga to Petone) and Pito-One to Melling (Petone to Melling) in partnership with mana whenua, Hutt City and Wellington City Councils and KiwiRail.
- The project is to fix a missing link in the walking and cycling network – between Ngā Ūranga Interchange and Petone there is no safe cycle route and no walking route. Very limited provision with most people using the shoulders of SH2. It complements existing networks and planned improvements like RiverLink and initiatives under Let's Get Wellington Moving.
- The new fast-track resource consenting process. The application was lodged with the Environmental Protection Authority in October 2020. A decision will be made by the end of March 2021.
- The primary aim of the project is to create a safe walking and cycling route that helps increase the number of people who walk and cycle both to commute and for recreation and tourism. It also aims to enhance the resilience of the corridor by better protecting it from storm surges and climate hazards. The fast-track consent process is aimed at supporting economic recovery – estimated that the project will generate approximately 330 jobs working either directly on the

project or in its supply chain. Around another 125 jobs are estimated to be supported by the increased spending by people employed directly or indirectly by the project.

- The project design includes a 5m wide shared path 4.5km in length. 626m of the foreshore segment will have the vertical seawall while 2.7km will feature the rock revetment.
- Kaitiaki Strategy and Te Ara Tupua 8 Principles – Ranginui, Mouri, Wai Tai Wai Maori, Ahua, Tātai Whakapapa, Whānau, Mana Whenua and Papatūānuku.
- Key change is the inclusion of vertical seawalls in the coastal edge.
- Honiana Te Puni Reserve: Stage 1 - inclusion of Tāwharau Pods and relocation of water ski and rowing clubs.
- Honiana Te Puni Reserve: Stage 2 (Long Term Vision) – Relocation of Tāwharau Pods and multi-purpose whare.

In response to a question regarding construction funding, Mr Siazon advised that costs would be arrived at during the design phase. The cost would need to be agreed before construction commenced. Mayor Barry highlighted that it was important to manage the community's expectations.

Mayor Barry and members advised that the project was very exciting and the project had Council's full support.

Staff of Waka Kotahi NZ Transport Agency to work with staff from Council.

Next Steps

- **Consent decision** - February/March 2021
- **Appoint contractor and start detailed design** - April/May 2021
- **Early works** - June 2021
- **Shared path open** - 2024

The briefing closed at 5.07pm.

Attachments

Waka Kotahi NZ Transport Agency - Ngā Ūranga ki Pito-One