

Te Ara Tupua: Shifting gears from design to delivery

Transportation Conference 2026





Thorndon Quay and Hutt Road Project

Ngā Ūranga ki Pito-One

Pito-One to Melling

Te Awa Kairangi Riverlink

Johnsonville

Petone

Lower Hutt

Ngaio Gorge

Khandallah

Ngaio Gorge

Wellington

Te Whanganui a Tara
Wellington Harbour

Eastbourne

2023



2026



1950s



Path before
road widening

February 2006



Pre-uni



Pre-fatherhood



TNZ 204PN

Ngauranga to Petone Cycleway Scheme Assessment Report

February 2006



Draft

Prepared by:

G. McKay
Gareth McKay

Opus International Consultants Limited
Wellington Office
Level 9, Majestic Centre
100 Willis Street, PO Box 12-003
Wellington, New Zealand

Reviewed by:

Telephone: +64 4 471 7000
Facsimile: +64 4 471 1397

Date: February 2006
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Transport Archive NGA

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Opus International Consultants Limited 2001

NZ Transport Agency



103741

“

If you're thinking about taking a pleasant cycle ride around the harbour to Petone, forget it. As you can see, it's not much fun any more.

Evening Post, 20 September 1978

”



How do you design and estimate the uptake of a shared path that will be built on land that does not yet exist?







Wainuiomata shared path
(Lower Hutt)



Hutt River Trail
(Lower Hutt)



The Esplanade shared path
(Lower Hutt)



Northwestern Cycleway shared path (Auckland)



Hastings to Havelock North shared path (Hawke's Bay)



Marine Parade shared path (Napier)



Great Taste Trail
(Nelson)

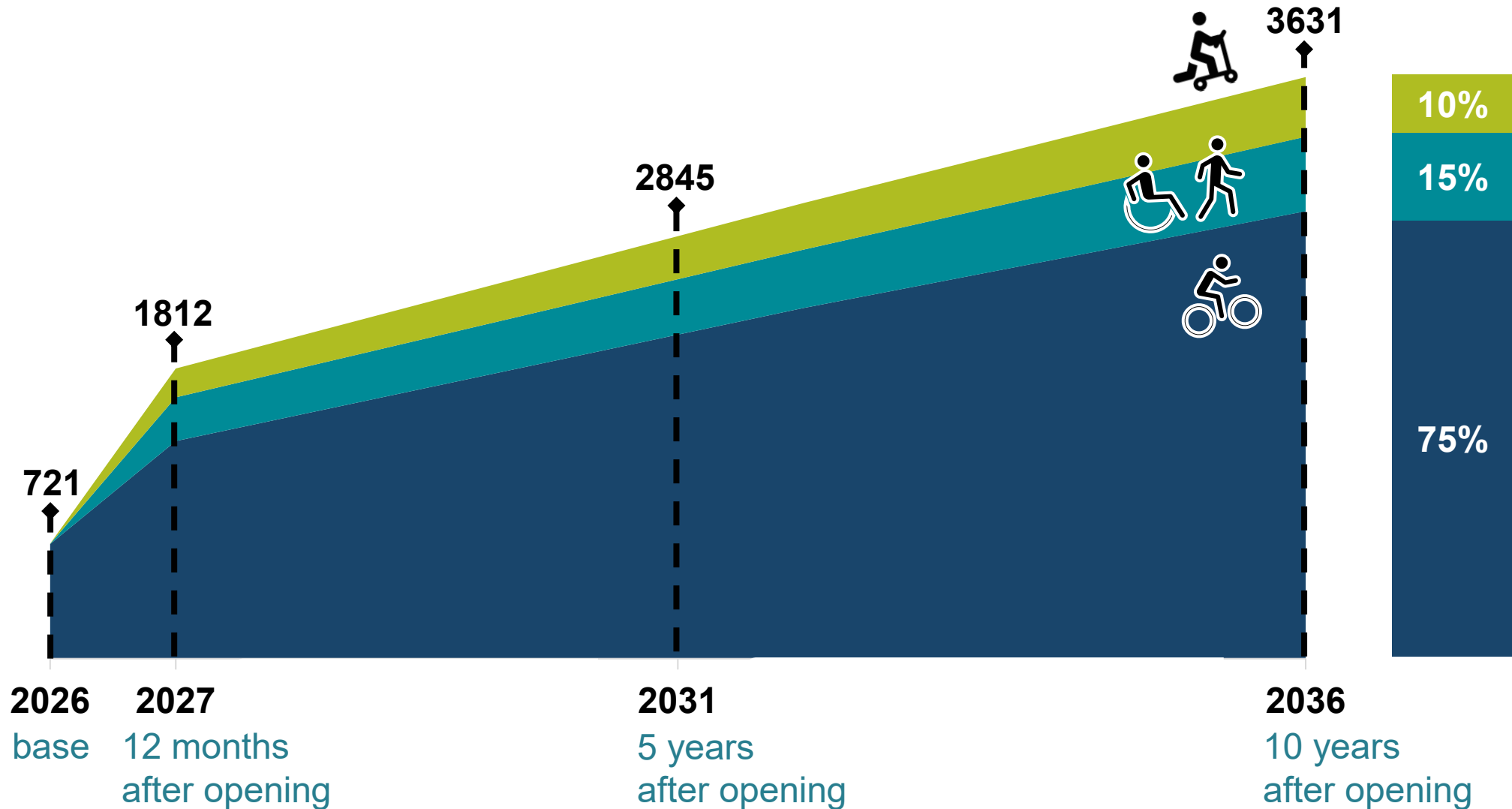


Freemantle Railway Principal Shared Path (Perth, Australia)



Brisbane principal cycleways
(Brisbane, Australia)

Estimated average weekday use (both directions)



Demand assumptions



95% of cyclists will shift to the path



Most people on foot will walk or run only a portion of the path



Accessibility of e-bikes and e-scooters increases uptake



Post-opening growth similar to Auckland's Northwestern Cycleway



WCC cycle network growth

2015 Detailed BC

Built pre-2015



2020 Demand Assessment

Built pre-2022



2026 Path Opening

Built to June 2025 +
planned to 2028



HCC cycle network

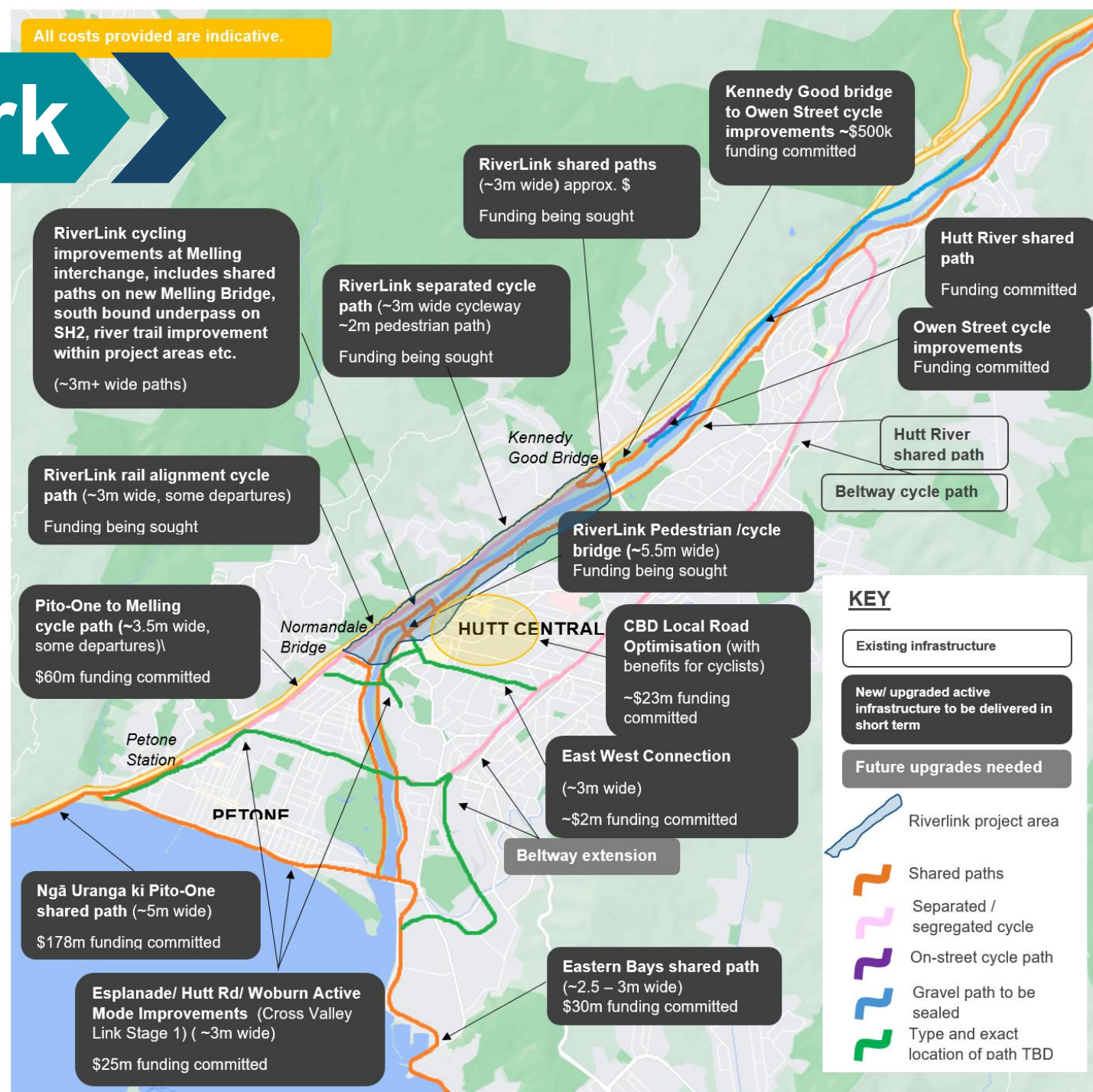
Key connections underway

Te Wai Takamori o
Te Awa Kairangi

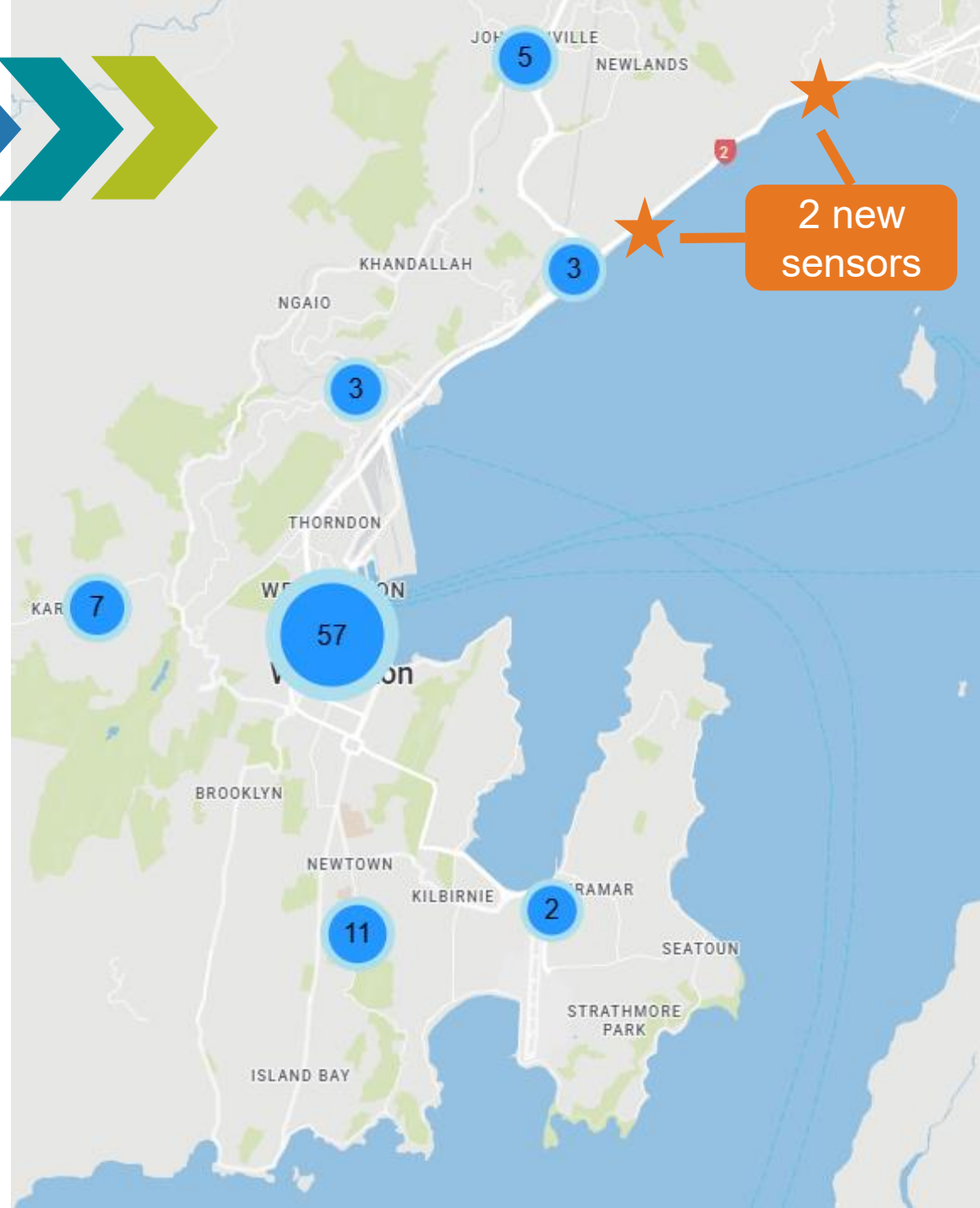
Hutt River Trail

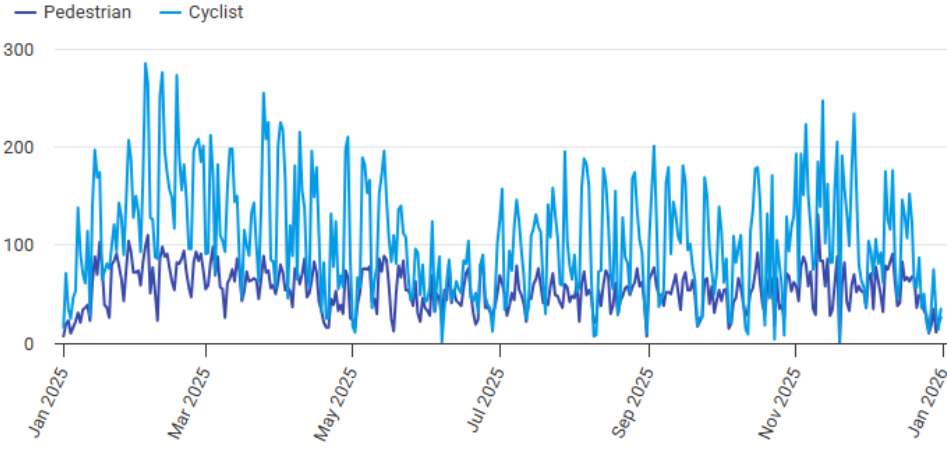
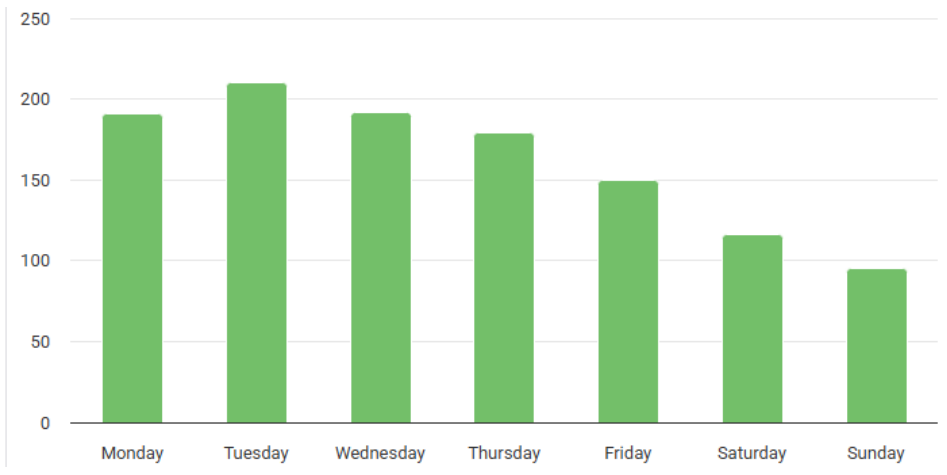
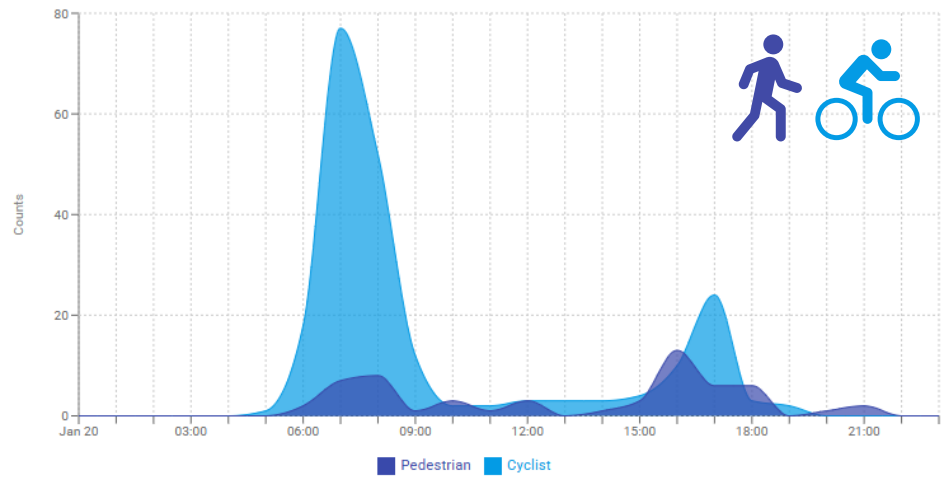
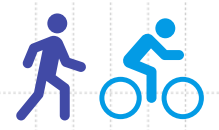
Petone Esplanade

All costs provided are indicative.

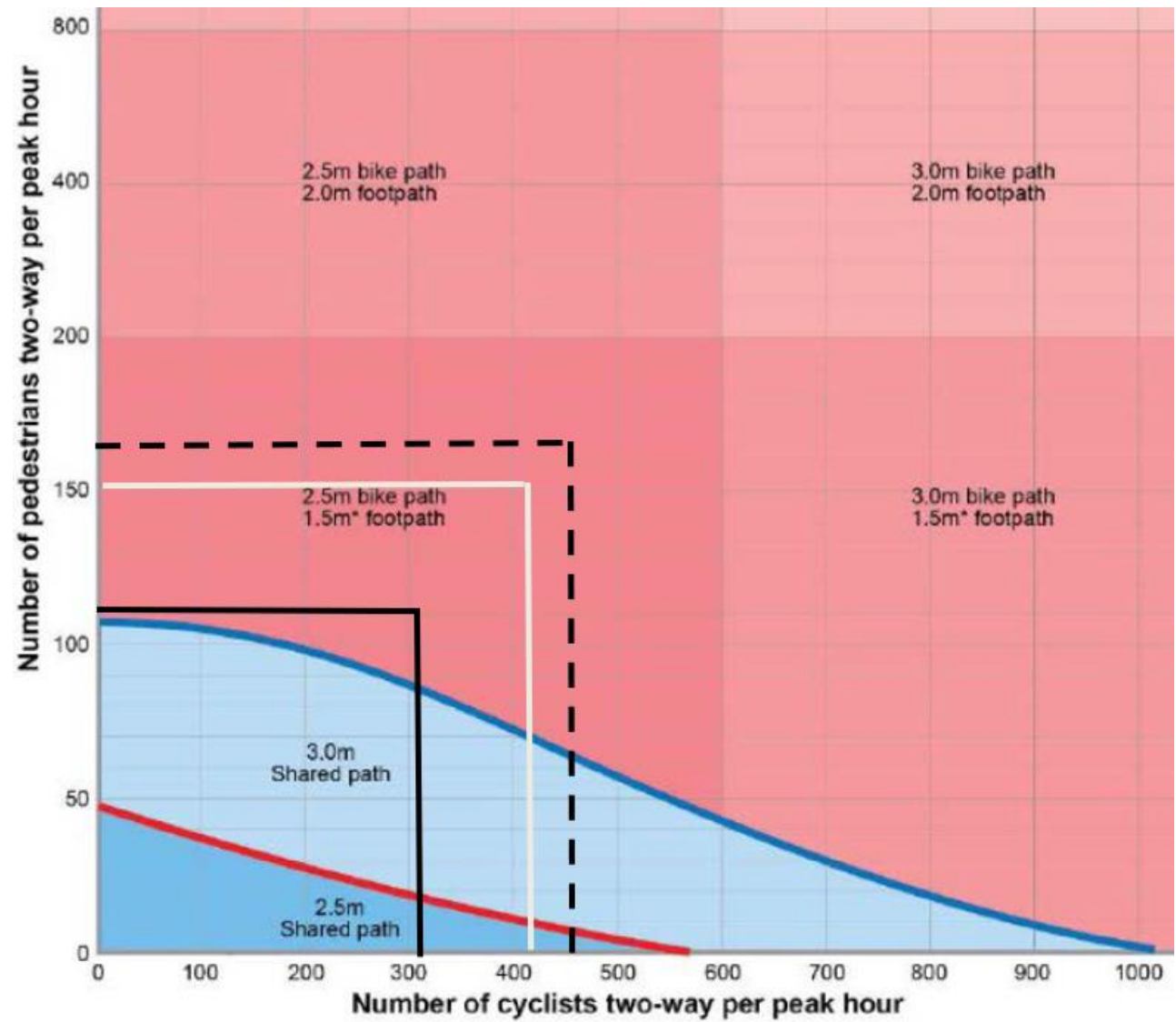
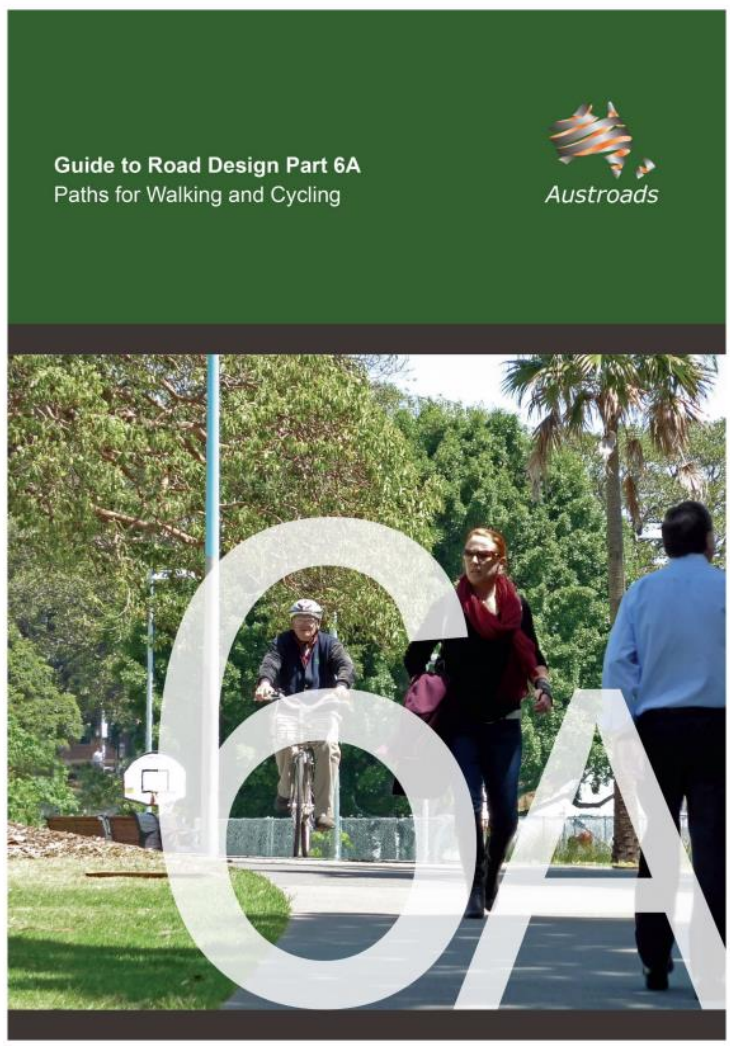


Measuring path use

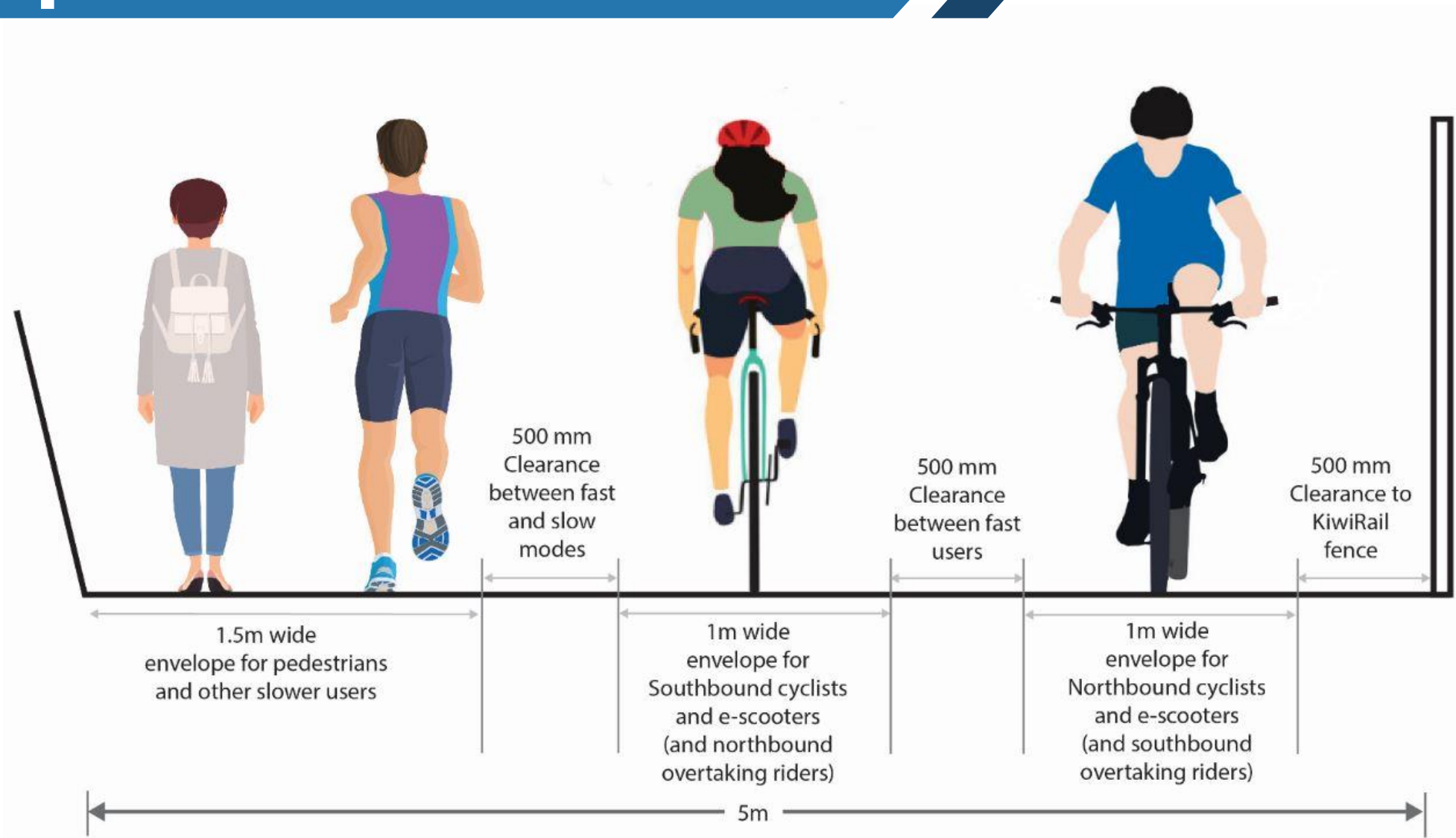




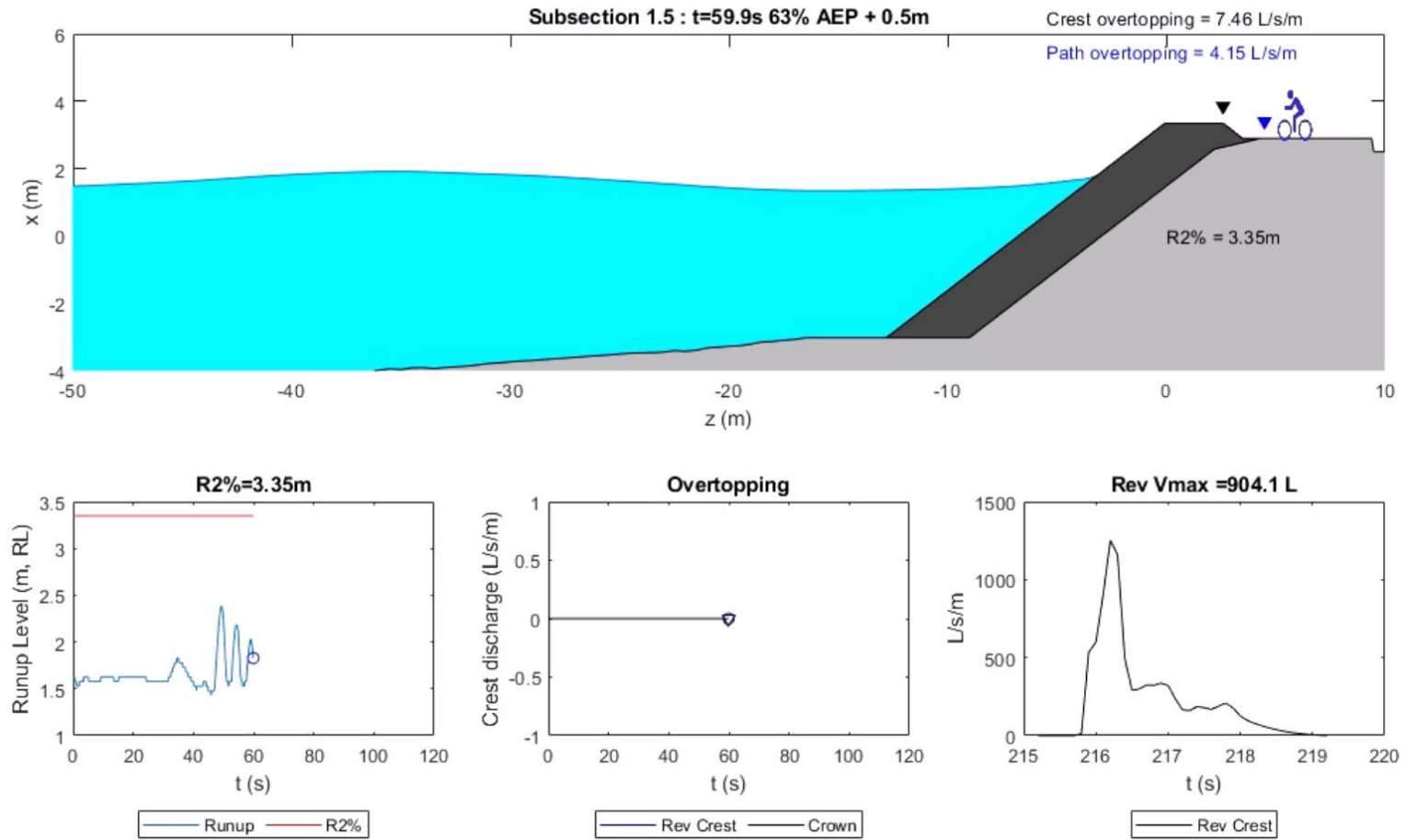
Designing the path



Best practice standards



Innovative engineering



Short-term resilience depends on the land transport system's ability to respond and recover quickly from unplanned disruptive events.

2013



2026





Horokiwi

**When the shared path
is built, how do you
encourage people to
use it?**





Cycle Science

Defibrillator

Seashore Cabaret

Beach Kiosk on
The Esplanade

Dunshea's Deli

Compass Cafe

STRAVA



Ngauranga Triangle Strategy Study

NZ Transport Agency | Hutt City

Absolutely Positively Wellington

Restoring Wellington's transport links after a major earthquake

LIFELINES Group | Wellington Region Emergency Management

Strategic Case

Strategic Assessment and Funding Application to proceed to Programme Development
Resilience of transport access in the Wellington area

Wellington to Hutt Valley Cycle and Pedestrian Link

Detailed Business Case to proceed from Initiation to Implementation
New Zealand Transport Agency

Wellington to Hutt Valley Cycle and Pedestrian Link Programme: Addendum to Business case for implementation

5 Community Road Safety Fund

Ngauranga to Petone Shared Path

Updated economic evaluation

AECOM

SHARED PATH DEMAND ASSESSMENT AND DESIGN REVIEW

code for cycling

Initial Project Report
March 2013

COMMUNITY BIKE FUND GRANT POLICY

AUCKLAND TRANSPORT
Sustainable Mobility

BikeReady cycle skills training guidelines

Version 10
February 2022

Hutt City Cycling and Micromobility

Hutt City Cycling and Micromobility SSBC
12135600-0000-0000-0000-0000 | 16/07/2021
Hutt City Council

State Highway 2: Ngauranga to Te Marua is part of a multi modal corridor)

NZ Transport Agency
July 2015
Version B
Strategic Case - Part A - Strategic Assessment

Waka Kotahi Cycling Action Plan

greater WELLINGTON

Government Policy Statement on Land Transport

2018/19 - 2027/28

Mode Shift (Mahinga Huku) Initiatives

Strategy and Action Plan

Government Policy Statement on LAND TRANSPORT

2021/22-2030/31

Government Policy Statement on land transport 2024-34

June 2024

Bike network progress report

November 2025

Contract 3712
Te Ara Tupua - Ngā Ūrangā ki Pito One
PROJECT ALLIANCE AGREEMENT
SM031 Appendix D5
Issue 8
July 2021


Panek Pōnek

Bike network plan
Adopted 10 March 2022

An essential step towards Te Atakura and great places for everyone.

**Long-term resilience
depends on the
connectedness of
communities.**

He aha te mea nui o te ao?



He tāngata,
he tāngata,
he tāngata.

Free Ride.

HAVE FUN, BE SAFE, RIDE FREE

Bike fix-ups



Safety gear





Greater Wellington
Te Pane Matua Taiao

Pedal Ready



The Long Walk Home 2027



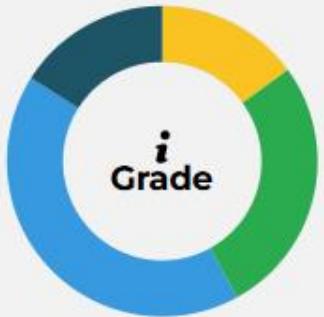
**WELLINGTON REGION
EMERGENCY MANAGEMENT** OFFICE

Wellington Regional Trails

WellingtonNZ



Remutaka Cycle Trail Great Ride.



 **Wellington/Wairarapa**

 **125km / 2-3 days**

 **historic rail trail /
varied scenery / wine
country**



Explore Wellington and the Wairarapa's wild side on this ride over the Remutaka Ranges and around the rugged Pacific coast.

Explore the trail sections



Hutt River Trail section

Remutaka Cycle Trail

Take a gentle ride along Te Awa Kaitiaki with swimming and picnic stops on the way.



Remutaka Rail Trail section

Remutaka Cycle Trail

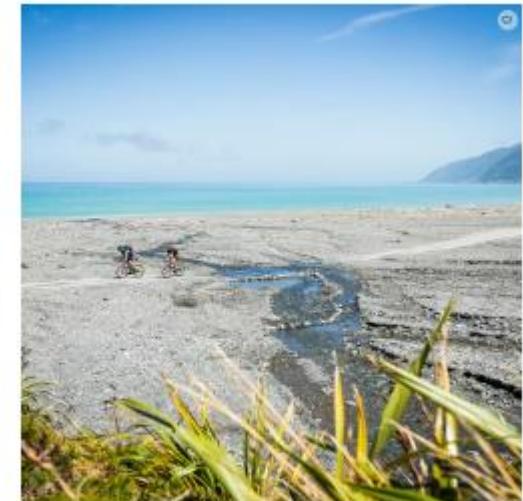
Take an inspiring ride through an historic valley, trail through stunning rainforests.



Western Lake Road section

Remutaka Cycle Trail

A gentle country ride along the shores of Lake Wairarapa, ending at the wild South Coast.



Wild Coast Track section

Remutaka Cycle Trail

The final and most scenic section includes a windswept ride along a remote and rugged coastline.





Remutaka CYCLE TRAIL

The Remutaka Cycle Trail is one of the 23 Ngā Haerenga Great Rides of New Zealand, spanning 122 kilometres across four key sections. It journeys along river valleys and bush-clad hills, lakeside farmland and rugged coastline. Whether you're walking or riding, the trail offers unforgettable day trips and multi-day adventures.

Hutt River Trail section

Petone to Maymorn (35km) | Grade 2

This scenic riverside trail follows Te Awa Kairangi/Hutt River. Featuring wide paths that pass through parkland, cross bridges, and provide easy detours to nearby amenities. Suitable for most ages and abilities.

Remutaka Rail Trail section

Maymorn to Cross Creek (25km) | Grade 2-3

This popular day ride follows a historic rail line through the Remutaka Range. Journey through tunnels (pack a torch), picnic or camp at the Summit, and cross the iconic Siberia Gully swing bridge. Expect Grade 3 terrain on the trail from the bridge to Cross Creek.

Western Lake Road section

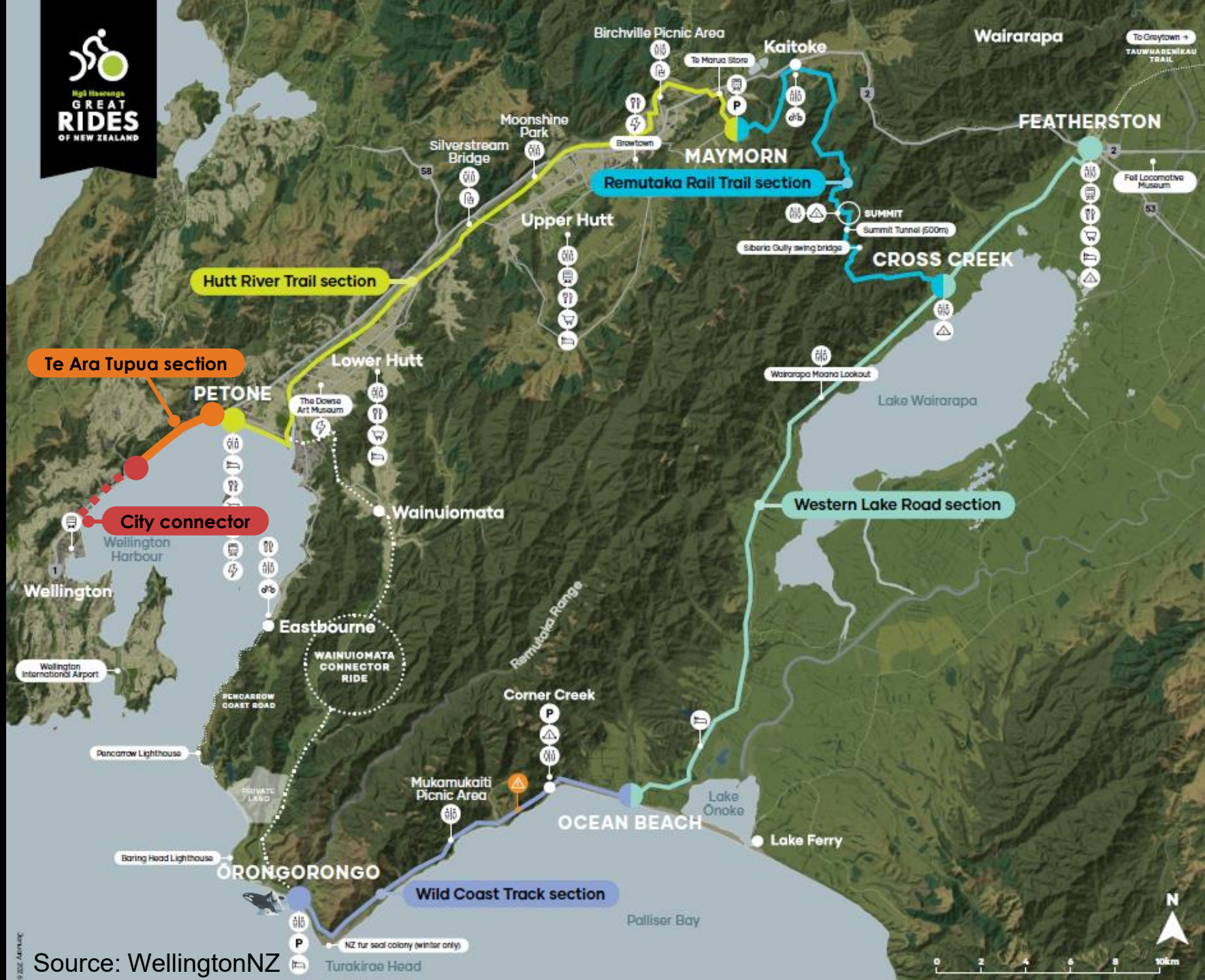
Featherston to Ocean Beach (43km) | Grade 3

A scenic ride on a quiet country road, past farmland and along Lake Wairarapa to the dramatic South Coast. Travel by the Wairarapa Moana Wetlands, home to rare and migratory birdlife, and down to the remote and wild Ocean Beach.

Wild Coast Track section

Ocean Beach to Orongorongo (19km) | Grade 4

Breathtakingly beautiful, yet remote, windswept, and rugged. This trail features rocky sections, narrow ledges, sand drifts, and some areas requiring you to walk your bike. A washout section near Corner Creek requires a beach detour, available at low tide only. Avoid Wild Coast during or after heavy rain.



Source: WellingtonNZ

New Zealand Cycle Network

Connecting New Zealand by Bike

Existing and Potential Rides 2019 - 2024

- Great Ride - existing
- Heartland Ride - existing
- Potential rides
- Public Transport Links

Great Rides are premier rides, predominantly off-road, showcasing the best of New Zealand.
Heartland Rides are predominantly on quiet roads with some traffic.
Public Transport Links are either essential connections (i.e., ferries) or highly recommended to avoid busy roads (i.e., trains).



This map provides a snapshot of what a connected New Zealand cycling network could look like in the future. It is not definitive and will change.

A national cycling network is just one part of a long-term strategic view to provide a range of improved transport options for journeys throughout New Zealand. A particular goal is to connect Great Rides to urban centres, and other Great Rides, using predominantly on-road infrastructure (i.e., Heartland Rides).

The existing routes shown have been approved and meet NZCT Design Guide criteria.

The potential routes shown have been captured from key stakeholders including the Transport Agency, MBIE, DOC, NZCT Inc, and councils.



So what's next?





**IMAGINE
YOURSELF
HERE**





Ngā mihi nui | Thank you

Learn more

<https://www.nzta.govt.nz/projects/te-ara-tupua>

