

Commuter Cycleway:

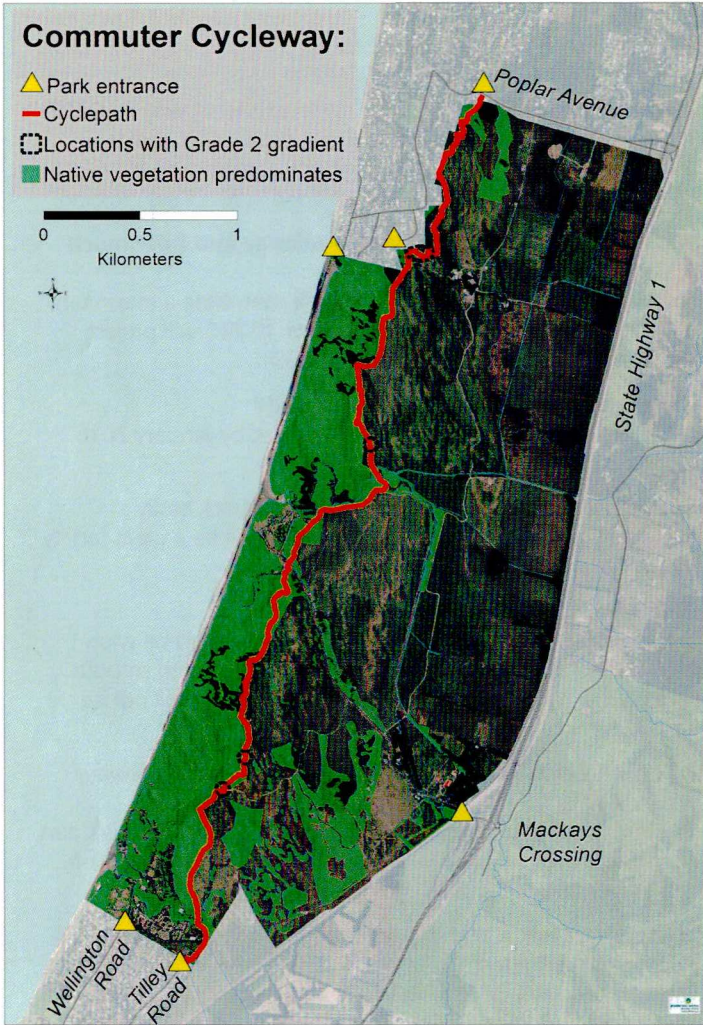
▲ Park entrance

— Cyclepath

◻ Locations with Grade 2 gradient

■ Native vegetation predominates

0 0.5 1
Kilometers



New cycleway for Queen Elizabeth Park



Queen Elizabeth
PARK



greater WELLINGTON
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Please recycle
Produced sustainably



A new cycleway/walkway will enable cyclists to avoid heavy traffic on State Highway 1, promote easy links between Raumati and Paekakariki and provide an enjoyable ride or walk through the lovely surroundings of Queen Elizabeth Park.






The route will run between Poplar Avenue in Raumati South and Tilley Road in Paekakariki, initially following farmland before skirting coastal sand dunes and reaching the southern entrance to the park.

The cycleway will be designed and built by Greater Wellington Regional Council, with funding from the New Zealand Transport Agency. Work will begin in March 2015, with completion of the 6 km cycleway due by January 2016.

Designed for use by all cyclists, the sealed 2.5-3.00 metre wide track will avoid hills and sharp bends and features such as set back fencing and run-off areas will promote safety while shade and decorative planting will ensure using the cycleway is an enjoyable experience.

Barrier planting will be used on the north-western section of the cycleway to ensure the privacy of properties in the vicinity of Southleigh, Dell Road, Tennis Court Road and Rainbow Court.

Benefits of the cycleway

-  Avoids commuter cycling among the heavy traffic of SH1 – safer travel, less congestion and pollution, sustainable transport.
-  Promotes easy connections between Raumati and Paekakariki – links into Kapiti Coast District Council's growing network of walking and cycle routes.
-  Provides a safe and attractive environment for kids travelling to and from school - no traffic issues, and potentially saves them up to \$800 pa in bus fares.
-  Offers all the health and wellbeing aspects of cycling and physical exercise.
-  Attracts more people into our parks and promotes positive recreation.

For more information on the cycleway, go to www.gw.govt.nz/Park-news-5

Questions and Answers

Why are we building the new cycleway/walkway in QEP?

To promote a safe alternative route for cyclists that avoids busy nearby roads, particularly given the construction of the Transmission Gully motorway interchange at MacKays crossing.

Who will pay for the cycleway/walkway and how much will it cost?

The New Zealand Transport Agency will contribute a maximum of \$825,000 plus GST towards the costs. GWRC will project manage, design and organise construction.

When will construction begin and end?

Starts in March 2015 and will be completed by January 2016.

Who is it for?

Cyclists and walkers of all ages will find the track easily manageable – a great place for learners. It will be a great facility for school and college students.

Will it be safe?

Yes, it will be built to best practice standards. It will be wide enough for "two abreast" cycling, have a sealed and smooth surface and will be free of obstacles. Motor bikes will not be permitted.

Will park neighbours be affected by the new cycleway/walkway?

Residents near the vicinity of Southleigh, Dell Road, Tennis Court Road and Rainbow Court will, over time, enjoy the benefit of barrier planting designed to protect privacy.

What about noise and disturbance from users of the cycleway/walkway?

The only residents close to the cycleway/walkway will be in Southleigh, Dell Road, Tennis Court Road and Rainbow Court. Barrier planting should minimise noise from cycleway users, the entrance to the track is not intended to be a gathering place. Planting will be a multiyear programme with community planting days being a feature.

Will construction create disturbance?

There will be some disturbance through construction as existing sections of track are upgraded. A large part of the new track alignment is away from existing tracks, overall disturbance should be minimal.

What happens now?

- Community consultation, design and consents – October 2014/February 15
- Earthworks – March/October 2015
- Final installation of structures/features – October/December 2015
- Opening – January 2016