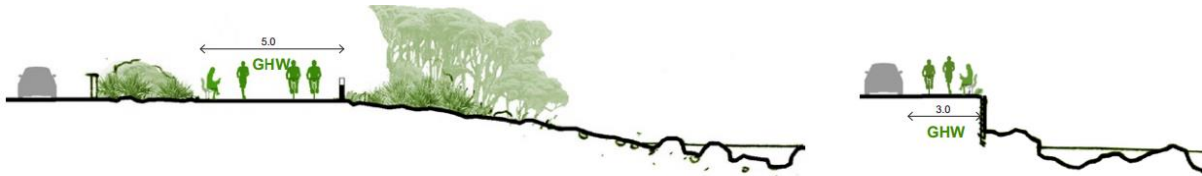




GREAT HARBOUR WAY

TE ARANUI O PŌNEKE



Ideally the GHW path would be 5.0m wide to accommodate multiple users particularly in high use areas. However, more practically, given the restricted space available along the coastal edge a 3.0m wide path should be the aim.

Submission to Wellington to Hutt Valley Walking and Cycling Link Options

Paper of February 2014

This submission is made by the Great Harbour Way -Te Aranui o Poneke Trust (The Trust)

The Trust is an advocacy and action oriented Charitable Trust promoting the establishment of an exciting recreation, active transport and tourism initiative for the Wellington area, the Great Harbour Way (GHW).

The GHW concept involves the development and promotion of a continuous shared cycle and pedestrian route around the coastline of Wellington Harbour. The 67km route stretches from Pariwhero/Red Rocks to Pencarrow Head and the aim is for it to be located immediately beside the harbour edge as far as is practicable. The Trust has identified that few, if any, opportunities exist elsewhere in the world to walk or cycle the entire coastline of a major city harbour, continually touching the water's edge. The Trust considers this goal to be a major strategic opportunity that when complete will position Wellington, and Hutt cities and the Wellington Region to be at the head of the pack of world cities claiming to be cycle and walker friendly.

The Wellington to Hutt Valley walking and cycling link is the most vital part of the Great Harbour Way, as it provides for all three streams of users. i.e. Commuters, Recreational and Tourists. We are pleased that NZTA has undertaken this options report and is interested in our views on the proposals.

In 2009 the Trust commissioned a report from Boffa Miskell Consultants on the issues and opportunities connected with the project. In part 2 of that report we set out the Guiding Principles and Objectives that we would apply to evaluate specific proposals.

In the appendix to this submission, we have presented a tabular commentary on how options 1 and 2 are assessed against those criteria, and colour coded positive and negative responses.

The Trust is aware that successful projects require long term planning and take many years to implement. Development of these shared routes occurs in stages and this is quite

understandable given the often complex land holdings, administration, and statutory planning issues to resolve, and the costs involved in implementation.

The Trust is committed to promoting the best long term solution, rather than pragmatic 'quick fixes'.

Here are some specific additional inputs that we believe should be considered.

1. The NZTA options paper has focussed (understandably) on commuter cyclists. This is not the only interest group, and focuses only on existing commuters and latent commuter's skews the analysis.

The tourism, recreational, tangata whenua and general community interests are downplayed. A seaward-side side cycle and walkway is likely to have as much if not more impact on the soul of Wellington, as the Coastal Walkway has on New Plymouth. The popularity of the Otago rail trail illustrates the appetite New Zealanders and international tourists have for a cycling experience, and the economic impact they can have on a city or region. Further work should be undertaken to assess the value of this community asset both socially and economically. We understand that NZTA may not have this as part of the brief, but our view is that it should be done.

2. The analysis shows that The Trust clearly favours option 2, for the Hutt to Ngauranga section, but has reservations about the Ngauranga to Tinakori section. This latter section should only be seen as a short term response until a seaward-side cycle and walkway can be provided from Ngauranga to Wellington City. This new seaward-side track should be included in the brief for proposed changes to State Highway 1 Aotea Quay off ramp planning.

We also note that Onslow Rd and Ngaio Gorge users are unlikely to connect to the seaward-side track, so investment in improved cycle and walking facilities in this section would not be wasted.

3. Option 1 is not favoured by The Trust. The reasons for this are;
 - a. The options paper presents an either Option 1 or Option 2 scenario. Hence a vote for Option 1 would preclude or delay Option 2.
 - b. The reasons why option 1 is not favoured are:
 - i. Is not suitable for walkers
 - ii. The narrow track is not satisfactory for a two way cycling and walking track over the projected life of the track.
 - iii. The track is unsuitable for any kind of interpretation or celebration of maori or historic values.
 - iv. Is unsuitable to be a scenically attractive part of any National Cycleway.
4. The Trust however does favour some small parts of Option 1.

Our criteria number 9 states "Be developed and upgraded over time and in stages as resources allow. The initial focus is on providing at least a basic level of access along the entire length"

- a. Provide a limited off road cycleway between Horokiwi and Petone as proposed in the plan.
- b. Provide a maintenance plan and debris deflectors to those parts of the track that suffer build-up of debris
- c. Impose parking controls on the old Hutt Rd
- d. Widen the bridge over the Ngaio stream to improve the Cycling and Walking infrastructure.

While acknowledging that these steps provide a limited level of service for cyclists they would provide an interim solution over the period until option 2 is taken, and provide an option for those not prepared to cycle on the high speed State Highway 2.

The current south to north cycleway options (motorway or forced exit into opposing motorway traffic 500 m before access onto dedicated cycle path) could be viewed as a seriously negative experience for cyclists and walkers.

5. The options paper identifies predicted costs of the two cycle and walkway options. This is misleading as the costs are not really comparable. The costing for Option 1 is for a cycleway; the costing for option 2 is for a Rail/road resilience project that has a cycle and walkway built on top of it. So the apparent difference in costs shouldn't have a lot of weight placed on it. They produce two totally different outcomes.
6. There are many beneficiaries of a well resolved seaward-side cycle/walkway. These include;
 - a. NZTA – congestion relief, and safety
 - b. General population – Health benefits
 - c. Kiwi Rail – Rail line resilience and off road servicing facility
 - d. Underground service providers – unhindered access to existing underground services on existing cycleway, and new site for services on the seaward -side track.
 - e. Tourism NZ – Superb connection from Wellington City to Hutt River Trail and other parts of the national cycleway.
 - f. Recreational users – Fishing, diving, rowing, waka ama,
 - g. Hutt City and Wellington City – Dramatically improved cycle and walking connectivity. (c.f. Use of Hutt River Trail), and substantial community and economic benefits arising from increased citizen and tourist recreational activity on this pathway.)

Each of these parties should be involved in the long term planning, and funding of this route which will become an icon of the Wellington regions sustainable development.

The Boffa Miskell report can be viewed on this link.

<http://www.greatharbourway.org.nz/documents/boffa-miskell-report-on-great-harbour-way-te-aranui-o-poneke/>

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GREAT HARBOUR WAY
TE ARANUI O PŌNEKE

Great Harbour Way Guiding Principles and Objectives

| | | Commentary on NZTA Wellington to Hutt Valley Walking and Cycling Link | |
|---------------|--|--|---|
| The GHW will: | | NZTA Option 1 | NZTA Option 2 |
| 1 | Provide a safe continuous walking and cycling route for both transport and recreation movement around the perimeter of the harbour between Pencarrow Head and Red Rocks | Provides a basic and limited off road cycleway for commuters, but does not meet the needs of recreational or tourist cyclists. Does not provide an attractive option for walkers | This option meets the needs of commuter, recreational and touring cyclists as well as walkers |
| 2 | Be predominantly designed to accommodate a continuous 2-way path ; | The two way path has many pinch points and sections less than 3 metres wide. This precludes it from being a satisfactory two way cycling and walking track. | We are uncertain why this is limited to 3 metre wide, when a wider path could provide greater benefits, notably off-road access for servicing the rail line, greater resilience of the transport corridor from storm surge. A 5 metre wide coastal cycleway/walkway would become an icon of Wellington as the New Plymouth walkway has become for that city. |
| 3 | Provide a safe cycling commuter route between the communities along the route (such as between Petone and Wellington CBD); | A safe cycling commuter route is provided but is unlikely to meet the growing demand over its lifespan. | Option 2 fully meets this requirement, on the Hutt to Ngauranga section of the GHW. Ngauranga to Wellington would remain as less than satisfactorily meeting those needs. |
| 4 | Be located immediately beside the harbour edge as far as is practicable | No | Yes |
| 5 | Be planned and designed in such a way as to avoid adverse effects on environmentally sensitive areas ; | Some reclamation required. All steps must be taken to mitigate environmental impacts, and maintain cultural values | Major reclamation required. All steps must be taken to mitigate environmental impacts, and maintain cultural values |
| 6 | Highlight Maori cultural history and values and other historical values | Unlikely to happen on the inside of the railway track | Great potential for interpretation, and access to kaimoana |
| 7 | Enhance knowledge and awareness of the Wellington Harbour environment and immediate environs through interpretation, storytelling and art | Would continue the status quo of lack of connection to major parts of the harbours edge, and unless fenced would encourage people to cross the tracks to gain access. Either of these options is unacceptable | Great Potential for interpretation, strytelling and public art. |
| 8 | Become a nationally recognised cycleway/walkway , and a key part of the National Cycleway project promoted by the Government; | Unlikely to be a treasured part of such a cycleway, given the alternative of a seaward side route. | Ideally positioned to become an attractive route with many stop off points and great views. Could readily be incorporated into the National Cycleway |
| 9 | Be developed and upgraded over time and in stages as resources allow. The initial focus is on providing at least a basic level of access along the entire length | Provides a basic level of access, but possibly delays a high value seaward side track for decades | Meets GHW goals for the Petone to Ngauranga section but provides only a basic level of service from Ngauranga to Wellington |

