



## **GREAT HARBOUR WAY**

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### **TE ARANUI O PŌNEKE**

The Great Harbour Way trust promotes the Great Harbour Way/ Te Aranui o Pōneke cycling and walking route around Wellington Harbour. (<http://www.greatharbourway.org.nz/>)

We have three main points regarding the annual plan

- Following the success of the 16 February Ciclovia, we propose that the Council initiate a Ciclovia type motor-free day on the Miramar Peninsula every Sunday.
- The proposed budget for cycling and walking should be preserved and if possible increased.
- The route of the GHW should be signposted consistently.

#### **Ciclovia**

On Sunday 16 February 2012 almost 2500 people biked, walked, roller skated and used wheelchairs to access the Miramar Peninsula section of the GHW between Shelly Bay and Scorching Bay. A post-event survey indicates that 80% of participants would like to repeat the experience. This result demonstrates a strong desire by Wellingtonians to experience a motor-free space, particularly on the GHW.

Here are a few of the many complimentary comments made by participants--"Great for kids learning to cycle on the road. Really enjoyed it, good to be able to cycle safely on a beautiful but pretty narrow road, enjoyed looking at the art galleries which I had never been to before". "Awesome event and great vibe. Great to see so many people enjoying the freedom on that road." "Awesome work, would really like to see a repeat!! It was great to see people of all ages, in wheelchairs, on skateboards, rollerblades out and about freewheeling in a beautiful environment". "It was so much fun. I really enjoyed being able to bike safely and completely relaxed". "I thought it was great - so many people out. It was good to see so many families out too. It would be great if it could become more regular, the turnout suggests to me that there is definitely scope for it to be". "Thanks for making it all happen and please do it again soon!"

World-wide, Ciclovia, or "open streets", events are rapidly gaining popularity and are now held in more than 10 countries. While initially aimed at bicyclists, Ciclovia events involve walkers, roller bladers, wheelchair and mobility scooter users. The huge success of this Miramar peninsular event follows on from a similar open street carnival held in September when Lower Cuba and Dixon Streets were closed. Although Wellington has lead the way in New Zealand, similar events have recently been held in Christchurch and Auckland where the City Councils were heavily involved in the organisation and promotion of the events.

We therefore **propose** that the WCC Annual Plan for 2014/2015 include a weekly Ciclovia-

type event, closing Massey Road between Shelly Bay and Scorching Bay to motor vehicles every Sunday.

We believe this is the best option for opening the peninsula to people:

- Creating this motor free area should require minimal resources. If it is weekly, after initial publicity little supervision of the Ciclovía would be required. It would be similar to the regular Sunday closure of the road to Sinclair Head. Automatic gates (similar to those on the road to Brooklyn Wind Turbine) could be installed at the ends of Massey Rd. These could be timed to close at 0000 Sunday and open again at 2400. Card/code access could be provided for emergency services. The peninsula has good mobile phone coverage, so in the unlikely event of an accident, emergency services could be summoned easily.
- Limiting the area to Massey Rd, and allowing motor vehicles to access Shelly Bay and Scorching Bay will minimise the impact on businesses in these areas. However the post-event survey indicated that 60% of participants either bought food/drink from the cafes, or would have if the queues hadn't been so long. Scorch-O-Rama had a 40% increase in coffee sales on the day of the Ciclovía. So there is good reason to believe that a regular Ciclovía on the peninsula would have a positive effect on businesses.
- While there were concerns about the level of traffic between Shelly Bay and Miramar Cutting (74% of participants suggested this should also be motor free) we believe that for a weekly closure the levels of traffic in this areas will be lower, particularly as motor vehicles will only be accessing businesses at Shelly Bay, and not continuing around the peninsula. However if the Ciclovía was less frequent, for example every month, serious consideration should be given to closing Shelly Bay Road to motor traffic between Miramar Cutting and Shelly Bay.

### **Cycling and walking budget**

The success of the GHW depends not just on improvements to the GHW itself, but also on improvements to walking and cycling infrastructure as a whole. The proposed Island Bay to CBD cycling route, for example, offers a good linking option for cyclists who wish to experience the Miramar Peninsula and south coast sections of the GHW, then return to the waterfront and the CBD from Island Bay.

Therefore we ask that the proposed cycling and walking budgets in the Annual Plan be preserved, and if possible increased.

### **Great Harbour Way route identification**

The GHW is now a recognised feature of the Wellington Harbour. The time has come for the Wellington and Hutt Councils to consistently identify the route on the ground. The annual plan should include a budget for signage along the Wellington City sections of the Great Harbour Way. GHW trust has already developed a visual identity that has been implemented along some sections of the route, but needs to be applied consistently, and the local authority is the appropriate group to implement this.

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We would like to make an oral submission.