

Cycling and Shared pathways- Great Harbour Way -Harbour Perimeter

Submission by Graeme Hall – Chair Great Harbour Way Trust /Te Aranui o Poneke | 021 606101 |

The Great Harbour Way/ Te Aranui o Poneke

The Great Harbour Way/ Te Aranui o Pōneke (GHW) is a walking and cycling route around Te Whanganui-a-tara, the Harbour of Wellington, New Zealand, from Fitzroy Bay in the east to Sinclair Head in the west. Few, if any, opportunities exist elsewhere in the world to walk or cycle the entire coastline of a major city harbour, while continually touching the water's edge.

Appreciation for the support and investment to-date

Great Harbour Way (GHW) is appreciative of WCC's investment to date on cycling, walking, on shared pathways particularly on the Great Harbour Way route. There is now a significant base of shared pathway already created or underway (Hutt Road, Wellington Waterfront, Oriental and Evans Bays).

We support councils LTP investment focus on cycling/shared pathways – option one

We support the proposal to accelerate the delivery of the Cycling Master Plan over 20 years rather than 35. The investment will create a tipping point for increased use, based on the scope, and linkages of the cycling network. Achievable in the near term, is a continuous harbourside shared pathway from the new PWC building on the waterfront through to Shelly Bay. This requires not a single road crossing.

We support;

- The focus of years 1-3 in the plan which will substantially bolster the GHW and the city cycling and shared pathway infrastructure.
- Years 4-10 investment in Evans Bay (and related areas) – a key commuter link.
- Years 10+ investment in the Great Harbour Way around the south coast
- the Council's commitment to contribute \$5 million towards the Great Harbour Way project segment Petone to Ngauranga (P2N). This linkage is critical and urgent. It needs proactive council stewardship. Its creation will provide a transformational linkage between the two cities – currently this is only accessible by train or motor vehicle.

Why we support it

- The realisation of substantial portions, and eventually the total length, of the Great Harbour Way will provide an iconic national and international feature. The ability to cycle, walk, run around the full 67 km perimeter of the city harbour is virtually unique in the world.
- It includes a wide variety of landforms and environment from the rugged eastern south coast, through the seaside charm of Eastbourne and the Bays, along the Petone Esplanade, to the special two city link (the Petone to Ngauranga segment) before entering more urban harbour environments, followed by similar suburban seaside scenery and landforms as on the eastern side of the harbour.
- Such a shared pathway provides huge attraction to visitors, including those who would travel to Wellington specifically to experience this iconic ride. It will be a tremendous recreational resource for residents and visitors alike.
- Commuters will be the winners. More and more we are being advised to take the green prescription – to get out walking and specifically cycling to substantially lower our likely mortality and illness rates. Five days a week is good.
- The investment creates not only a pathway ribbon around the harbour but creates and provides access to many new open spaces, ideal for development experiences.

Related issues

1. As new development rolls out it is important that any development accommodates these re-emphasised modes of transport. Land is scarce particularly at the harbour edge. We look for a consistency of approach with the GHW vision in respect of the new areas e.g. Shelly Bay. The Miramar Peninsula will prove to be one of the special parts of the GHW, not only the Cutting to Shelly Bay segment, but the next segment to Scorching Bay where there is the potential to be highly innovative in approach .
2. City bikes are now a feature in many urban cities. There is an expectation by visitors that they can utilise the new infrastructure without significant cost or disruption by using city bikes on an A to B basis rather than being required to return them to base. A city bikes facility best enables and facilitates use of this new infrastructure.

Verbal submission. I would like to speak to this submission