



- RED ROCKS | PARI-WHERO
- OWHIRO BAY WEST
- OWHIRO BAY BEACH
- OWHIRO BAY EAST
- THE SIRENS ROCKS
- ISLAND BAY PARADE
- HOUGHTON BAY
- TE RAEKAIHAU
- WAITAHA COVE
- MARANUI
- LYALL BAY PROMENADE
- WELLINGTON AIRPORT
- MOA POINT
- BREAKER BAY
- POINT DORSET
- SEATOUN PROMENADE
- WORSER BAY - SCORCHING BAY
- POINT HALSWELL
- SHELLY BAY
- EVANS BAY
- GRETA POINT
- ORIENTAL BAY
- LAMBTON HARBOUR
- KAIWHARHARA
- STATE HIGHWAY 2
- PETONE PROMENADE
- HIKOIKOI RESERVE
- SEAVIEW INDUSTRIAL
- SEAVIEW MARINA
- EASTERN BAYS
- DAYS BAY PROMENADE
- WINDY POINT
- EASTBOURNE NORTH
- EASTBOURNE SOUTH
- POINT ARTHUR
- BURDANS GATE - PENCARROW HEAD

# The Great Harbour Way - Te Aranui o Poneke

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November 2009



Prepared for Great Harbour Way Coalition Steering Group by Boffa Miskell Limited

# Great Harbour Way - Te Aranui o Poneke

Issues + Opportunities Analysis

FINAL November 2009



# Glossary

**Carriageway** – use for vehicles

**Coastal edge**- Refers to the foreshore and land between the water and an existing road or path.

**Commuter cyclists**- People who regularly cycle to reach a destination or activity at the journey's end such as work, shops, or education.

**Cycle lane** – a lane marked on a road designated for exclusive use by cycles as defined by NZTA

**Cycle path** – an off-road path that is intended for use by cycles but may be used by pedestrians, usually in the road reserve but may also be alongside a river, railway or the coast

**Footpath** – Path intended for pedestrian use

**GHW** – Great Harbour Way- working title for the pedestrian and cycle route around Wellington Harbour

**GHW Route / Route / the route** – refers to the footpath, road or general alignment which the GHW is intended to use.

**Hard shoulder**- sealed portion of the road between the road lane and the kerb.

**LTCCP**- Long Term Council Community Plan

**Path** – off-road cycle or pedestrian path.

**Recreational cyclists**- People who cycle for the enjoyment of the journey itself, rather than to get to an activity at the journey's end (commuter cyclists)

**Shared footpath/Shared path** – Path designated for use by cyclists and pedestrians.

**Traffic calming**- measures aimed at modifying driver behaviour (such as speed reduction) to improve conditions for pedestrians and cyclists.

**Trail** –the traditional definition of a trail is a path or track roughly blazed through wild or hilly country. However, the way trail is used in the context of many of the examples looked at is much broader than, “*a path or a road used for walking, cycling, cross country skiing or other activities*”. It seems that trail is used in the examples cited (Otago Rail Trail, San Francisco Bay Trail, Trans Penine Trail) to provide a recreation/informal/wilderness experience and to provide a level of differentiation.

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# Executive Summary

## The Vision

The Great Harbour Way -Te Aranui o Poneke (GHW) is the name adopted to describe an exciting recreation, active transport and tourism initiative for the Wellington area. The GHW concept involves the development and marketing 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.

While several groups have separately promulgated this concept in various forms over several years, in 2008 the groups decided to combine their efforts into the Great Harbour Way Coalition. The Coalition proposes to develop the concept further and to seek support from the various agencies and organisations that control and administer the harbour edge and the immediate environs, and to chart a direction to move the GHW from a concept into reality.

As a first step, the Coalition commissioned this study, which establishes the GHW vision and objectives, and draws together much of the work and ideas developed earlier; it also provides an analysis of the route, highlighting the issues and opportunities. Funding for the study came from Wellington City Council (WCC), Greater Wellington Regional Council (GWRC) and the New Zealand Transport Agency (NZTA), all of whom have implemented cycle and pedestrian initiatives and physical works along the proposed route. However, the GHW concept seeks to integrate these into a route that has its own identity and can be marketed as such.

## Connections

One of the objectives of the GHW is for it to become part of a wider network that connects communities and provides interpretation of the natural, cultural and historical values of the harbour. Part of this study has investigated the connections between the GHW route and other recreation networks, such as the Hutt River Trail, and adjoining reserve and open space areas. There are also opportunities for the GHW to provide connections to the regions such as to the Rimutaka Incline via the Hutt River Trail, and also to connect to the Big Coast route that extends around the southern coastline between Hutt City and the Wairarapa. When these potential connections are considered, the Greater Wellington Regional Council (GWRC) has an important role to play. The Council has adopted cycling and walking policies, has the lead role in public transport in the region through bus and rail services, and has a pivotal role in promoting active transport.

The formation of the GHW Coalition and the development of the concept is timely given the Government's New Zealand Cycleway Project (NZCP) initiative. The GHW is a comfortable fit with the concept of the NZCP and one of the aims of the GHW Coalition, following the release of this study, will be to highlight the work that it has already completed and seek to have the GHW included in the NZCP. In addition the GHW could easily be recognised as a 'Classic New Zealand Walk' and marketed as such. While most of the proposed route is already easily traversed by foot, more stringent path requirements are needed for cyclists.

## Benchmark Projects

The sector by sector analysis of the GHW route has drawn together significant information and details, which have come from previous work and studies that have been completed, and discussions with the territorial authorities, various agencies and organisations, together with field work. In a broader context, the aims and objectives of the GHW have been benchmarked against several other successful routes developed in other parts of New Zealand and overseas. These routes have several common attributes and qualities, which GHW needs to embrace if it too is to achieve a similar level of success.

One particular thread that is common to the successful projects assessed is that they require long term planning and take many years to be implemented. Generally development of these shared routes occurs in stages and this is quite understandable given the often complex land holding, administration, and statutory planning issues to resolve, and the costs involved in implementation. However, this does not mean that the routes cannot be used until they are completely finished; quite the reverse. Realisation of the GHW is envisaged to be similar, with development occurring in phases extending over many years. For some of the GHW route little or no physical upgrade works are required; just branding and signage. However, other sections will require engineering works such as the construction of new sea walls, boardwalks and dedicated paths separate from existing footpaths.

The report identifies where various works and where further detailed investigations are required. There are two sections of the route in particular which will be demanding, complex and expensive – Petone to Kaiwharawhara, and Aotea and Waterloo Quays. While the issues associated with these two sections are different, both sections will require strategic planning and co-operation with several key agencies, are likely to be expensive to achieve, and will only be realised long term. Interim solutions are however possible.

While addressing these 'gaps' in the GHW route will be challenging this need not inhibit the concept becoming a reality. The harbour ferry service is an integral part of the overall concept. Including the ferry service as a key part of the concept also provides considerable flexibility and increases the route options and variation for users.

## Collaboration

To advance the GHW vision there will need to be collaboration and commitment, especially with Wellington and Hutt City Councils who have responsibility for much of the land along the route. Both of these Councils have already implemented a significant amount of work in their respective districts, and have developed and adopted cycling and walking policies. Both have also made long term planning and funding commitments for further development of what could become the GHW. However, both of these councils also have competing demands on their funding and resources through their respective Long Term Community Plans (LTCCP), which are likely to be the main source through which priorities and funding for the GHW will be achieved.

The statutory planning framework will be integral in bringing the GHW into reality. While most of the land proposed for the GHW is currently owned and administered by local, regional, or central government, the GHW does not have any statutory recognition and has only limited informal support from some of the land owners and land managers. In addition, most of the landowners also have a statutory role, such as under the Resource Management Act, 1991. It cannot be assumed that because the 'landowner' supports the route, that any consents will be automatic. An assessment of the statutory framework and provisions is included as an appendix at the end of this document.

NZTA, CentrePort and OnTrack will also have significant roles to play in the GHW concept and the involvement and cooperation of these agencies is vital if the concept is to fully embraced, as set out in the Coalition's vision and objectives.

The first phase of implementation focuses on two 'hubs'; one in Wellington City between Queens Wharf and Seatoun and the other in Hutt City between the Petone foreshore and Days Bay. While both 'hubs' present certain challenges, a significant part of the route infrastructure already exists. In addition, the harbour ferry service provides connections between and within each of these 'hubs'.

## Potential Conflicts

A shared cycle and pedestrian path brings with it certain potential conflicts. Also a path shared by different types of cyclists – recreational, commuter neighbourhood, adults / children– introduces another range of factors and considerations. Different types of pedestrians – walkers, runners and joggers – also have different requirements and thereby potential conflicts. The study discusses the requirements and demands of each of the different user groups and the ways that the differences and potential conflicts can be accommodated.

While the shared path will require particular physical attributes in terms of its width, geometry and construction, many of the potential conflicts between the different user groups can be overcome through education and awareness, and through developing and promoting etiquette amongst users. Many of the conflicts between the various user groups are perceived rather than real and can be readily overcome. Research and surveys from overseas support this.

The key issues are identified and described in the latter part of the report and the final section identifies areas for further investigation. These cover a range of matters including: establishment of a GHW governance structure; traffic and civil engineering investigations; the adoption of a design-led process; branding and marketing of the concept and the route; community consultation; and the need to ensure that the GHW concept is highlighted at every opportunity in the ongoing statutory planning processes.