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Cycle aware Wellington: [www.CAW.org.nz](http://www.CAW.org.nz)

Australian Bicycle Council. Web site: [www.cyclingresourcecentre.org.au](http://www.cyclingresourcecentre.org.au)

Living Streets Aotearoa Inc. Web site: [www.livingstreets.org.nz](http://www.livingstreets.org.nz)

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# Part 4 - Appendices



Appendix 1

Stakeholders

Stakeholder	Interests
<p><b>Department of Conservation (DoC)</b></p>	<p>DoC is the leading central government agency responsible for the conservation of New Zealand's natural and historic heritage. Its legislative mandate is the Conservation Act 1987 and other key statutes such as the National Parks Act 1980 and Reserves Act 1977. The Department's key functions as set out in the Conservation Act are to:</p> <ul style="list-style-type: none"> <li>• Manage land and other natural and historic resources</li> <li>• Preserve as far as practicable all indigenous freshwater fisheries, protect recreational fisheries and freshwater habitats</li> <li>• Advocate conservation of natural and historic resources</li> <li>• Promote the benefits of conservation (including Antarctica and internationally)</li> <li>• Provide conservation information</li> <li>• Foster recreation and allow tourism, to the extent that use is not inconsistent with the conservation of any natural or historic resource.</li> </ul> <p>DoC is a key stakeholder for the GHW the principal owner on behalf of all New Zealanders of the majority of the coastal area (although GWRC, WCC, and tangata whenua own some along the GHW route). DoC has the statutory responsibility to administer the coastal area in accordance with the Conservation Act and the Taputeranga Marine Reserve in accordance with the Marine Reserves Act. In addition, DoC shares a governing role as to activities within the coastal area with GWRC and tangata whenua under the RMA. DoC also administers a number of reserves located along the GHW.</p>
<p><b>New Zealand Transport Agency (NZTA)</b></p>	<p>The New Zealand Transport Agency (NZTA) is a Crown Entity and owns and manages the State Highway system. Under the Land Transport Management Act, NZTA has the following responsibilities:</p> <ul style="list-style-type: none"> <li>• Promoting an affordable, integrated, safe, responsive and sustainable land transport system</li> <li>• Managing the allocation of funding to transport activities</li> <li>• Planning, building, maintaining and operating the state highway network</li> <li>• Investigating and reviewing accidents and incidents involving accidents on land</li> <li>• Regulating and managing access to the land transport system.</li> </ul> <p>NZTA is a key stakeholder for the GHW in terms of managing the parts of it which interface with the state highway (between Petone and Wellington and along Cobham Drive).</p>
<p><b>OnTrack</b></p>	<p>OnTrack is a Crown Entity that owns and manages the rail network and is the Requiring Authority in terms of the railway (see designations below).</p> <p>OnTrack is a key stakeholder for the GHW in terms of managing the parts of it that interface with the railway network (between Petone and Wellington).</p>

Stakeholder	Interests
<p><b>Greater Wellington Regional Council (GWRC)</b></p>	<p>Under the LGA (Local Government Act), GWRC is a Regional Council responsible for:</p> <ul style="list-style-type: none"> <li>• Resource management (quality of water, soil, coastal planning)</li> <li>• Biosecurity control of regional plant and animal pests</li> <li>• River management, flood control and mitigation of erosion</li> <li>• Regional land transport planning and contracting of passenger services</li> <li>• Civil defence (natural disasters, marine oil spill)</li> </ul> <p>GWRC's management responsibilities over the CMA are shared with DoC and tangata whenua. GWRC is a key stakeholder for the GHW in terms of managing any development within the coastal marine area, along the foreshore within the East Harbour Regional Park, and adjacent to the Gravel Extraction operation at the mouth of the Hutt River.</p> <p>GWRC is also a consent authority under the RMA 1991 for any works that may occur in the coastal marine area, or that requires fresh water diversion/bridging and the like.</p>
<p><b>Wellington City Council (WCC) &amp; Hutt City Council (HCC)</b></p>	<p>Some important responsibilities of WCC &amp; HCC under the LGA, among other things, are:</p> <ul style="list-style-type: none"> <li>• Community well-being and development</li> <li>• Environmental health and safety (including building control, civil defence, and environmental health matters)</li> <li>• Infrastructure (roading and transport, sewerage, water/stormwater)</li> <li>• Recreation and culture</li> <li>• Resource management including land use planning and development control under the RMA 1991</li> </ul> <p>The two Councils own and manage the majority of the foreshore along the GHW route within their respective territorial boundaries<sup>1</sup>, including:</p> <ul style="list-style-type: none"> <li>• All reserves (except the Taputeranga Marine Reserve)</li> <li>• All roads and footpaths (except the State Highways)</li> <li>• All structures in the CMA, including wharves and jetties</li> <li>• Various buildings and infrastructure (i.e. pipes, street lights), including those administered by various utility companies.</li> </ul> <p>The two Councils are key stakeholders for all parts of the GHW route within their respective territorial districts.</p>

Stakeholder	Interests
<b>CentrePort Ltd</b>	<p>CentrePort is a Port Company under the Port Companies Act 1988, under which it has statutory obligations to operate as a successful commercial business. CentrePort owns and manages three distinctly separate port areas along the GHW route, all of which can accommodate a range of local and international shipping activity:</p> <ul style="list-style-type: none"> <li>• Wellington Port</li> <li>• Seaview Port</li> <li>• Miramar Port</li> </ul> <p>To ensure public safety and to accommodate national and international ship berthing needs, public access is restricted to the majority of the port areas, including along the coastal marine area and foreshore (predominantly heavily modified by wharves, ship loading facilities and cargo storage facilities).</p> <p>CentrePort is a key stakeholder for the GHW in terms of managing any parts of it through the Wellington, Seaview, or Miramar Ports.</p>
<b>Seaview Marina Ltd</b>	<p>Seaview Marina is a Council Controlled Organisation (CCO), owned 100% by HCC and governed by a Board of Directors that report directly to HCC. In addition to its statutory objectives as a CCO, the role of Seaview Marina is to:</p> <ul style="list-style-type: none"> <li>• Operate as a successful and profitable undertaking</li> <li>• Provide a berth operation and associated services which are as safe and efficient as possible</li> <li>• Provide public marine recreation facilities for the enjoyment of the Hutt City community without compromising its commercial objectives and environmental responsibilities</li> <li>• Pursue and promote the development of related commercial opportunities and undertakings with other landowners in the area</li> <li>• Comply with all legislative and regulatory provisions relating to its operation and performance</li> <li>• Ensure all assets are maintained to the best applicable standards</li> <li>• Maintain an effective business continuance plan</li> <li>• Maintain and enhance relationships with users of the Marina</li> </ul> <p>Seaview Marina is a key stakeholder for the GHW in terms of managing any parts of it through the Seaview Marina.</p>

Stakeholder	Interests
<b>Wellington Waterfront Ltd (WWL)</b>	<p>WWL is a CCO, owned 100% by WCC. It is governed by a Board of Directors that reports to the Council's Strategy &amp; Policy Committee. As a CCO, WWL has a set of principal statutory objectives. Those relevant to GHW are to:</p> <p>(a) Achieve the objectives of its shareholders, both commercial and non-commercial, as specified in the statement of intent</p> <p>(c) Exhibit a sense of social and environmental responsibility by having regard to the interests of the community in which it operates and by endeavouring to accommodate or encourage these when able to do so</p> <p>In addition to the statutory objectives, the role of WWL is to:</p> <ul style="list-style-type: none"> <li>• Manage day-to-day operations on the waterfront, including events, cleaning, security, and maintenance</li> <li>• Prepare an annual business plan for the waterfront project (i.e. the Wellington Waterfront Development Project)</li> <li>• Advise the Council on all aspects of waterfront development, including budgets, development phasing, technical information, costs, feasibility and commercial issues</li> <li>• Commission work on detailed designs based on approved performance briefs, including the selection and appointment of designers</li> <li>• Market waterfront sites and properties as appropriate to get the best return for the Council</li> <li>• Act as the contact point for anybody interested in a private development project on the waterfront</li> <li>• Negotiate and manage contracts for the design and construction of public space, building development sites and the refurbishment and re-use of existing buildings</li> </ul> <p>WWL is a key stakeholder for the GHW in terms of managing any parts of it along the Wellington City Waterfront (between the Wellington Port and Oriental Parade).</p>
<b>Wellington International Airport Ltd (Airport Company)</b>	<p>The Airport Company is also a Port Company administered by the Port Companies Act, 1988. The Airport Company owns and manages the land in and around the Wellington Airport, including the southern end of the main runway which extends over Moa Point Road. There is no public access to the airport land or along the coastal marine area in the vicinity of the southern end of the main runway.</p> <p>The Airport Company is 66% owned by Infratil and 33% by WCC</p> <p>The Airport is a Designating Authority in regard to land and airspace in the vicinity of the Airport and as such, is a key stakeholder for the GHW in terms of any proposed development in the vicinity of the Airport.</p>
<b>Private</b>	<p>In addition to tangata whenua owned land, there are a number of privately owned land holdings and buildings along the GHW route, including private residences on the seaward side of public roads in parts of Lyall Bay, Greta Point, Seatoun, and Eastbourne. These parties are key stakeholders for the GHW in terms of any proposed development that may occur in the immediate vicinity of their privately owned land.</p>

## Appendix 2 - Other Trails

### Otago Rail Trail

The Otago Central Rail Trail, first opened in February 2000, is the first and the longest (150km) rail trail in New Zealand. It can be accessed throughout the year, and has been specifically created for mountain bikers, walkers and horse riders. The Trail follows the old Central Otago branch railway line from Middlemarch to Clyde.

The idea of the Rail Trail was promoted by the New Zealand Department of Conservation (DoC), and The Otago Rail Trail Trust, who saw the abandoned line's potential as a recreational feature; the line was acquired by the Department in 1993. The Rail Trail is a public reserve, and motorised vehicles are not permitted on the Trail, thus walkers, cyclists and horse riders have no traffic concerns as they travel the level, gravelled surface.

The Rail Trail passes through some spectacular scenery not seen from the highways, from mountain ranges, hills and gorges, across the vast Maniototo Plain, through old gold mining towns, ending amongst the fruit growing areas of Central Otago. The heritage of the old railway line has been preserved, with the retention of viaducts and bridges, and some of the old railway stations.

The trail offers peace, tranquillity and an insight into New Zealand heritage all set against a stunning landscape backdrop. These factors have contributed to making the Trail one of the most popular activities in Central Otago.



Otago Rail Trail



San Francisco Bay Trail



Otago Rail Trail



San Francisco Bay Trail

### San Francisco Bay Trail

The Bay Trail is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 500-mile (800km) network of bicycling and hiking trails. It will connect the shoreline of all nine Bay Area counties, link 47 cities, and cross the major toll bridges in the region. To date, approximately 290 miles of the alignment—over half the Bay Trail's ultimate length—have been completed.

The plan for this 'ring around the Bay,' was instigated by Senator Bill Lockyer who in 1987, championed a bill directing the Association of Bay Area Governments (ABAG) to develop a plan for the trail.

The Bay Trail offers access to commercial, industrial and residential neighborhoods; points of historic, natural and cultural interest; recreational areas like beaches, marinas, fishing piers, boat launches, and over 130 parks and large areas of wildlife preserve and open space. It passes through highly urbanized areas like downtown San Francisco as well as remote natural areas like the San Francisco Bay National Wildlife Refuge. The Bay Trail's policies specifically seek to protect sensitive natural habitats.

Depending on the location of its segments, the Bay Trail consists of paved multi-use paths, dirt trails, bike lanes, sidewalks or city streets signed as bike routes. The Bay Trail also connects to trails that lead inland, and with the Ridge Trail, another regional trail network

The Bay Trail provides easily accessible recreational opportunities for outdoor enthusiasts, including hikers, joggers, bicyclists and skaters. It also offers a setting for wildlife viewing and environmental education, and it increases public respect and appreciation for the Bay. It also has important transportation benefits, providing a commute alternative for cyclists, and connecting to numerous public transportation facilities.

### National Cycle Network, UK

The National Cycle Network is a network of cycle routes in the United Kingdom. The National Cycle Network was created by the charity Sustrans (Sustainable Transport), and aided by a £42.5 million National Lottery grant. It is delivered through the policies and programmes of over 450 local authorities and other partners, and is co-ordinated by Sustrans, the UK's leading sustainable transport charity.

Sustrans was founded in 1977, by a group of people in Bristol keen to work towards a future in which people travel in ways that benefit their health and the environment. The first route was the Bristol & Bath Railway Path, a 17-mile traffic-free trail along a disused railway

Working in partnership with hundreds of local authorities, the network offers over 12,000 miles of walking and cycle routes on traffic-free paths, quiet lanes and traffic-calmed roads. There is now 75% of the UK population living within two miles of a cycle route. The Network is well sign-posted and connects towns and villages, countryside and coast throughout the UK including Northern Ireland and Scotland.

Many routes hope to minimise contact with motor traffic, though 70% of them are on roads. In some cases the NCN uses pedestrian routes, disused railways, minor roads, canal towpaths, or traffic-calmed routes in towns and cities. Some places have more off-road paths than others - Stoke-on-Trent, for instance, uses canal towpaths and its old mineral/clay railway network to provide over 100 miles (160 km) of off-road paths through the city.

The cycle network has been highly successful in popularising cycling as a mode for commuting, and well as a recreational activity. One highlight of the Network's many highlights is the first 5000 miles which has become the longest outdoor gallery in the world. Each art work along the Network has been commissioned to create a sense of place and enhance cyclist awareness of the world around them.



National Cycle Network



National Cycle Network



National Cycle Network



National Cycle Network

### Trans Pennine Trail, UK

The Trans Pennine Trail is a key part of the National Cycle Network in the north of England. Devised in 1989, the Trail officially opened in September 2001 following expenditure of £30m to ensure provision of a high quality route and regeneration of some previously derelict areas. Completion of the Trail was secured by funding from the Millennium Commission.

The coast-to-coast route extends from Southport to Hornsea and is approximately 207 miles long. The track has been designed to accommodate multi-users including walkers, cyclists, horse-riders and in many areas there is provision for wheelchair users. With the addition of the north / south route from Leeds to Chesterfield and a link up to York, the whole route is over 350 miles. According to counters installed on the route, 700,000 visits are made to the Trail each year.

Stretching from Southport to Hornsea and from Leeds to Chesterfield, the Trail passes through a wide range of urban and rural environments including national parks, industrial heritage areas, coastlines and city centres. Developed using existing resources wherever feasible, the Trail uses canal towpaths, disused railway lines, riverside pathways, urban cycle paths and minor roads for the majority of its course.

In a public vote the Trans Pennine Trail won the Amazing Space category in the National Lottery Awards 2006. Although the track is within 20 miles of a quarter of the UK population, a high proportion of the route passes through spectacular, peaceful, unspoiled countryside including villages, castles, abbeys, minsters and historic bridges, and is away from all urban congestion. A number of events are hosted on the trail annually, including: mammal safaris, photography courses and endurance competitions.



Trans Pennine Trail

Appendix 3-  
Statutory Legislation/Non Statutory and Designations

Legislation	Relevance
Local Government Act [LGA]	Each Council principally operates under the legislative framework of the Local Government Act, 2002. Under the Act, each Council has numerous roles and functions. In terms of the GHW, key responsibilities can be summarised as:
	<p>Under the LGA, a territorial authority may make bylaws, which are enforceable by law (Police or Council Enforcement Officers) for its district for any of the following purposes:</p> <ul style="list-style-type: none"> <li>• Protecting the public from nuisance;</li> <li>• Protecting, promoting, and maintaining public health and safety;</li> <li>• Minimising the potential for offensive behaviour in public places.</li> </ul> <p>Therefore, bylaws enable Councils to create specific laws to manage particular areas or activities. GWRC, HCC, and WCC each have their own specific set of bylaws.</p>
	<p>Under the LGA, each Council is required to maintain a Long Term Council Community Plan (LTCCP). The purpose of a LTCCP is to:</p> <ol style="list-style-type: none"> <li>Describe the activities of the local authority;</li> <li>Describe the community outcomes of the local authority's district or region;</li> <li>Provide integrated decision-making and co-ordination of the resources of the local authority;</li> <li>Provide a long-term focus for the decisions and activities of the local authority;</li> <li>Provide a basis for accountability of the local authority to the community; and</li> <li>Provide an opportunity for participation by the public in decision-making processes on activities to be undertaken by the local authority.</li> </ol> <p>LTCCPs set out the long-term focus for the decisions and activities of each Council. The documents describe the sort of community the people want, now and in the future, and sets out how the Councils propose to contribute to the community over the next ten years through the activities it undertakes. LTCCPs also contain comprehensive sections on financial matters, funding and Council policies.</p>
Conservation Act	The purpose of the Conservation Act (1987) is to establish DoC and outline DoC's statutory requirements, as summarised in Appendix 1.

Legislation	Relevance
<b>Reserves Act</b>	<p>Under the Reserves Act 1977, DoC or the relevant Local Authority are required to manage public parks and reserves, for a range of purposes, including the preservation of access for the public to and along the sea and coast as well as the survival of indigenous species. Under the Reserves Act:</p> <ul style="list-style-type: none"> <li>• A reserve is classified for its intended management use, as either: recreation, historic, scenic, nature, scientific, government purpose, or local purpose;</li> <li>• Each Council is required to prepare a Management Plan for each reserve and manage the reserve in accordance with that plan. A management plan shall provide for and ensure the use, enjoyment, maintenance, protection, and preservation, as the case may require, and, to the extent that the administering body's resources permit, the development, as appropriate, of the reserve for the purposes for which it is classified, and shall incorporate and ensure compliance with certain principles set out in the Reserves Act. Management plans must be prepared in consultation with the public and are to be continuously reviewed (within reason) to ensure the Management Plan is adapted to changing circumstances or in accordance with increased knowledge;</li> </ul> <p>DoC is required to prepare a Conservation Management Strategy (CMS) and consequential Conservation Plans. A CMS provides objectives and policies for the management of reserves administered by the DoC. Under the Reserves Act, DoC cannot derogate from the provisions of a CMS in terms of managing reserves administered by DoC. It is noted the CMS for Wellington is currently under review.</p>
<b>Marine Reserves Act</b>	<p>Under Marine Reserves Act 1971 the Taputeranga Marine Reserve is managed by DoC for the national interest of New Zealand to:</p> <ul style="list-style-type: none"> <li>• Provide for the scientific study of marine life;</li> <li>• Preserved as far as possible the natural state of marine life and natural habitat ;</li> <li>• Provide freedom of public access and entry to the reserve, so that they may enjoy in full measure the opportunity to study, observe, and record marine life in its natural habitat;</li> <li>• Restrict any activity that does not preserve or protect the natural state of the reserve, including fishing.</li> </ul> <p>Under the Act, the Taputeranga Marine Reserve is managed by DoC in accordance with the Taputeranga Marine Reserve Order 2008.</p>
<b>Land Transport Management Act (LTMA)</b>	<p>The LTMA provides the statutory requirements for the NZTA regarding the planning around land transport activities (state highways, public transport and local roads, including the national priorities (including funding allocation).) Among other things, the LTMA requires:</p> <p>NZTA to produce a National Land Transport Strategy (every 6 years) to provide guidance to the land transport sector on the Crown's outcomes and objectives in relation to land transport for the next 30 years, -</p> <p>GWRC to prepare a Regional Land Transport Strategy (every 6 years) to provide guidance on the land transport outcomes sought by the region for the next 30 years.</p> <p>These documents are non-statutory documents.</p>

Legislation	Relevance
<b>Resource Management Act (RMA)</b>	<p>The RMA is the principal resource management and planning legislation in New Zealand. Under the RMA:</p> <p>Designations may be created by Requiring Authorities;</p> <p>Central government must establish a national Coastal Policy Statement (NZCPS) and can establish other national policies and standards. The NZCPS for example, which is in the process of being reviewed, provides a policy direction to Regional and District Councils in regard to the management of the coastal environment, with priorities being: preservation of natural character, maintenance of public access to and along the foreshore and seabed, and protection of the interests of tangata whenua;</p> <p>Iwi can develop management plans (although there are no iwi management plans in the Wellington Region at present);</p> <p>GWRC is required to prepare and administer a Regional Policy Statement (RPS) and Regional Plans, which must be in accordance with any national policies and standards, including the NZCPS. The RPS &amp; RCPs must be prepared in consultation with the public and must be reviewed every 10 years. The RPS also directs the Territorial Authorities in the region to develop and implement policies consistent with the RPS, including in relation to the provision of improved cycling and walking networks throughout the region. GWRC is also required to determine resource consent applications for activities within the coastal marine area, as addressed in the Regional Plans;</p> <p>The Regional Policy Statement (RPS), must be prepared with full public consultation and be reviewed every 10 years. It identifies the regionally significant issues around the management of the region's natural and physical resources and sets out what needs to be achieved (objectives) and the way in which the objectives will be achieved (policies and methods);</p> <p>Both regional and district plans are required to give effect to the RPS, so it has a direct bearing on what councils will need to do to protect and enhance our environment. The proposed RPS will also need to be given regard when resource consents are processed. The RPS is currently being reviewed. There are five Regional Plans<sup>2</sup> with the Regional Coastal Plan (RCP) and the Regional Freshwater Plan (RFP) being the only plans that directly affect development of the GHW. These Plans apply to the coastal marine area and freshwater bodies of the Wellington region and identify issues to be addressed so that the coastal marine area and waterbodies can be sustainably managed, with objectives, policies and methods provided to address these issues;</p> <p>WCC &amp; HCC are each required to prepare and administer a District Plan, which assist District Councils to carry out their functions in order to achieve the purpose of the Act. District Plans must be in accordance with any national policies and standards, including the NZCPS, and the Regional Policy Statement;</p> <p>District Plans set out the objectives, policies, rules and other methods adopted by District Councils to promote the sustainable management of the natural and physical resources of their territories. Often District Plans refer to non-statutory documents to assist the management of specific resources or issues. The District Plans must be prepared in consultation with the public and must be reviewed at least every 10 years. WCC and HCC are also required to determine resource consent applications for activities on land, as specified in the District Plan.</p>

Legislation	Relevance
<b>Foreshore &amp; Seabed Act</b>	The Foreshore & Seabed Act 2004 concerns the tenure over the seabed and foreshore. Currently, the Act vests the full legal and beneficial ownership of the public foreshore and seabed in the Crown and provides for general rights of public access and recreation in, on, over, and across the public foreshore and seabed and general rights of navigation within the foreshore and seabed, while providing for the recognition and protection of ongoing customary rights to undertake or engage in activities, uses, or practices.

The following table provides a summary of features along the GHW route that are recognised in the Statutory Planning documents.

Planning Document	Relevance to the GHW
<b>Taputeranga Marine Reserve Order</b>	The Taputeranga Marine Reserve does not recognise or provide for the GHW. However, as an objective of the Marine Reserve is to promote public access to and along the foreshore, any development of structures within the reserve for the purposes of the GHW is likely to be encouraged provided there are insignificant effects on the natural state of the coastal marine area.
<b>Reserve Management Plans</b>	<p>There are numerous reserves<sup>3</sup> along the GHW route as shown in the Sector Maps. Accordingly, there will be numerous relevant Reserve Management Plans along the GHW route.</p> <p>While each plan has not specifically been reviewed, the following are typically key objectives of management plans for reserves in the coastal environment:</p> <ul style="list-style-type: none"> <li>preservation of natural and historic features &amp; values, ecological systems, and cultural values;</li> <li>provision, enhancement and maintenance of public access to and along the foreshore;</li> <li>promotion of sensitive open space development and passive recreation activities that do not require invasive built developments;</li> <li>avoidance of built structures unless for the provision and enjoyment of public access to the coast.</li> </ul> <p>Upon an initial review, the GHW is not specifically recognised or provided for in any Reserve Management Plan along the GHW route.</p>

Planning Document	Relevance to the GHW
<b>Wellington Coastal Management Strategy</b>	<p>Of the conservation areas recognised in the CMS, 16 are in the vicinity of the GHW route (from Sinclair head to Turakirae Head):</p> <ul style="list-style-type: none"> <li>Sinclair Head Scientific Reserve (REF R27022)      Cheviot Road Scenic Reserve (REF R27031)</li> <li>Waitohu Road Stewardship (REF R27030)</li> <li>Red Rocks Scientific Reserve (REF R27021)      Lowry Bay Scenic Reserve (REF R27032)</li> <li>Point Halswell Public Reserve (REF R27079)      Pencarrow Head Recreation Reserve (REF R27025)</li> <li>Lake Kohangapiripi Wildlife Reserve (REF R27024)</li> <li>Government Buildings Historic Reserve (REF R27101)      Lake Kohangatera Wildlife Reserve (REF R27023)</li> <li>Orongorongo Beach Marginal Strip (REF R28002)</li> <li>Kaiwharawhara Stream Stewardship (REF R27014)      Turakirae Head Scientific Reserve (REF R28001)</li> <li>Fort Street Stewardship (REF R27057)</li> <li>Korokoro Reclamation Stewardship (REF R27038)</li> <li>Seaview Marginal Strip (REF R27061)</li> </ul> <p>Each of the above reserves have reserve management plans as addressed above.</p>
<b>Long Term Council Community Plans</b>	<p>The GHW is not specifically recognised or provided for in any of the subject LTCCPs (GWRC, HCC, and WCC).</p> <p>However, through their LTCCP's the three Council's acknowledge the importance of promoting and providing for cycling and walking networks. In this regard:</p> <p>GWRC has developed regional walking and cycling strategies that commits to guiding and working with Territorial Authorities in regard to the planning and development of improved pedestrian and cycling resources throughout the region (see non-statutory documents below)</p> <p>WCC has developed a walking policy and cycle policy and HCC has developed a walking strategy and cycling strategy that ensure a commitment of funding from these Councils for improving pedestrian and cycle ways, including components of the GHW (see non-statutory documents below).</p>

Planning Document	Relevance to the GHW
<b>Bylaws</b>	<p>There are no known bylaws that appear to prevent the development of the GHW. However, it is noted, the HCC and WCC have the ability to encourage or prevent pedestrian and cycle access to certain areas through its bylaws, although this would require a deliberation.</p> <p>Any proposed restrictions in relation to the casual parking within the road reserve (as occurs along the coastal edge of the south coast, WCC) would require a resolution under bylaw before Council. This process would require public consultation.</p>
<b>Regional Policy Statement</b>	<p>The RPS encourages the preservation of the natural character of coastal areas, the promotion of public access to and along the foreshore and seabed, and the protection of tangata whenua interests, particularly in the coastal environment. In this regard the RPS directs the WCC and HCC District Councils, through their respective District Plans to:</p> <ul style="list-style-type: none"> <li>- Identify and seek protection over areas of significant natural value and amenity;</li> <li>- Work collaboratively with the GWRC and other Councils to develop and improve walking and cycling networks throughout the region.</li> </ul> <p>The RPS does not specifically recognise or provide for the GHW.</p> <p>It is noted, there are a number of features along the GHW route recognised in the RPS as significant to the Wellington Region, as identified in the RCP and RFP (see below).</p>

Planning Document	Relevance to the GHW
<b>Regional Coastal &amp; Freshwater Plans</b>	<p>Drawing on the policy content of the RPS, the RCP and RFP seek to provide specific objectives, policies and management methods for achieving the environmental outcomes sought by the RPS. In this regard the RCP and RFP restrict almost all development in the CMA and within (or above) freshwater bodies so that development proposals are assessed through the resource consent process before being implemented. In terms of the GHW, there are very few activities that would not require resource consent in the CMA or within/above a freshwater body (i.e. enhancement/upgrade of existing paths, tracks, or structures). All other developments, including signage, would require resource consent.</p> <p>Within these plans the following features along the GHW route are recognised as being significant to the region:</p> <p>Coastal Area</p> <p>Sinclair Head and Toka-haere (Thoms Rock), including Red Rocks</p> <p>Tauputeranga Island, Tarakena Bay and Te Aroaroa Kupe (Steeple Rock)</p> <p>Turakirae Head</p> <p>Freshwater Bodies</p> <p>Hutt River</p> <p>Wainuiomata River</p> <p>Lakes Kohangapiripi &amp; Kohangatera</p> <p>Waipapa Stream (Sinclair Head)</p> <p>Korokoro Stream</p> <p>As the GHW encourages public access to and along the foreshore, any development required for the GHW that requires resource consent is likely to be supported provided it is compatible with the existing character of the area, does not conflict with interests of tangata whenua, and does not have any significant adverse effect on any built or natural feature.</p>

## Non-Statutory Documents

Hierarchy	Document	Relevance to the GHW
National	New Zealand Land Transport Strategy	The NZLTS directed government to provide the <i>New Zealand Walking and Cycling Strategy: Getting there – on foot, by cycle</i> , which sets out to make walking and cycling more accessible, safe and popular, and includes Central Government funding initiatives until 2014. The strategy recognises that walking and cycling offer many advantages as transport choices and a goal of the strategy is to help guide communities/Councils in the role walking and cycling plays in creating better integrated transport networks.
	National Walking and Cycling Strategy Getting Their on Foot, by Cycle (2005)	The GPS sets out the government's priorities for expenditure from the National Land Transport Fund over 10 year periods. It sets out how funding is allocated between activities such as road safety policing, state highways, local roads and public transport.
	Government Policy Statement on Transport (GPS)	GWRC has prepared a Regional Land Transport Strategy (RLTS). The document itself establishes a framework of objectives, outcomes and policies to guide intervention. Implementation of the RLTS is provided for by a number of companion documents in the form of implementation plans, corridor plans and a Regional Land Transport Programme. The RLTS specifically requires that a Regional Walking Plan and a Regional Cycling Plan be developed. These plans have now been developed with the Regional Cycle Plan specifically recognising and providing for the GHW. It states: This plan supports the Great Harbour Way concept "...that there will be a continuous, safe, signposted walkway and cycle way around the whole perimeter of Te Whanganui-a-Tara (Wellington Harbour) from Fitzroy Bay in the west to Sinclair Head in the east'. The long term development of such facilities relies in the short term on the development of a comprehensive plan, integrated across TA boundaries. It is recognised that the most significant gap in this route is the section between Petone and Ngauranga, and this plan calls for this to be addressed as a priority. However, the Regional Walking Plan is silent on the GHW.
Wellington Region	Regional Land Transport Strategy (2007-2016)	WCC has specifically recognised and provided for the GHW in its own Cycling Policy, which states "For a number of years cyclists and pedestrians have advocated for a high quality connection between Petone and Ngauranga. This has been the subject of a number of studies involving both the Wellington and Hutt City Councils, the Regional Council and NZ Transport Agency. Some minor work was undertaken by Wellington City Council in 1999 to establish a southbound only cycle facility between our northern boundary near Horokiwi Road through to Ngauranga, more recently the call for a complete two way facility has been made, from this has grown the Great Harbour Way concept for a high quality communing/recreation facility from Pencarrow on the eastern harbour entrance around the harbour to Red Rocks in Owhiro Bay. Wellington City Council supports the concept of the Great Harbour Way as an important regional connection, while noting that its development would be challenging and expensive. There is also support for other similar regional connections such as from the Porirua basin to Wellington CBD. All these desirable connections should be seen as regional projects and responsibility for their development lying with all the national and regional authorities rather than just Wellington City Council". The WCC Walking Policy is silent on the GHW.
	Regional Cycling Plan (GWRC, 2008)	
	Regional Walking Plan (GWRC, 2008)	
Wellington City	Urban Development Strategy & Transport Strategy (WCC, 2006)	The Wellington Waterfront Framework provides a statement of what is wanted on the waterfront and is supported by the themes that give the waterfront its 'flavour' or identity. It was developed with full public participation and is referred to in the WCC District Plan. Public access through the waterfront is a fundamental objective of the framework, (particularly the promenade), including for walking, cycling, skating etc. However, the framework does not specifically recognise the GHW.
	Walking & Cycling Policies (WCC, 2008)	
	Wellington Waterfront Framework (WCC, 2001)	
	South Coast Management Plan (WCC 2002)	
Lower Hutt	HCC Walking Strategy (2006)	HCC has developed a HCC Walking and Cycling Strategy as well as recently reviewing all existing public walking tracks (Making Tracks). These documents commit the HCC to improving pedestrian and cycling routes and connections throughout the district although there is no specific reference to the GHW or to formerly provide and enhance pedestrian and cycle access along the stretch of the HCC coastline.
	HCC Cycling Strategy (xx)	
	Making Tracks (HCC, 2009)	The Petone Vision Statement provides a framework for the future of Petone, including the Esplanade Area. It was prepared in full public consultation and is currently being used as a background document for the review of the HCC District Plan in regard to the Petone area. Among other things the document recognises the special characteristics of the Petone Esplanade and the importance to the community of protecting its values, including the ability of people to access the coast and the issues associated with heavy vehicle traffic and high parking demand in the area. However, the GHW is also silent on the GHW.
	Petone Vision Statement (HCC, 2009)	

## Designations

It is noted that there are numerous other designations in the vicinity of the GHW route. However those designations are not anticipated to affect development of the GHW. The relevant designations to the GHW are listed below and shown on Page 13.

Stakeholder	Designation(s)	Reference	Location
HCC	Settlers Museum	HCC 19 (HCC District Plan Map B5)	Petone Esplanade
	Proposed Road	H4 (WCC District Plan Map 24)	Korokoro (territorial boundary)
NZ Rail (OnTrack)	Railway	NZR 3 (HCC District Plan Map A5) & R5, R2 (numerous WCC District Plan Maps)	Petone – Wellington foreshore
Wellington Airport	Areas of restricted airspace & building heights	G2, A2 (WCC District Plan Maps 36-40)	General vicinity of the airport
NZ Metrological Service	Metrological Purposes	M3 (WCC District Plan Map 13)	Shelly Bay