



GHW Coalition Advocacy

- One year in existence
- Advocacy
 - Regional and city cycling policies

Regional Cycling Plan

Regional (Strategic) Cycling Network

The Regional Cycling Network map was developed collaboratively through the regional cycling forum. The map identifies the core strategic routes which link the region's centres and should provide an acceptable level of service as part of our regional cycling network. In many cases, the identified network follows the region's state highways, however alternative off-road routes are provided along some sections of the network.

Great Harbour Way

This plan supports the Great Harbour Way concept "...that there will be a continuous, safe, signposted walkway and cycleway 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

From Concept to Action Proposition

- Engaged Boffa Miskell
 - Issues
 - Opportunities
- Consultation
- Field Work
- Documentation of this community vision
- Present this report to stakeholders



Thanks to

- Boffa Miskell
 - For pro bono contribution
- Founders and Committee
 - Dedicated commitment to this vision
- Sponsors
 - East by West Ferries, and City Boat and Bike
- Funding Contributors
 - Wellington City, NZTA, and Greater Wellington

What is The Great Harbour Way

- Safe Continuous path for
 - Pedestrians
 - Cyclists
- Beside harbours edge
- User Groups
 - Recreation
 - Commuters
 - Tourists



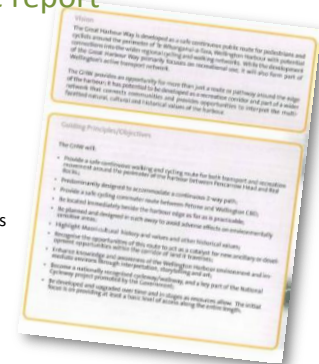
Great Harbour Way - facts

- Total Length 67.5km
 - 2/3 in Wellington
 - 1/3 in Hutt City
- 83% immediately adjacent to harbour
- Character areas
 - Wild coast 10.4km
 - Coastal Park 5.1km
 - Undeveloped coast 6.9km
 - Residential coast 20.7km
 - Promenade 8.8km
 - Industrial/marina 5.4km
 - Inland urban 5.6km
 - Highway 4.6km

Great Harbour Way Benefits

- Community from more cyclists**
 - Fewer cars, emissions, congestion,
 - Less reliance on fossil fuels,
 - Improved health
- Walkers and runners**
 - the whole harbour edge
 - a great NZ walk
- Commuter cyclists**
 - save transport costs
- Recreation Connection to**
 - Hutt River Trail
 - Rimutaka Incline
 - South coast
 - Pencarrow Coast etc.
- Tourists**
 - will be attracted to the Greater Wellington Area as walkers/cyclists/nature-lovers
- Business people**
 - opportunities from tourism eg motellers, restaurateurs, bike hire firms
- Rail users**
 - Railway protection with seaward trail construction. Less erosion and flooding of line
- Motorists**
 - less congestion on SH2. More pleasant driving.

Whats in the report



Clarifies

- Vision
- Objectives
- Guiding Principles

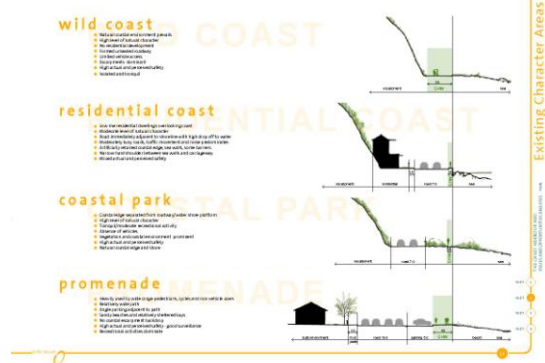
Cyclist and Pedestrian Needs

- User groups**
- Fast Cyclists**
- Slow or leisurely Cyclists**
- Walkers and runners**

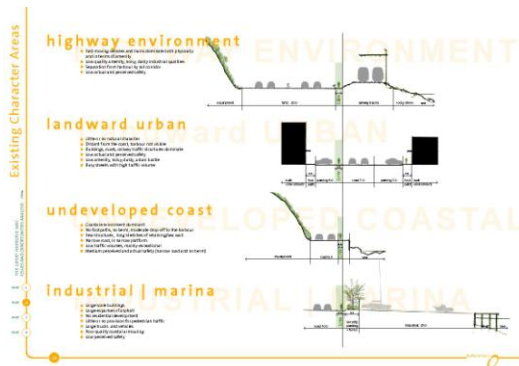
- A path for exclusive use of cyclists and pedestrians and separate to (car)roadway used by vehicles;
- A path on the coastal side of the road to optimise access to the coast and safety;
- A path of a minimum of 3.0m wide to allow for the free flow of two-way multi use traffic. Paths will need to be wider than 3.0m in high use areas such as promenades;
- As an absolute minimum, a path width of 2.6 m would allow for two cyclists to pass comfortably or two pedestrians and one cyclist to pass;
- Single lane minimum 1.8m.

From general observations which is supported by the survey and field

3 Strands both directions



Existing Character Areas

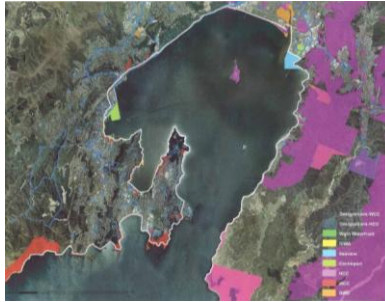


Identifies GHW Stakeholders

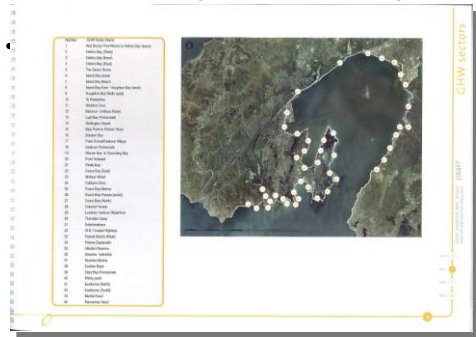
- Many**
 - Wellington City
 - Hutt City
 - Greater Wellington
 - Tangata Whenua
 - NZTA
 - DOC
 - On Track
 - Wellington Waterfront
 - CentrePort
 - Seaview Marina
 - Wellington Airport
 - East by West Ferries



Planning Framework and Land Tenure



Section by Section Analysis



Development Options



Typical Section



Linking into the National Cycleway Project

- Great Harbour Way
- Hutt River Trail
- Rimutaka Incline
- Wairarapa
 - On to Martinborough and Hawkes Bay
 - Back via Big Coast

Nationally recognised pathway

- Identifies required qualities
- Benchmarked against
 - Otago Rail Trail
 - San Francisco Bay Trail
 - Trans Penine Trail
 - UK National Cycle Trail



We don't have to wait to get started



Shared use etiquette



What we are asking of Stakeholders

- Accept the report as moving the GHW from concept to a **defined action proposal**
- Engage with the GHW Coalition in **consultation** over the development of GHW
 - Stage 1 Queens Wharf to Evans Bay
 - Public launch Feb/March 2010
 - Remainder over next 10 years

What the GHW coalition will do

- Establish a strong high quality brand and **design identity** for the GHW
- Provide **support** for fund raising from national and external sources for route improvement
- Maintain our efforts in **advocacy** for completion of GHW
- Support regional initiatives that incorporate GHW as part of the **National series of great rides**
- **Promote** the use of the GHW to tourists
- Run **events** that excite and engage Wellingtonians
- Rotary clubs will take a **guardianship** role for each sector of the route
- **Raise funds** for the development of GHW with
 - Website
 - Signage
 - Seating
 - Brochures

Can we do this together?

Yes we can