

Great Harbour Way - Submission on the Draft Hutt Corridor Plan

Background

The Great Harbour Way Coalition is a Charitable Trust formed in 2008 to promote the concept of a new 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 Port Nicholson/Wellington Harbour. The 67km route stretches from Pariwhero/Red Rocks to Baring Head and the aim is for it to be located immediately beside the harbour edge as far as is practicable.



The Coalition draws its support from many organisations. As such it can rightfully claim to represent wide elements of the community working proactively to better our communities for recreational, commuting, tourist, cyclists and walkers.

Notably, the following organisations are actively involved.

Cycle Aware Wellington promotes the vision *'Cycling is used as a means of transport by most people for some trips each month'*



Living Streets Aotearoa is the New Zealand organisation for people on foot, promoting walking-friendly communities



Wellington Waterfront Ltd is the council controlled organisation charged with the development of Wellington's Waterfront, with an emphasis on providing facilities for walkers and cyclists.



Rotary Clubs Many Rotary Clubs from Wellington and Hutt City support this initiative. Rotary has decades of history, building community assets and particularly cycling and walking tracks. A specific example of this is the Hutt River Trail where for 17 years, the combined efforts of the Rotary clubs of the Hutt Valley have worked alongside the three Territorial Authorities to develop this regional treasure.



The Coalition commissioned a study; **The Great Harbour Way -Te Aranui o Poneke; Issues and Opportunities Analysis**, which defines the GHW vision and objectives, and draws together much of the work and ideas developed earlier.

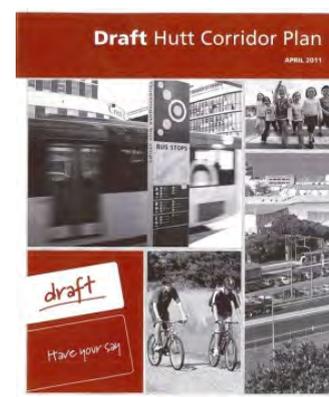
Copies of this comprehensive document were presented to stakeholders at a launch at Parliament hosted by Hon Peter Dunne MP on 10 November 2009.



Our Submission

The key points of our submission are;

- We strongly support the Ngauranaga to Petone cycleway/walkway upgrade.
- **We are advocating for a change to the scheduling of this project to bring the investigation phase forward to the 2011/12 year. We consider the current gap in pathway continuity a significant omission and detraction from the existing elements of the pathway.**
- We are supportive of the other cycling and walking initiatives in the plan, notably the upgrade of the Hutt River Trail, Upper Hutt Rail Corridor cycling/walking routes and the 'beach to bush' walkway at Petone.



Our submission is supported by the following commentary.

This project stands up very well against the criteria for prioritising funding from the National Walking and Cycling Fund. The funding criteria are Strategic Fit, Effectiveness and Efficiency.



Strategic Fit

Not only is the Ngauranga-Petone cycleway on the Wellington Regional Councils Strategic Cycling Network, it is identified as the most significant gap and should be fixed as a priority.

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'¹. 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 - Ngauranga and this plan calls for this to be addressed as a priority.

Effectiveness

This project will contribute to transport objectives relating to safety, access and mobility, environmental sustainability, and public health. It will increase walking/cycling uptake and help reduce greenhouse gas emissions by encouraging alternative mode use. The proposed cycleway is an off-road facility, and therefore will attract cyclists and walkers who are currently discouraged by the inappropriate and inadequate facilities on this route.

The particular location of this route will add volume to other cycling and walking networks, so improving their effectiveness. In particular, improvements to cycleways planned as part of the Ngauranga to Airport plan and the Hutt River Trail will be positively impacted.



Efficiency

The benefit cost ratio for this project has been variously calculated in the range 1.0 to 3.1. We submit that even the highest of these fails to truly represent the real value of this project to the Wellington region.

In support of this we cite the following:

The BCR calculation only assigns value to health benefits from 267 cyclists using the route growing at 4.5% per annum. There are already 430 using the road now and the experience at the Te Ara Harakeke cycleway demonstrated an eight fold increase in cyclists once new safer facilities were put in place. We believe the calculation underestimates the additional users

Table 1 below provides a summary of the results of the sensitivity analysis.

Table 1: Summary of Sensitivity Analysis Results

	EEM Standard Demand	LTNZ Report Demand	EEM Standard Demand with additional Length	LTNZ Report Demand with additional Length
Benefits (\$)	13.7	20.5	28.6	42.9
Cost (\$)	13.9	13.9	13.9	13.9
BCR	1.0	1.5	2.1	3.1

can be seen in Table 1 using an alternative demand and growth factor calculation for the purpose of economic evaluation increases the expected BCR from the standard calculation of 1.0 to 1.5. If the length of the cycleway considered is increased to include the section between Ngauranga and Wellington the BCR of the project will vary between 2.1 using the EEM demand method and 3.1 using the LTNZ Report demand method.



Surprisingly there was no safety benefit assigned value in the BCR calculation. The high profile death at the Petone roundabout occurred just outside of the study area. Had any significant injury accident or death occurred on SH2, the BCR would have been much higher. We say 'there but for the grace of God'

There is no benefit assigned to

- Walkers,
- Recreational cyclists
- Cycle tourists,
- Family groups.

Also there is no benefit assigned to improvements to the rail service by having protection from the sea at its most vulnerable point.

We assert that the benefits to the Wellington region exceed the NZTA calculation and this should be taken into account.

In conclusion the Ngauranga to Petone Cycle and Walkway should proceed as soon as possible because it ticks all the boxes

Strategic Fit	High
Effectiveness	High
Efficiency	High

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