

# Great Harbour Way Te Whanganui-a-tara

Fixing the Wellington-Petone Gap  
Presentation to NZTA 23 October 2008

## GHW concept

Safe, enjoyable and efficient shoreline walking and cycling route around Wellington Harbour



### BUT:

The "gap" – no safe and effective cycling and walking route between Petone and Wellington

## Petone-Wellington Problems

Ngauranga-Wellington:  
existing path away from sea, problems with parked cars and vehicle entrances

Horokiwi-Petone: no cycle/walk track



Horokiwi-Ngauranga: no space for adequate track between rail and road.



## Possible Solutions

1. Fix existing bike path
2. Seaward path Horokiwi-Petone with rail crossing at Horokiwi
3. Seaward path Petone - Ngauranga - Kaiwharawhara

## Solution 1: Fix existing bike path

- No space for two way path between Horokiwi and Petone – cyclists must ride on highway
- Inadequate width for
  - cyclists/walkers to pass safely
  - machine sweeping/smoothing
- Not a recreational route



## Solution 2: Seaward path Horokiwi-Petone with rail crossing at Horokiwi

- Proposed by Opus 2005
- Allows a route separated from cars
- Problems remain with narrow, difficult to maintain cycle track
- A possible first stage of a seaward route



## Preferred solution: Seaward path Petone - Ngauranga - Kaiwharawhara

- Build 3.5m cycle/walk path on seaward side of railway line

Path exists for much of route from Kaiwharawhara and Ferry Terminal

Railway station underpass could be extended for access to Ngauranga

Reclamation/cantilevering needed, but existing maintenance track could be used in places. Planting/fencing would shield users from rail line.



## Benefits of seaward route

- Protects rail line from erosion, stoppages
- Increased cycle commuting reduces traffic congestion
- Health benefits through active recreation
- Tourism potential: walking/cycling trail connecting Wellington to Belmont Hills, Hutt River Trail, Rimutaka incline and Wairarapa
- Improves access to shore for kai moana

## Health benefits

- Active recreation:
  - Ara Harakeke: usage 8 times previous SH1 usage
  - Petone-Wellington: currently 400 cyclists/day – 2000/day if an attractive option available?
- Health benefits: 2000 cyclists + 400 walkers daily = \$5M/yr
  - Based on 50c/km cycled and \$1/km walked

## Examples of tourism benefits

- Great Allegheny Passage trail generates \$23M/yr
- Central Otago Rail Trail increased local business revenues by 25%
- Northeast England: £2.7m in cycle routes generated £4.2m/yr in tourism income.

Also

- Norwegian roading authority regards NZ\$32 million to protect an 8km bicycle/walking route from the weather a "manageable sum of money"



## GHW: heart of the regional walking/cycling network

Links to Porirua and Ara Harakeke

Integrates with ferry & rail

Links to Hutt River Trail & Rimutaka Rail Trail to Wairarapa



## Why the gap should be fixed

- Strategic link between Hutt and Wellington
- Broad public support:
  - Public meeting 12 October
  - Coalition of:
    - Wellington Rotary Clubs
    - Wellington Civic Trust
    - Living Streets Aotearoa
    - Cycle Aware Wellington



## GHW & NZTA funding criteria

- ✓ Part of regional transport network
- ✓ Integrates with other transport modes
  - e.g. Hutt rail line, East-West Ferry
- ✓ Strong support for inclusion in cycling & walking plans
- ✓ Will induce higher numbers of pedestrians and cyclists
- ✓ Improves safety
- ✓ Existing corridor has inadequate width

NZTA Planning, programming and funding manual Aug 2008, F4



## Further information

- <http://www.greatharbourway.org.nz/>