

- RED ROCKS / PABI-WHERO
- OWHIRO BAY WEST
- OWHIRO BAY BEACH
- OWHIRO BAY EAST
- THE SPINNA ROCKS
- ISLAND BAY PARADE
- HOUGHON BAY
- THE KAKARAU
- WATAWA COVE
- KAARAU
- LYALL BAY PROMENADE
- WELLINGTON AIRPORT
- MOA POINT
- BREAKER BAY
- POINT BORSET
- SEATON PROMENADE
- WORSE 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



ISSUES AND OPPORTUNITIES ANALYSIS

FINAL NOVEMBER 2009

GHW Advocacy

Stage 1

Inclusion in plans

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.



GREAT HARBOUR WAY
TE ARANUI O PŌNEKE

We have a vision

Ngauranga to Petone Cycleway



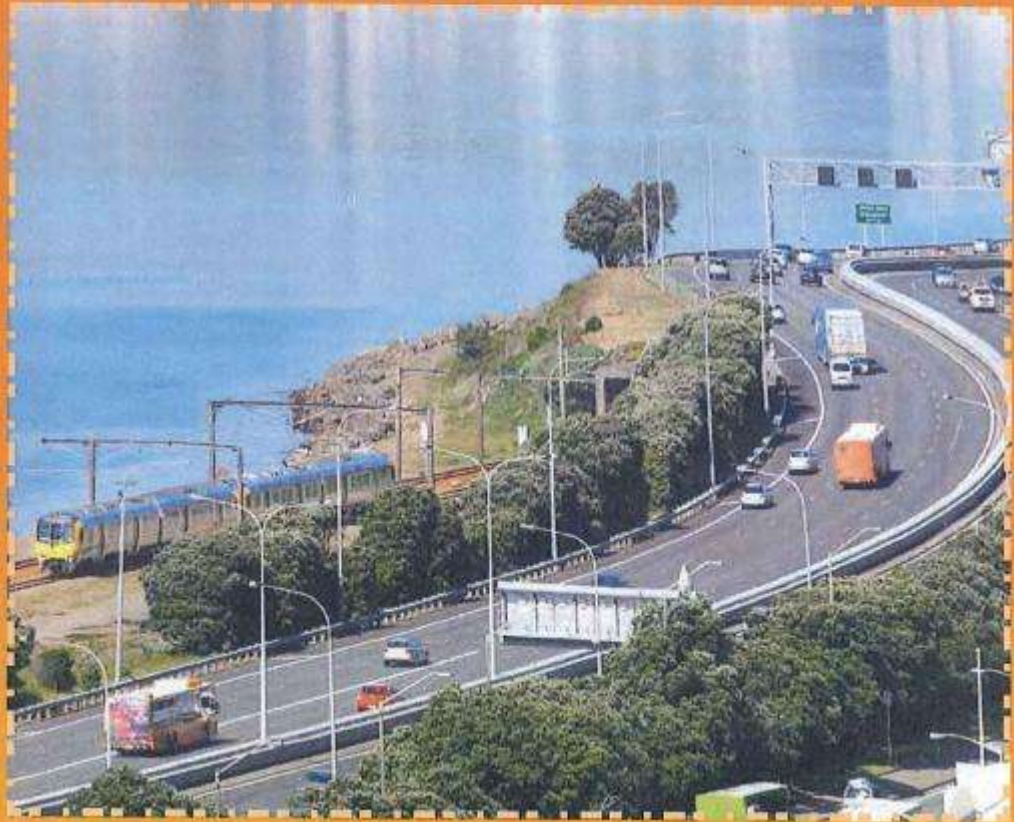


GREAT HARBOUR WAY
TE ARANUI O PŌNEKE

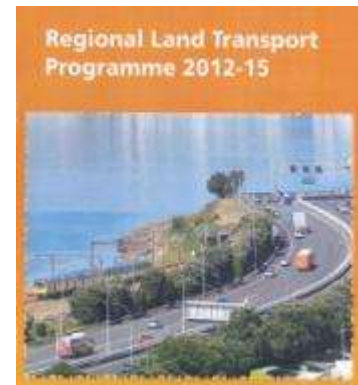
Ngauranga to
Petone Cycleway

Its in the plan!!

Regional Land Transport Programme 2012-15



Ngauranga to Petone Cycleway

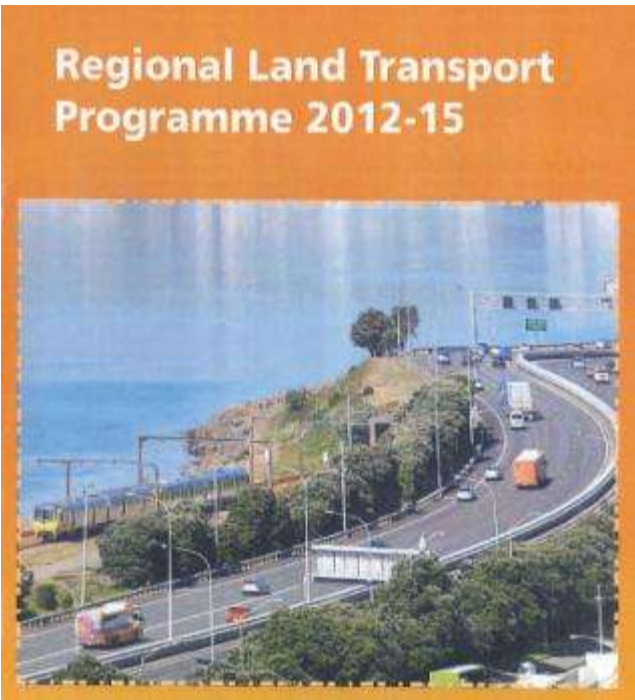


NZTA	Third priority	Mt Victoria Tunnel Safety Improvements	modification. To reduce safety risks to tunnel users by improving tunnel ventilation, strengthen the existing walkway and establish a new ITS system to support tunnel operations.	Construction	HMH	2013	7	0.00	37.67	0.00	37.67	51.77	National Regional
NZTA	Third priority	Ngauranga to Petone Cycleway/walkway	To improve the level of service for pedestrians and cyclists and encourage more walking and cycling trips by completing the walkway/ cycleway facility between Ngauranga and Petone.	Investigation Design Construction	HHM HHM HHM	2012 2013 2014	36 36 36	0.28 0.00 0.00	0.00 0.40 0.00	0.00 0.00 3.52	0.28 0.40 3.52	14.72	National
NZTA	Third priority	SH1 (RoNS) – Basin Reserve Improvements	Refer to "Roads of National Significance objective" on p7	Property Construction	HHL HHL	2013 2013	24 36	0.00 0.00	5.00 17.36	2.50 44.97	7.50 59.33	106.72	National
NZTA	Third priority	SH1 (RoNS) – Mackays to Peka Peka Expressway	Refer to "Roads of National Significance objective" on p7	Construction	HHL	2013	72	0.00	98.45	234.34	332.80	571.00	National
NZTA	Third priority	SH1 Inner City Bypass Intersection Optimisation	To reduce congestion and improve journey times and trip reliability to enhance the benefits of the Basin Reserve Improvements project.	Investigation Design Property	HHM HHM HHM	2013 2014 2013	24 24 24	0.00 0.00 0.00	0.81 0.00 4.00	0.00 0.49 4.00	0.81 0.49 8.00	33.89	National
NZTA	Third priority	SH2 Carterton to Masterton Safety Improvements	To improve safety along this section of SH2 involving the installing of a wire rope barrier to protect against head-on crashes.	Investigation Design Property	HMM HMM HMM	2013 2014 2014	12 12 12	0.00 0.00 0.00	0.14 0.00 0.00	0.00 0.24 0.18	0.14 0.24 0.18	6.00	National



GREAT HARBOUR WAY
TE ARANUI O PŌNEKE

Ngauranga to Petone Cycleway



Appendix A – Timing of significant activities

This appendix provides indicative timing for significant activities proposed to be undertaken in this region 10 years. Significant activities proposed within the RLTP (ie, third priority, large, new projects) are ranked with the Regional Transport Committee's prioritisation approach. Other significant activities are not prioritised and indicate what might be included in future programmes and are already accounted for in the 10-year financial plan.

Key: I = Investigation
D = Design
C = Construction activity phases

Activity	Rank	Year								
		2012/13	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19	2019/20	
Third priority, large, new projects commencing within the next three years (2012-15)										
Mt Victoria Tunnel – Safety Improvements	1	C	C							
Adelaide Road Improvements	2	C								
SH1 Widening of Ruahine Street/Wellington Road	3		I	D	D	C	C			
Aotea Quay Improvements	4		C	C	C	C				
Electronic/Integrated Ticketing System	5	I	IC	C	C					
SH1 Inner City Bypass Intersection Optimisation	6		I	D	D	C	C			
SH1 (RoNS) Basin Reserve Improvements	7	ID	DC	C	C					
Johnsonville Triangle Roading Improvements	8	C	C	C	C	C	C			
Ngauranga to Petone Cycleway/ walkway	9	I	D	C	C					
SH2 Connection to Masterton Safety Improvements	10		I	D						
SH1 (RoNS) Mackays to Peka Peka Expressway	11	ID	C	C	C	C				



Ngauranga- Petone Cycleway

- The case for the cycleway is very strong
- NZTA BCR 3.1
- Best transport project in region



But the BCR understates the demand
(267 cyclists 30% increase)

“Riding a bicycle should not require bravery”

– Roger Geller, Portland Office of Transportation



Source: Portland Office of Transportation - Survey on public attitudes towards cycling

Today only strong and fearless - Tomorrow Electric cycles

The BCR calculation for Ngauranga to Petone Cycleway

Included

- Health benefits (Only benefit)
- Safety (No Benefit)

The BCR calculation for Ngauranga to Petone Cycleway

Included

- Health benefits from commuting (Only benefit)
- Safety (No Benefit)

Did not include

- Economic
 - Tourism
 - Lowered cost of transport
- Recreation
- Walking
- Off road rail servicing
- Climate change

The BCR calculation for Ngauranga to Petone Cycleway

Included

- Health benefits from commuting (Only benefit)
- Safety (No Benefit)

Did not include

- Tourism
- Recreation
- Walking
- Rail servicing
- Climate change

Non-monetised benefits

If a package or project has demonstrable non-monetised benefits that are not included in the BCR, then these should be taken into account and may, if the NZTA considers these benefits to be significant, result in a higher rating.



GREAT HARBOUR WAY
TE ARANUI O PŌNEKE

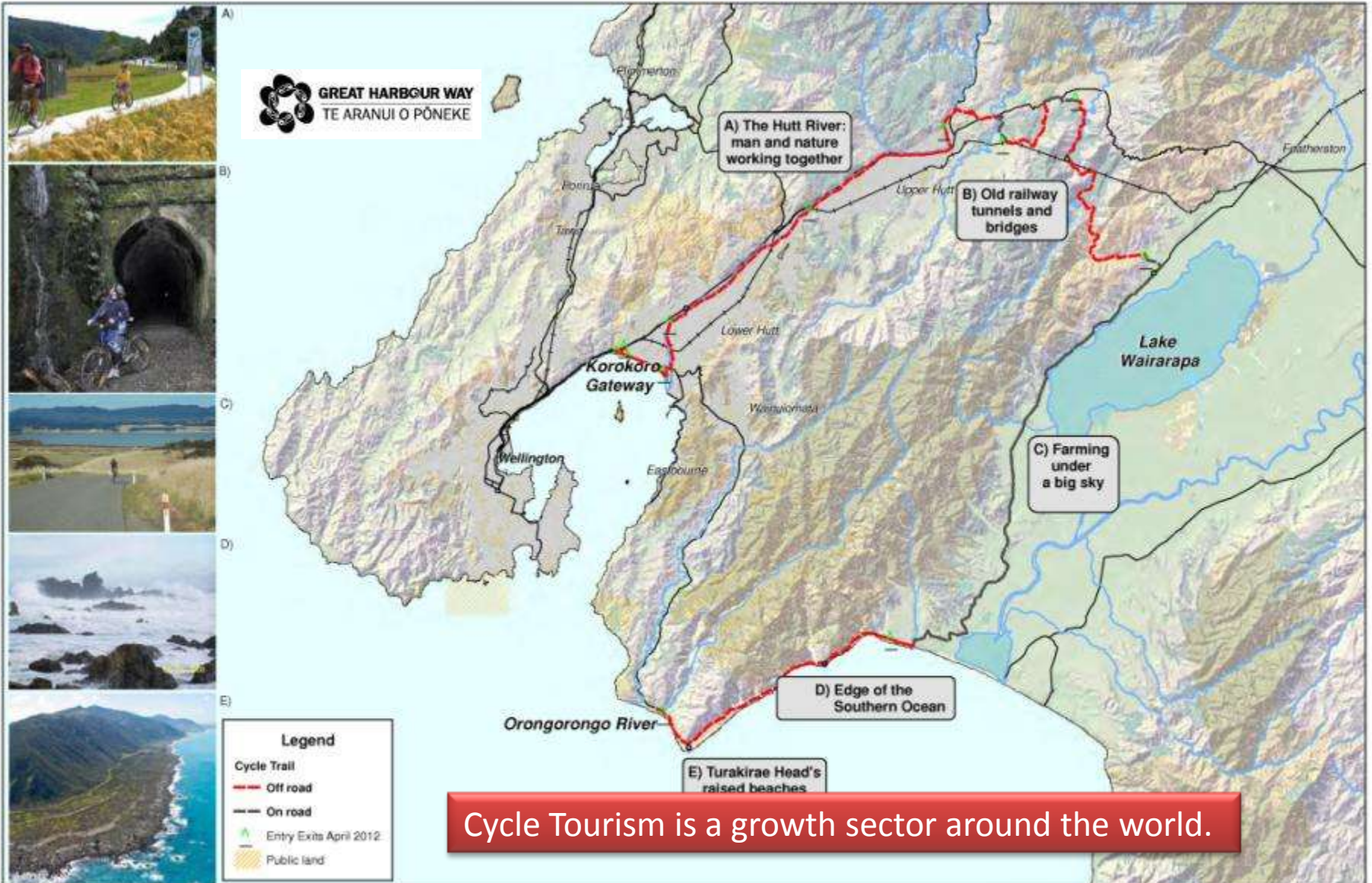
Next 10 years

Issues

- Climate Change
- Obesity
- Economy
- Fuel price

Solution

- GHW will protect the rail line
- Cycling and walking improves health
- Cycle tourism
- No fuel



Cycle Tourism is a growth sector around the world.

Great Ride Application: A journey through the making of North Island.
Access points and iconic features along the way

Fuel Price in 10 years?

- Petone – Wellington by cycle \$0



GREAT HARBOUR WAY

TE ARANUI O PŌNEKE

Recreation

The coastal walkway has changed New Plymouth



Imagine what a seaward side off road cycleway between Wellington and Petone could achieve.



Other benefits

Protection of rail and road from sea level rise, storm surge.

Off road servicing of rail corridor



Today



When Complete



Ngauranga-Petone is the key to unlocking much wider benefits

Recreational Cycling and Walking

Cycle Tourism

Greater Commuting



Conclusion

- The economic case prepared by NZTA for Petone – Ngauranga is very strong.
- The real economic benefits of this investment are much greater
- We should leave no stone unturned in pressing this case for funding.

