

# Great Harbour Way Te Whanganui-a-tara

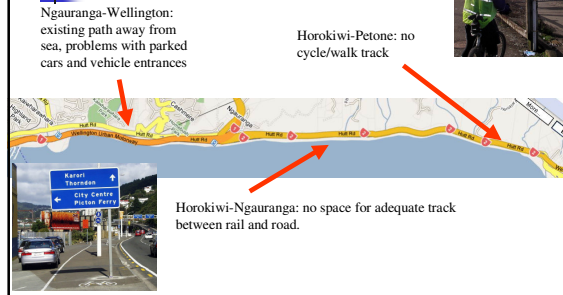
Fixing the Wellington-Petone Gap  
Presentation to RTC 28 October 2008

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

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



## Petone-Wellington Problems



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

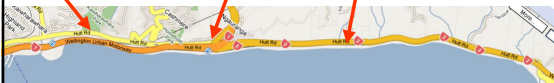
- Build 3.5m cycle/walk path on seaward side of railway line



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

## 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



## 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
  - Support from WCC, GWRC T&A committee



## What the RTC can do

- Make GHW an explicit part of regional active transport network (e.g. Regional Walking and Cycling Plans)
- Include a solution to the Petone-Wellington gap in the N2A plan
- Make "fixing the gap" a high priority