

Collaboration

To advance the GHW vision there will need to be collaboration and commitment, especially with Wellington and Hutt City Councils who have responsibility for much of the land along the route. Both of these Councils have already implemented a significant amount of work in their respective districts, and have developed and adopted cycling and walking policies. Both have also made long term planning and funding commitments for further development of what could become the GHW. However, both of these councils also have competing demands on their funding and resources through their respective Long Term Community Plans (LTCCP), which are likely to be the main source through which priorities and funding for the GHW will be achieved.

The statutory planning framework will be integral in bringing the GHW into reality. While most of the land proposed for the GHW is currently owned and administered by local, regional, or central government, the GHW does not have any statutory recognition and has only limited informal support from some of the land owners and land managers. In addition, most of the landowners also have a statutory role, such as under the Resource Management Act, 1991. It cannot be assumed that because the 'landowner' supports the route, that any consents will be automatic.

NZTA, CentrePort and OnTrack will also have significant roles to play in the GHW concept and the involvement and cooperation of these agencies is vital if the concept is to be fully embraced, as set out in the Coalition's vision and objectives.

Potential Conflicts

A shared cycle and pedestrian path brings with it certain potential conflicts. Also a path shared by different types of cyclists – recreational, commuter neighbourhood, adults and children – introduces another range of factors and considerations. Different types of pedestrians – walkers, runners and joggers – also have different requirements and thereby potential conflicts.

While the shared path will require particular physical attributes in terms of its width, geometry and construction, many of the potential conflicts between the different user groups can be overcome through education and awareness, and through developing and promoting etiquette amongst users. Many of the conflicts between the various user groups are perceived rather than real and can be readily overcome. Research and surveys from overseas support this.

The key issues are identified and described in the latter part of the report and the final section identifies areas for further investigation. These cover a range of matters including: establishment of a GHW governance structure; traffic and civil engineering investigations; the adoption of a design-led process; branding and marketing of the concept and the route; community consultation; and the need to ensure that the GHW concept is highlighted at every opportunity in the ongoing statutory planning processes

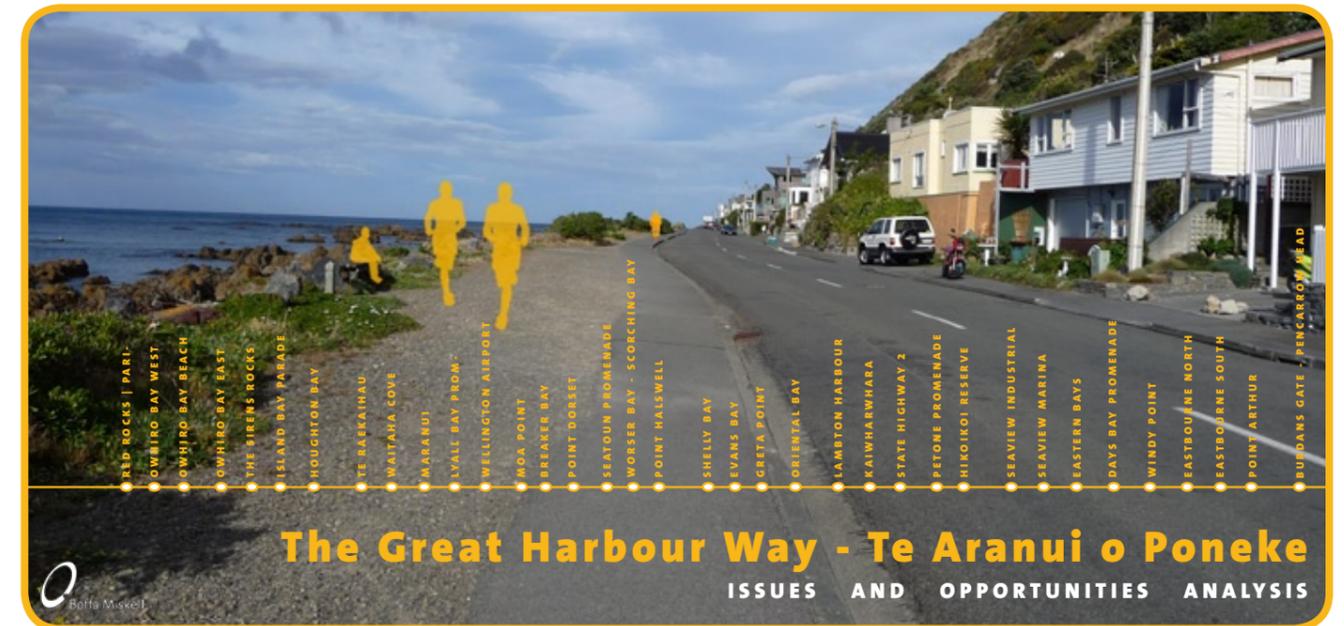


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The Great Harbour Way - Te Aranui o Poneke; Issues and Opportunities Analysis was prepared for Great Harbour Way Coalition Steering Group by Boffa Miskell Limited. Electronic copies are available on the Great Harbour Way web site:

www.greatharbourway.co.nz



The Vision

The Great Harbour Way (GHW) is the name adopted to describe 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 Pencarrow Head and the aim is for it to be located immediately beside the harbour edge as far as is practicable.

While several groups have separately promulgated this concept in various forms over several years, in 2008 the groups decided to combine their efforts into the Great Harbour Way Coalition. The Coalition proposes to develop the concept further and to seek support from the various agencies and organisations that control and administer the harbour edge and the immediate environs, and to chart a direction to move the GHW from a concept into reality.

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.

The Great Harbour Way; Issues and Opportunities Analysis study was launched during a presentation to stakeholders hosted by Hon Peter Dunne MP on 10 November 2009.



Connections

One of the objectives of the GHW is for it to become part of a wider network that connects communities and provides interpretation of the natural, cultural and historical values of the harbour. Part of the study has looked at the connections between the GHW route and other recreation networks, such as the Hutt River Trail, and adjoining reserve and open space areas. There are also opportunities for the GHW to provide connections to the regions such as to the Rimutaka Incline via the Hutt River Trail, and also to connect to the Big Coast route that extends around the southern coastline between Hutt City and the Wairarapa. When these potential connections are considered, the Greater Wellington Regional Council (GWRC) has an important role to play. The Council has adopted cycling and walking policies, has the lead role in public transport in the region through bus and rail services, and has a pivotal role in promoting active transport.

The formation of the GHW Coalition and the development of the concept is timely given the Government's New Zealand Cycleway Project (NZCP) initiative, which has already allocated funds to seven projects in various regions. One of the aims of the GHW Coalition is to highlight the work that it has already completed and seek to have the GHW included in the NZCP. In addition, the GHW could easily be recognised as a 'Classic New Zealand Walk' and marketed as such. While most of the proposed route is already easily traversed by foot, more stringent path requirements are needed for cyclists.

The harbour ferry service is an integral part of the overall concept. Including the ferry service as a key part of the concept also provides considerable flexibility and increases the route options and variation for users.

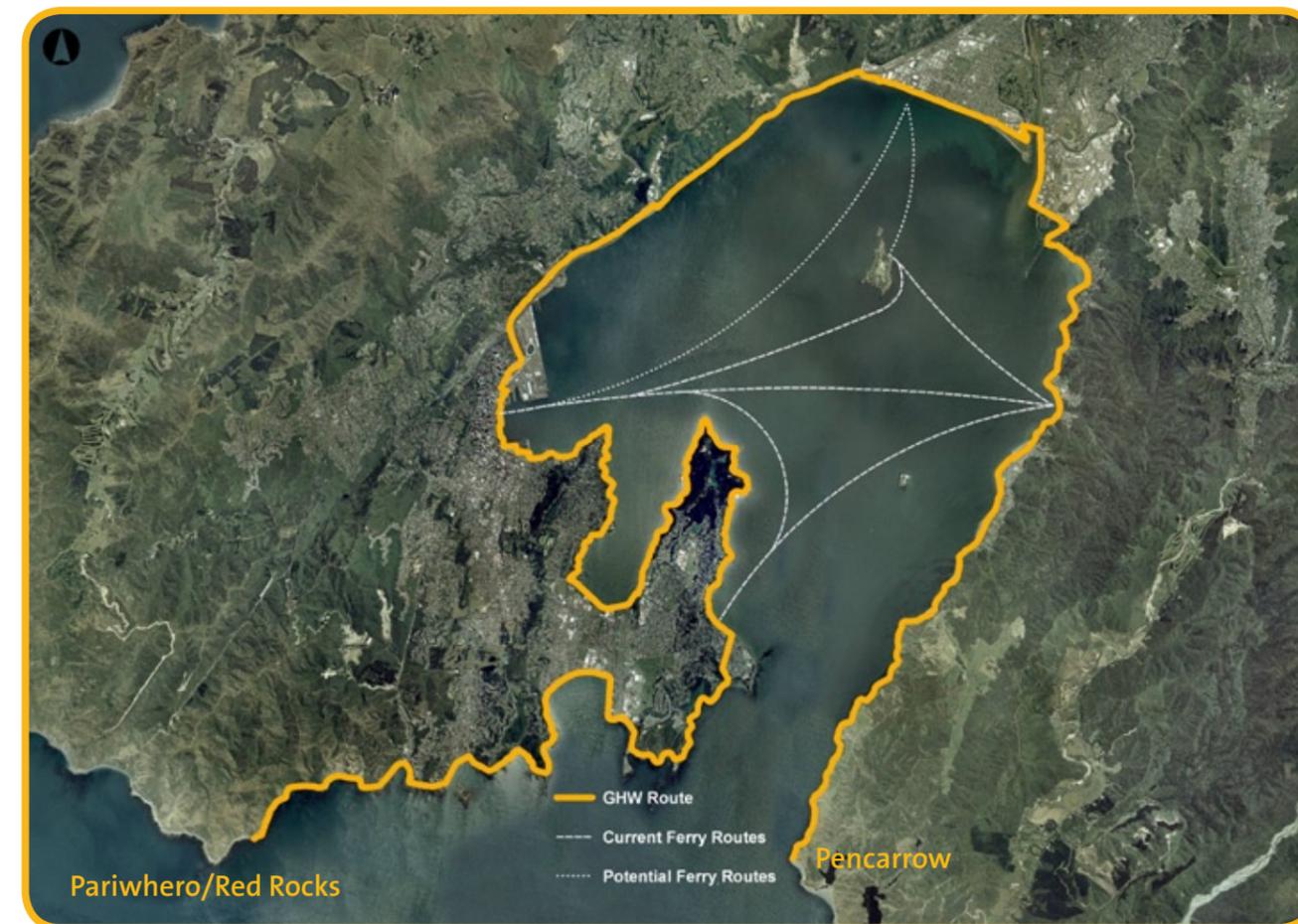


Route Analysis

The sector by sector analysis of the GHW route has drawn together significant information and details, which have come from previous work and studies that have been completed, and discussions with the territorial authorities, various agencies and organisations, together with field work. In a broader context, the aims and objectives of the GHW have been benchmarked against several other successful routes developed in other parts of New Zealand and overseas. These routes have several common attributes and qualities, which GHW needs to embrace if it too is to achieve a similar level of success.

One particular thread that is common to the successful projects assessed is that they require long term planning and take many years to be implemented. Generally development of these shared routes occurs in stages and this is quite understandable given the often complex land holding, administration, and statutory planning issues to resolve, and the costs involved in implementation. However, this does not mean that the routes cannot be used until they are completely finished; quite the opposite. Realisation of the GHW is envisaged to be similar, with development occurring in phases extending over many years. For some of the GHW route little or no physical upgrade works are required; just branding and signage. However, other sections will require engineering works such as the construction of new boardwalks and dedicated paths separate from existing footpaths.

The report identifies where various works and /or further detailed investigations are required. There are two sections of the route in particular which will be demanding, complex and expensive – Petone to Kaiwharawhara, and Aotea and Waterloo Quays. While the issues associated with these two sections are different, both sections will require strategic planning and co-operation with several key agencies, are likely to be expensive to achieve, and will only be realised long term. Interim solutions are however possible.



Staging: Stage 1: Two GHW 'Hubs'

Given its scale and the number of stakeholders involved, the GHW will need to be developed in stages. In doing so GHW still needs to be planned and designed as an overall entity and to do so will require widespread cooperation, collaboration, commitment, and long-term funding. In both Wellington and Hutt cities there are logical places where two initial 'hubs' could be located – Lambton Harbour in association with Wellington Waterfront, and the Petone Esplanade in Hutt City. Both are well-used promenades and neither would require significant amounts of work to introduce and formalise the GHW concept.

In Wellington City, the first stage of the GHW could be from Lambton Harbour around the Miramar Peninsula to Seatoun Wharf (approximately 16km). Already most of the route comprises shared path or cycle lanes. In Hutt City, the first stage of the GHW could be from Petone Esplanade to Days Bay (approximately 10km). For both of these stages the harbour ferry service could play a key role.

In addition, the 'Wild Coast' sectors, Owhiro Bay to Red Rocks and Burdan's Gate to Pencarrow Head, could also be included in this first stage given that no physical upgrade is required - only way-finding and interpretation signage.

However, before embarking on developing and formalising these first two sections of the proposed first stage, there is merit in undertaking further planning and design investigations for the overall concept and route. In doing so, it will help tease out situations and issues that are likely to affect the proposed first stage. Early and clear consultation with the coastal communities will be essential.