

Presentation to SPC form Allan Brown Convener of the Great Harbour Way Coalition

Pleased with the support



GREAT HARBOUR WAY
TE ARANUI O PŌNEKE

Doesn't go far enough

- No recommendation to bring the programming forward one year
- Perpetuates the myth that the BCR is 1.3
- Does not add to the case that this project should stand on the top rung of the ladder for projects clamouring for the Walkway and Cycleway budgets into the future.

Timing

- Ngauranga to Petone scheduled for investigation in the 2012 year compared with other walkway/cycleway projects Hutt River Trail, Upper Hutt Rail corridor in the 2011 year
- The Petone package planning starts in the 2011 year.
- The Ngauranga- Petone Walkway Cycleway and the Petone Package projects should logically be considered together
- NZTA's Jenny Chetwynd reported in the Hutt News that this is a resourcing issue that could be turned around if there is a public outcry during the consultation phase.
- **Please add to your submission a request to bring the timing forward. Our submission is doing just that.**

Calculating the BCR

- In the NZTA Triangle study the BCR was calculated at 1.0
- GHW contested this at a detailed level on grounds that it only considered a population 1.6km around the nodes and the journey of 4.8km
- Our calculation on the NZTA formula gave a result of 7.5
- NZTA commissioned a sensitivity study (Copy)
- Results in a range of somewhere between 1 and 3.1
- NZTA Jo Draper tells me that they accept the 3.1 figure
- The figure of 1.3 in the NZTA report cannot be sustained and should not be repeated in your paper as it is a myth
- Not only that
 - The BCR calculation only assigns value to health benefits from 267 cyclists using the route and this growing at 4.5% per annum. There are already 430 using the road now.
 - Surprisingly there was no safety benefit assigned value in the calculation. All the high profile deaths occurred just outside of the study area. It is hard to believe that the BCR is so high without safety which is everones concern
 - There is no benefit assigned to
 - walkers,
 - Recreational cyclists
 - Cycle tourists,
 - or family groups.
 - There is no benefit assigned to improvements to the rail service by having protection from the sea at its most vulnerable point.
- **The real benefits to Wellington are much greater than the NZTA calculation, and this should be given weight in the submission.**

Competing for the National Cycling and Walking Budget

- Ultimately this project requires funding from the NZTA National budget.
- We should take every opportunity to position the project high up on the criteria for selection
- The criteria are Strategic Fit, Effectiveness and efficiency (BCR)
- The regional cycling Strategy lists fixing this gap as its highest priority
- The effectiveness of this link would add benefits to adjoining cycleways both (existing and proposed)
- BCR
- **Please reinforce these messages in your submission**