

## Shelley Martin

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**From:** Celia Wade-Brown [celia.wadebrown@livingstreets.org.nz]  
**Sent:** Wednesday, 27 May 2009 1:28 a.m.  
**To:** RPS Review  
**Cc:** Alastair Smith  
**Subject:** RPS Submission (final version!)

1 This submission is on behalf of the Great Harbour Way Coalition, including Wellington & Hutt Valley Rotary Clubs, the Great Harbour Way founders, Living Streets Wellington, Cycle Aware Wellington, Wellington Waterfront Ltd and the Wellington Civic Trust.

2 We would like to be heard.

3 While many of our members may have views on other aspects of the Regional Policy Statement, we confine our comments to one issue only - the Great Harbour Way. Where other parts of the RPS could be amended to support the early facilitation of this route, we support such changes.

4 We are pleased to see the following policy and hope you intend to include the great Harbour Way on GW information and help the different authorities provide appropriate signage for the route itself and for linkages to others such as the Hutt River Trail.

Method 25: Information about the provision of walking, cycling and public transport for development

Prepare and disseminate information about how to provide for walking, cycling and public transport.  
*Implementation: Wellington Regional Council*

5 There is need for access (for kai moana, wildlife viewing, walking and cycling) along the stretch from Petone to the Kaiwharawhara estuary. While this may take a while to fully implement, the desire should be expressed, consistently with Regional and City Councils' stated support for the Great Harbour Way.

Policy 52 and Method 50: Identify areas for improved public access

Identify areas of the coast, lakes and rivers where public access should be improved.  
*Implementation: Wellington Regional Council \* and city and district councils*

We believe that the Great Harbour Way has already been identified, for example through the Regional Cycling Plan. We are also concerned that the harbour is not specifically mentioned, although it could be considered to be subsumed under 'coast'. Access to kai moana and customary sites is important as well as the use of the great Harbour Way for transport and recreation. While the harbour is in public ownership, changes of road or rail infrastructure could have detrimental or positive effects and we need the protection of the RPS. Iwi will also have significant rights once the settlement legislation is complete.

Therefore we suggest that Greater Wellington adds "the coastal access along the Great Harbour Way.". We note that existing (j) means that the Port should continue to operate on Port Land but that may need to be made more specific than "the integrity and security of regionally significant infrastructure". This could be defined by adding your map from the Regional Cycling Plan as an Appendix or receiving a more detailed map from ourselves. We expect to be in a position to table this at our oral submission.

6 For the avoidance of doubt we also request that any existing provisions that encourage the development of the Great Harbour Way be kept, or modified to further support the development of the Great Harbour Way; and we oppose any provisions that discourage the development of the Great Harbour Way.

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