



Porirua Stream Walkway

Scoping Report & Implementation Strategy



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1 Introduction

This study by Opus International Consultants was commissioned by Wellington City Council Parks & Gardens to address a strong need, identified from within the Tawa Community, for a pedestrian walkway and cycleway following the Porirua Stream. This document outlines the first stage of the project by analysing and defining an optimum route alignment, the design of which is to be developed in greater detail in future stages.

1.1 Project Objectives

Within the broad objective of this new public route along the full length of the community there are also more specific outcomes and opportunities. These are:

Project Objectives and urban design goals:

- a primary pedestrian route along the valley between Willowbank Reserve and Kenepuru Railway Station.
- improve links across the valley and between schools, retirement villages, Tawa centre and other community facilities.
- be suitable for both utility trips and for leisure purposes.
- a route that is safe, accessible, desirable and suitable for commuters as well as recreational users.
- linking local parks and reserves
- connecting the Tawa Community – North/South
- creating more opportunities for key East/West connections
- providing recreational and amenity value along a 6km route
- connecting local recreational and community facilities
- providing new strategic stream crossings





1.2 Policy Context

The Porirua Stream Walkway creates a link for pedestrians and cyclists between the residential areas of Tawa and community facilities, including shops, schools, transport depots, and recreational facilities. It will make cycling and walking an attractive form of transport and will help achieve the Government Policy Statement on Land Transport (GPS) targets and Wellington City Council draft Walking Policy and draft Cycling Policy objectives.

The GPS outlines a number of targets for the transport sector and measures which will support achievement of these targets. It identifies increasing the use of cycling and walking, and encouraging development that makes these modes attractive and safe as a way to support the achievement of four of the GPS targets:

- reduce the kilometres travelled by single occupancy vehicles in major urban areas on weekdays by 10 percent per capita by 2015;
- no overall deterioration in travel times and reliability on critical routes by 2015;
- reduce fatalities and hospitalisations from road crashes by 2015; and,
- increase patronage on public transport by three percent per year through to 2015.

Additionally, the GPS has a specific cycling and walking target: to increase the number of cycling and walking trips by one percent per year through to 2015. The GPS aims to achieve this target by making cycling and walking an attractive, easy and safe transport mode and setting funding ranges for activity classes that support walking and cycling infrastructure.

Wellington City Council adopted a Walking Policy and a Cycling Policy on 26 November 2008. The Porirua Stream Walkway will improve the experience of those walking to and from public transport stops, and will increase the number of walking trips to and from educational and suburban centres, three of the key objectives in the draft Walking Policy. The Porirua Stream Walkway also has the potential to help achieve a number of the key objectives in the draft Cycling Policy:

- to improve cycle safety throughout Wellington;
- to improve convenience of cycling in Wellington;
- to improve the experience of cycling trips made to and from Suburban Centres ;
- to improve the experience of cycling trips made to and from educational centres; and,
- to improve the experience of cycling trips made for recreation.

1.3 Methodology

Our methodology in undertaking this study is outlined below:

- inception/briefing meeting;
- review of background documents, plans and studies, and identify gaps;
- develop planning objectives and project goals with WCC;
- stakeholder workshop to evaluate options against urban design and planning objectives and goals and evaluate route benefits, engineering feasibility, cost, risk and implementation;
- preparation of a scoping paper; and
- finalise concept design report and implementation strategy.

Specifically we have also

- liaised with WCC's representative, Dave Halliday to gain knowledge of WCC approach and requirements when developing new pedestrian/cyclepaths
- walked the route several times with members of the Tawa's Community Steering Group to gain a better knowledge of the alignment options, constraints, opportunities and the general environment.
- liaised with Greater Wellington City Council (GWCC) and Wellington City Council (WCC) environmental engineering teams to discuss any possible site constraints, requirements and consents.
- Held a community workshop on the 10th of September 2008 with the Steering Group and Dave Halliday from WCC Parks and Gardens to review and evaluate route alignment options in depth. The Steering Group subsequently produced a document summarising feedback on their preferred alternatives.
- reviewed track surface material options in a joint site visit to recent reserve track installations at Tawatawa Reserve in Ohwi Bay and Mt Victoria with Dave Halliday and members of the Steering Group



1.4 This Document

This report is structured as follows:

- set out the context - including history and urban design analysis.
- define key engineering design criteria
- outline environmental effects and benefits, and review consenting requirements
- detail the preferred route alignment, including a summary of the route evaluation for each section
- summary table of indicative construction costs for each section including options on track surface
- Implementation strategy



Fig.1.4.1 Bridge over the Porirua Stream at Willowbank Reserve

