



7 Implementation Plan & Next Steps

7.1 Implementation

It is acknowledged that the implementation of this route is likely to be in stages. Therefore a prioritisation of the sections outlined previously is required.

We would recommend the following order

Stage 1	Section D	<ul style="list-style-type: none"> Is the central section and provides key connections to local shopping centre, east-west crossing point to the Intermediate and College with a subway local link at Tawa Pool Part of this section around the proposed retirement Village will be completed by the developer as a condition of the resource consent.
	Section E	<ul style="list-style-type: none"> Completes the central section of the route from McLellan through to Tawa Street Provides more direct pedestrian connection from the southeast to the local shopping centre
Stage 2	Section C	<ul style="list-style-type: none"> Connects the playgrounds at Grasslees Reserve and Duncan Park provides a potential more direct route to the bridge and Social Club
Stage 3	Section A	<ul style="list-style-type: none"> Connects into the pedestrian overbridge at Kenepuru Station Provides a more direct link the higher density Linden community in the northeast with the recreational benefits of Linden Park
	Section B	<ul style="list-style-type: none"> Easy section to implement as it primarily follows Findlay Street
Stage 4	Section F	<ul style="list-style-type: none"> Route along the South bound platform Requires a subway under the rail corridor at the southern end to connect to Section G
	Section G	<ul style="list-style-type: none"> Connects Taylor Park and Willowbank Reserve Provides accessible access with a new bridge to the east side of the stream.

7.2 Sources of Funding

Funding for the capital costs for the Porirua Stream Walkway should be sought from a range of organisations that can each provide a portion of the amount needed. Also, funding for different aspects of the walkway/cycleway may be pursued from various relevant organisations. For example, a local conservation/environment charity could fund native bush planting along the route whilst an arts based charitable organisation might fund iconic wayfinders. Potential funding sources include:

- NZTA for projects that are consistent with district and regional cycling and walking strategies;
- NZTA through their school travel planning mandate (formerly administered by EECA);
- Sport and Recreation NZ (SPARC) through their 'Active Communities' projects;
- Health board funding, particularly related to diabetes prevention;
- The Community Trust of Wellington;
- Bikewise, Health Sponsorship Council for events and promotions;
- Council Departments focusing on providing recreational opportunities; and,
- Road Safety Trust, for projects that improve road safety.

The funding criteria for each organisation needs to be examined in more detail as the project is developed.

7.3 Next Steps

We would recommend that this report be reviewed by all the key stakeholders and if acceptable endorsed.

Then a detailed programme of implementation then needs to be drawn up to address fundraising, confirmation of section staging, detail design of sections, land designations and purchases, Environmental Impact Assessment (EIA) leading to resource consent. Once approved documentation can then be produced for building consent (if required), tender and construction.

