Residential activity dominates with individual houses and multi-storey apartment blocks. Cafés, Band Rotunda, Freyberg Pool and marina. The Promenade itself is a destination as much as it is a route.

Wide and busy road, with wide shared path along coastal edge that attracts a large number of users and multiple modes of transport. Angle parking on the seaward side of the road can create a hazard for cyclists and Oriental Parade is recognized by WCC for its relatively high accident rate involving cyclists. There is some conflict between the wide range of users on the promenade, travelling at different speeds and with differing abilities. A line delineating cyclists and pedestrian sides of the path was removed as part of the recent upgrade.

No physical upgrade of the promenade required. A marked cycle lane may assist to reduce the accident rate for cyclists using the road.
**Lambton Harbour Waterfront**

<table>
<thead>
<tr>
<th>Context</th>
<th>Road/path condition/Issues</th>
<th>Development options &amp; Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>The central city waterfront is essentially a linear park that provides access along the harbour edge, numerous recreational opportunities such as museums, cafes, play areas, sea kayak and bike hire etc. and so consequently it is also a destination in itself.</td>
<td>The path for most of its length is a generous width, able to cope with multiple use including skate boards, rollerblades, buggies, wheelchairs and ‘Crocodile bikers’. However, conflicts do occur at times of high use and at pinch point locations where the path narrows, such as bridges and the path between Shed 5 and Kumototo.</td>
<td>Continue to manage user conflicts, Consider alternative inland route for cycles through Queens Wharf area or along road. Design improvement at pinch points</td>
</tr>
</tbody>
</table>

**Route Upgrade Options Legend:**
- No/minor change
- New route
- Upgrade existing

**Diverse activities and opportunities**

**Main East by West Ferry Terminal**

**Wide promenade between Te Papa Bush City and the harbour**

<table>
<thead>
<tr>
<th>29</th>
<th>Lambton Harbour Waterfront</th>
</tr>
</thead>
<tbody>
<tr>
<td>44</td>
<td>THE GREAT HARBOUR WAY: ISSUES AND OPPORTUNITIES ANALYSIS</td>
</tr>
<tr>
<td>23</td>
<td>Wellington Waterfront</td>
</tr>
</tbody>
</table>

*Popular exercise route*

*Diverse edge treatments provide places to stop and enable closer access to the water*
Due to restricted access to Wellington Port, this section of the route is dominated by the road environment and retail activity with no visual or physical connection to the coastal/harbour environment.

There is a cycle lane on both sides of Bunny Street beside the railway station but there is no assigned cycle lane along Thorndon Quay. Thorndon Quay is a wide two lane road with sections of bus lanes, footpaths either side and wide hard shoulders which are used for parking (both angle and parallel). Angle parking creates a hazard for cyclists, and Thorndon Quay is identified by WCC as an area with high accident rate for cyclists. Cycle lanes may assist to reduce the risk.

WCC are currently planning a roading upgrade of Waterloo Quay (3 year plan) and Aotea Quay (7 year plan) which in combination could incorporate a 2-way shared path. If this could connected to Hutt Road at the northern end it would provide an alternative and safer route than Thorndon Quay currently does. WCC is also considering options to improve safety for cyclists along Thorndon Quay, such as a morning peak hour clearway on the south side of the road. Assigning a cycle lane on both sides of Thorndon Quay would also improve safety for cyclists.
The Great Harbour Way: Issues and Opportunities Analysis

InterIsland Ferry Terminal
Kaiwharawhara Stream
- Kaiwharawhara Point

Hutt Road

Context

Busy road dominated by commercial activity. The route has no direct connection to the coast and is separated from the coast by SH1 motorway and railway corridor.

Road/path condition/Issues

Busy four lane road with little or no hard shoulder. A shared footpath on seaward side of the road provides 2-way off road access for cyclists and pedestrians. However, the numerous vehicle crossings that across the path to commercial businesses create a hazard for cyclists and the section of road between Ngaio Gorge and Rangiora Avenue has a high rate of traffic related cycle accidents.

The interIsland ferry terminal is a potential block to creating a path along the coast due to operational requirements of freight/vehicles etc. However, it is important that there is a link between the terminal and the route.

Development options & Category

Upgrade existing shared path, to reduce accidents as vehicles cross, such as painted path.

Consider alternative route along harbour edge, seaward of the railway corridor as part of Hutt Road section upgrade options to the north of this sector.

There are potential opportunities for cross links in the vicinity of the Kaiwharawhara Stream, from a coastal path to Hutt Road, if the ferry terminal needs to be avoided. These would involve bridges, ramps and underpasses to cross the railway and SH1.

It may be possible to provide a route suspended under the SH1 overpass, in order to avoid the ferry terminal.

Route Upgrade Options Legend:

- No/minor change
- New route
- Upgrade existing

1 Upgrade existing
10 Improvement

Wellington Urban Motorway
Aotea Quay

Potential to link a coastal path and Hutt Road via Kaiwharawhara Stream where it passes under the motorway.

Spaces under the motorway potentially provide space for a cycleway through the interIslander Ferry Terminal.
Hutt Road

Route Upgrade Options Legend:
- **No/minor change**
- **New route**
- **Upgrade existing**

**31** Hutt Road

- Under rail crossing at Ngauranga station

**32** Hutt Road

- An extended underpass at Ngauranga Station could provide a safe connection between the coast and the Hutt Road.

**Route Upgrade Options Legend:**
- Under rail crossing at Ngauranga station
- Space to develop a path along the coastal edge between Ngauranga and Kaiwharawhara.
- The GHW path could skirt around the coastal edge of the tunnels at Ngauranga.
- A shared path along Old Hutt Road.
- Separation from the motorway north of Kaiwharawhara.

**Under rail crossing at Ngauranga station**

**An extended underpass at Ngauranga Station** could provide a safe connection between the coast and the Hutt Road.

**Space to develop a path along the coastal edge between Ngauranga and Kaiwharawhara.**

**The GHW path could skirt around the coastal edge of the tunnels at Ngauranga.**
**Context**

Traffic dominated environment, with the route located between the four lane highway and the railway.

Separated from the shore by double track electrified railway corridor which allows no access to the harbour edge.

<table>
<thead>
<tr>
<th>Route Upgrade Options Legend:</th>
</tr>
</thead>
<tbody>
<tr>
<td>No/minor change</td>
</tr>
<tr>
<td>New route</td>
</tr>
<tr>
<td>Upgrade existing</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Highway 2</th>
<th>Road/path condition/issues</th>
<th>Development options &amp; Category</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>32</strong></td>
<td>2m wide shared footpath/cycle path for most of the length, separated from the road and rail by a fence or wire barrier either side. The wire barrier between the road and path ends at Horokiwi Road, therefore north of Horokiwi Road north bound users would need to use the seaward hard shoulder, in direct conflict with southbound vehicles, or cross four lanes to the landward side of the road and use the hard shoulder there. Hazardous and unsatisfactory for GHW purposes. Hard shoulder available on the landward side of the road. Commuter cyclists do not use shared path.</td>
<td>It is well acknowledged that this section of the route is unacceptable, hazardous and the most challenging section of the proposed GHW, for both cyclists and pedestrians and particularly for north bound travel. Various options are being considered in consultation with NZTA, GWRC, WCC and On-Track.</td>
</tr>
</tbody>
</table>

No/minor change

New route

Upgrade existing
The Great Harbour Way: Issues and Opportunities Analysis

Horokiwi Quarry
Petone

State Highway 2

Recreational beach / fishing

Route Upgrade Options Legend:
- No/minor change
- New route
- Upgrade existing

No separate path at the northern end of the shared path.

Railway crossing would provide a direct off road connection between Petone promenade and SH2.

Wire barrier provides some physical separation from SH2.

Separate path from SH2 that joins existing to hard shoulder of highway.

Recreational beach / fishing

Peninsula and bench at Rocky Point is a popular fishing spot.
### Context
Relatively unmodified environment with direct access to the foreshore and boat launching area. Sections of natural shoreline and a section of sea wall. Traffic noise from SH2 and The Esplanade is evident. One of few sections of the route that is adjacent to the foreshore and separated from traffic, coastal road and parked vehicles. Various open space recreation areas and mixed native coastal vegetation. Has ‘natural’ ambience compared to much of the route.

### Road/path condition/Issues
Path varies from narrow gravel weaving through coastal vegetation to wide sealed path above the sea wall.
Currently to only possible link between Petone and SH2 is via the overpass.

### Development options & Category
Western end links to SH2 section via the road corridor. Potential to continue a path past the water ski club at the west end of Petone beach and connect to SH2 via a rail crossing or continue the path along the coastal side of the railway lines.
Assign the existing path as shared path and widen where necessary.

### Petone Beach (west)

<table>
<thead>
<tr>
<th>Context</th>
<th>Road/path condition/Issues</th>
<th>Development options &amp; Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Relatively unmodified environment with direct access to the foreshore and boat launching area. Sections of natural shoreline and a section of sea wall. Traffic noise from SH2 and The Esplanade is evident. One of few sections of the route that is adjacent to the foreshore and separated from traffic, coastal road and parked vehicles. Various open space recreation areas and mixed native coastal vegetation. Has ‘natural’ ambience compared to much of the route.</td>
<td>Path varies from narrow gravel weaving through coastal vegetation to wide sealed path above the sea wall. Currently to only possible link between Petone and SH2 is via the overpass.</td>
<td>Western end links to SH2 section via the road corridor. Potential to continue a path past the water ski club at the west end of Petone beach and connect to SH2 via a rail crossing or continue the path along the coastal side of the railway lines. Assign the existing path as shared path and widen where necessary.</td>
</tr>
</tbody>
</table>
### Petone Promenade

**Context:**
Well used public promenade adjacent to sandy beach and Petone Jetty. Numerous amenities such as toilets, changing rooms, park benches and other seating, children’s play structures, car parking, Sports Clubs, Settlers Museum and mobile food and drink vendors. Natural shore. Large areas of sealed vehicle space and little substantial vegetation.

<table>
<thead>
<tr>
<th>Road/path condition/Issues</th>
<th>Development options &amp; Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wide promenade separated from the beach by a low seawall. Angle car parking along most of the promenade, in places constricting the width of pedestrian path to 1.5m. Some structures are obstacles.</td>
<td>Maximise width of the promenade along all of its length where possible by pushing car parking back and separately the path from bollards, planting and buildings.</td>
</tr>
</tbody>
</table>

**Route Upgrade Options Legend:**
- No/minor change
- New route
- Upgrade existing

Creative screening of the toilet block contributes to the identity of the promenade.

In places the space between the road and seawall could be better rationalised to provide a wider path and still provide car parking space.

The narrowest section of the promenade is separated from the road by a narrow strip of planting.

Structures on the path can create hazards and bottlenecks if not carefully placed.

Short sections of the promenade are separated from the busy road and are notably quieter.
Petone Promenade

The Esplanade

Route Upgrade Options Legend:

- Path could be widened and separated from car park by bollards.
- Widen path by moving car parking away from sea wall.
- Example of using bollards to separate path from car park.
- New route
- Upgrade existing
- No/minor change

Petone Promenade

The Esplanade
The Esplanade
Hutt River

Context
Quiet and tranquil reserve away from the road and traffic, large areas of grassed open space and coastal native planting, established paths viewing platforms, information boards, toilets and dredging operation at the end of the Hikoikoi Reserve at mouth of Hutt River.

Road/path condition/Issues
Sealed and gravel paths within the reserve, with one near the seaward edge. The paths are relatively narrow 1.5m. Alternative landward route along Waione Street or Marine Parade that by-pass the Hikoikoi Reserve.

Development options & Category
Opportunity to establish path along the landward edge of the beach at the northern end of the reserve where it adjoins the promenade.