



## Great Harbour Way Trust Submission on the proposed Marine Drive Shared Path Improvements

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### Introduction

Te Aranui O Pōneke, the Great Harbour Way (GHW), is a visionary concept for Wellington Harbour developed and promoted by a group of individuals representing a range of community stakeholders, constituted into the GHW Trust. The outcome sought is a continuous harbour perimeter walking & cycling route around Te Whanganui-a-Tara / Wellington's harbour. Appropriately defined and promoted it will be enormously popular with locals and tourists, resulting in economic growth in the region and healthy and happy people.

The Wellington Region is fortunate that it has a wonderful tapestry of walking and cycling trails, ranging from afternoon strolls to multi-day bike packing journeys.

There are many strands to the overall harbour perimeter shared pathway. Tupua Horo Nuku is a signature section being beautiful, culturally informative, and safe to walk and bike. It will no doubt continue to grow in popularity, and be a key section for those who want to undertake the Remutaka Trail or the GHW route around the harbour.

This growth in popularity / increase in people walking and cycling this route needs to be factored into the proposed designs for the sections from Sunshine Bay to Days Bay.

### Our submission

- The GHW Trust is largely supportive of the proposed design for the improvement / upgrade to the shared path connection along Marine Drive between Sunshine Bay and Days Bay.
- We do however urge that the proposal and subsequent project plan ensures clear directions / safety measures for walkers & cyclists while the work takes place for the two sections.
- We appreciate that changes at Days Bay itself are not within scope of this proposed work, and assume that this will be consulted on in due course.
- Until such a time as a safe continuation of the shared path through Days Bay is implemented, we urge that the design for section 2 includes a pedestrian / cycling crossing where the shared path will finish for the time being to ensure the safety of southbound walkers & cyclists.
- The updated Days Bay - Sunshine Bay Shared Path connection design proposes a 2.5m wide path from the boardwalk to just north of #602A.

- NZTA guidelines state that this is a tolerable minimum width for a bidirectional shared walk and cycling path with low usage (<150 users/hr), and 3.0M for medium use (150-500 users/hr), which is the more likely number of users particularly during the summer and over weekends
- We do understand the need for resident's parking, and that a 2.5m wide path is probably the only option in this narrow section of the road. However, the parking needs to be designed so that it does not compromise the safety of people using such a narrow width path in order to address the concerns below.
- It is highly likely that the angle car parks reintroduced in the updated design will result in vehicles encroaching on the already narrowed shared path. Particularly long vehicles will stick out over the path.
- There is a risk with the narrow space for the other parallel car parks that have been reintroduced in the updated design that it will result in doors being opened into the narrow path, and the driver / passenger stepping out on the path; resulting in a possible collision with cyclists coming from either direction.
- There is also a risk that rubbish / recycling / green bins will be placed on this narrow path during collection days.
- There needs to be clear signage to make people aware of the situation.
- We recognise that the proposed design reflects a low cost tactical approach that can be modified if need be to address any issues as they become evident.

## Reasoning

1. Users of this shared path need to understand that the design is different from what Tupua Horo Nuku provides..
2. The focus needs to be on safety and comfort for users of all ages and abilities.
3. One test criteria is whether a family with a 4 year old on a scooter and a grandparent on a mobility scooter, visiting the area for the first time, can safely navigate the route during and after the work takes place on the proposed improvements / upgrades.
4. Currently the Tupua Horo Nuku finishes suddenly at Sunshine Bay without any directions and traffic management, leaving people bewildered how to carry on south past Days Bay. There is a high risk (high likelihood and high impact) of an accident between a vehicle and a walker or cyclist crossing the road where the path finishes. This is an unacceptable high risk, which the proposed improvements / upgrades needs to address.