

Part 2

GHW Character Areas

As noted earlier, the approach to the GHW is to consider it as a recreational corridor of varying width along the edge of the harbour. Not only does the width vary but so does the character and the recreational experience.

New Zealand has sometimes been described as a country of 'little landscapes' where there are considerable differences in the landscape over short distances; this is very true for the Wellington region and especially so along the proposed GHW corridor.

The route passes through a variety of coastal landscapes ranging from undeveloped wild and relatively 'natural' coast, to highly developed and modified urban areas. The diverse character of these landscapes along the route provides a variety of experiences that typify the harbour edge. Eight generic recognisable landscape character types are found along the GHW route and are referred to as Character Areas:

- Wild Coast
- Coastal Park
- Undeveloped Coast
- Residential Coast
- Promenade
- Industrial/ Marina
- Inland Urban
- Highway Environment

These landscape types are not sequential and each type is not confined to one sector; that is, some of them are repeated along the route. Their characteristics are described and illustrated on pages 16 and 17.

The differing landscape character along Wellington Harbour's coastal edge and hinterland is part of the overall appeal. However, it brings with it issues in terms of implementation and 'building the route.' While understanding and describing this character is an important part of branding and marketing the GHW, it is also important in relation to implementation and the various works that need to be carried out for GHW to become a reality.

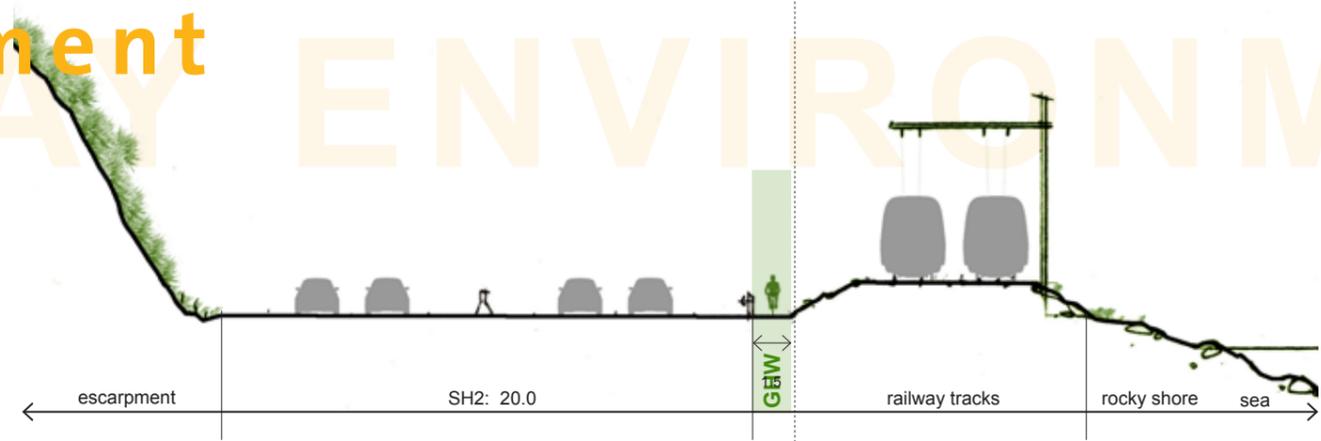
GHW Facts

Total length of GHW route	67.5 km	
Route in WCC	44.5 km	66%
Route in HCC	23.0 km	33%
Percentage of GHW route immediately adjacent to the harbour edge	55.8 km	82.7%
Percentage of GHW route disconnected from the harbour edge	11.7 km	17.3%
Character areas GHW passes through		
Wild Coast	10.4 km	15.4%
Coastal Park	5.1 km	7.5%
Undeveloped Coast	6.9 km	10.2%
Residential Coast	20.7 km	30.6%
Promenade	8.8 km	13%
Industrial/ Marina	5.4 km	8%
Inland Urban	5.6 km	8.3%
Highway Environment	4.6 km	6.8%



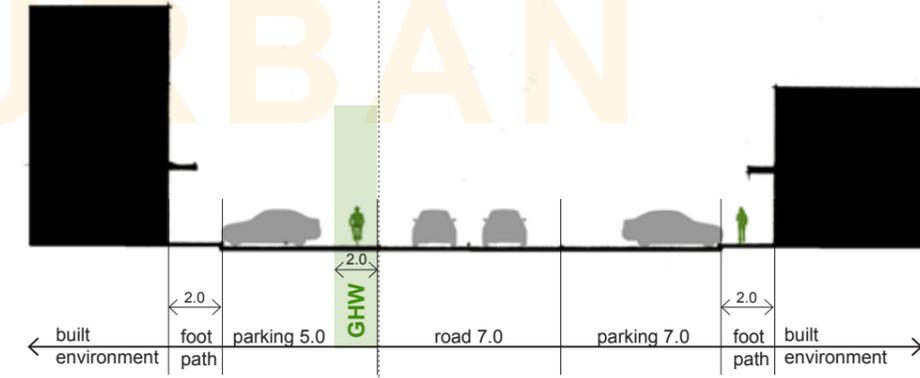
highway environment

- Fast moving vehicles and trains dominate both physically and in terms of amenity
- Low quality amenity, noisy, dusty industrial qualities
- Separation from harbour by rail corridor
- Low actual and perceived safety



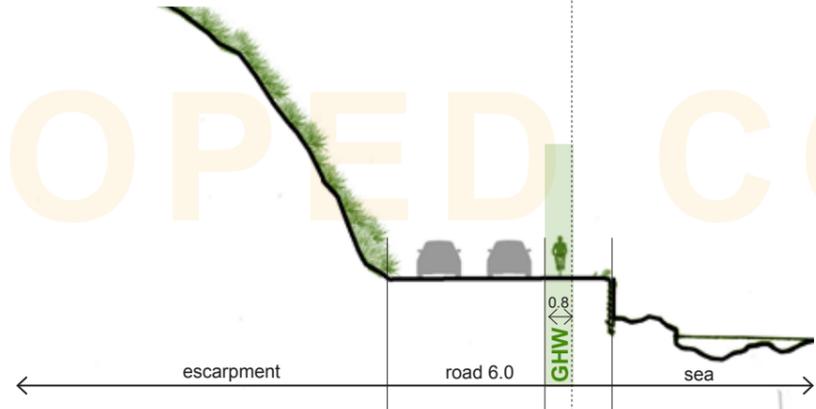
landward urban

- Little or no natural character
- Distant from the coast, harbour not visible
- Buildings, roads, railway traffic structures dominate
- Low actual and perceived safety
- Low amenity, noisy, dusty, urban bustle
- Busy streets with high traffic volume



undeveloped coast

- Coastal environment dominant
- No footpaths, no berm, moderate drop-off to the harbour
- Few structures, long stretches of retaining/sea wall
- Narrow road, in narrow platform.
- Low traffic volumes, mainly recreational
- Medium perceived and actual safety (narrow road and no berm)



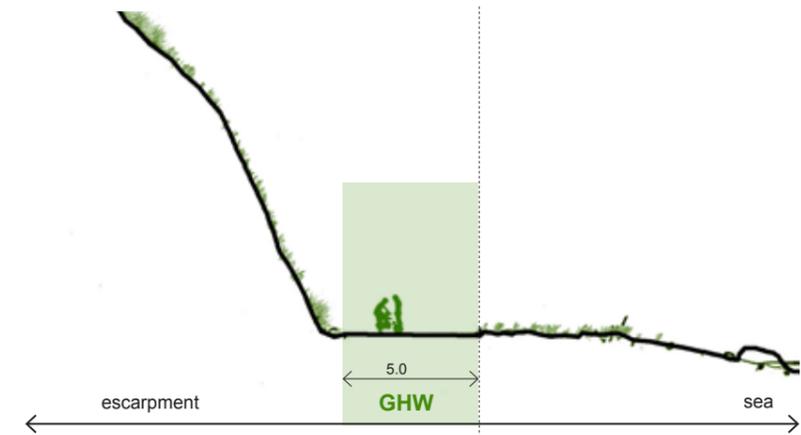
industrial | marina

- Large scale buildings
- Large expanses of asphalt
- No residential development
- Little or no provision for pedestrian traffic
- Large trucks and vehicles
- Poor quality coastal armouring
- Low perceived safety



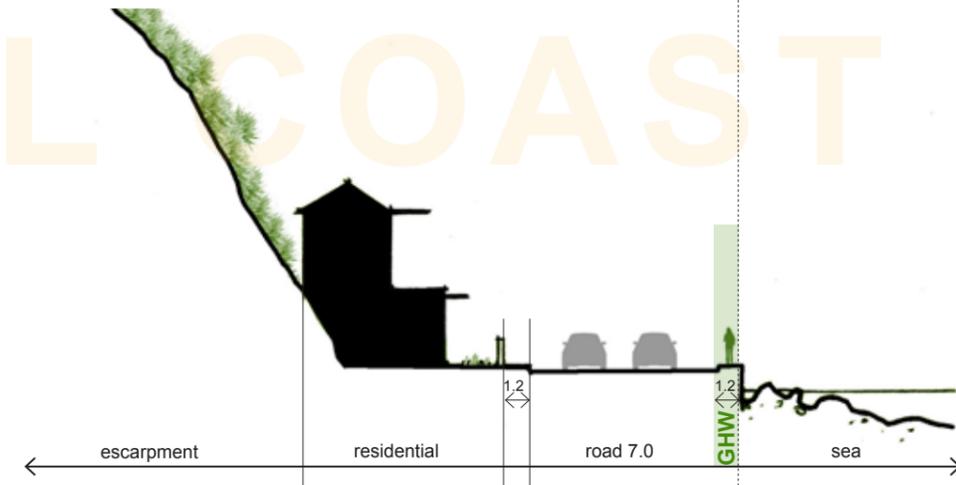
wild coast

- Natural coastal environment prevails
- High level of natural character
- No residential development
- Formed unsealed roadway
- Limited vehicle access
- Escarpments dominant
- High actual and perceived safety
- Isolated and tranquil



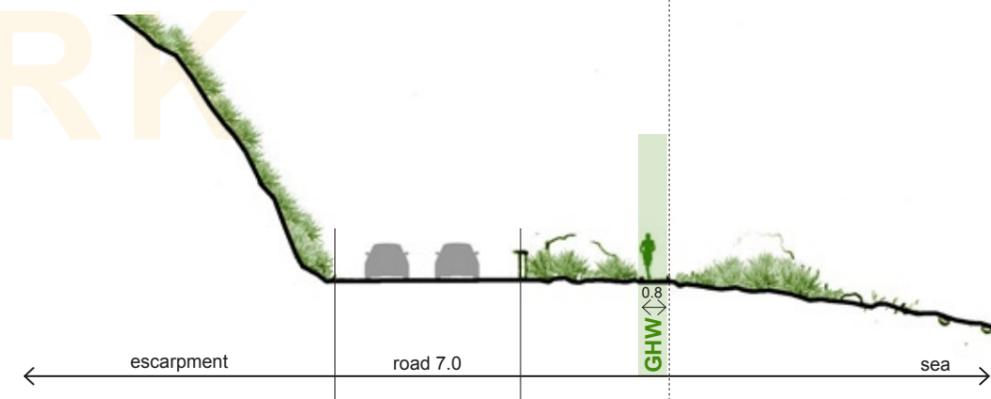
residential coast

- Low rise residential dwellings overlooking coast
- Moderate level of natural character
- Road immediately adjacent to shoreline with high drop off to water
- Moderately busy roads, traffic movement and noise predominates
- Artificially retained coastal edge, sea walls, some barriers
- Narrow hard shoulder between sea walls and carriageway
- Mixed actual and perceived safety



coastal park

- Coastal edge separated from roadway/wider shore platform
- High level of natural character
- Tranquil/moderate recreational activity
- Absence of vehicles
- Vegetation and coastal environment prominent
- High actual and perceived safety
- Natural coastal edge and shore



promenade

- Heavily used by wide range of pedestrians, cycles and non-vehicle users
- Relatively wide path
- Angle parking adjacent to path
- Sandy beaches and relatively sheltered bays
- No coastal escarpment backdrop
- High actual and perceived safety - good surveillance
- Recreational activities dominate



Route Analysis and Development Opportunities

An analysis of the GHW route is detailed on the maps in the following section. The analysis identified 44 sectors along the Route. Each sector is briefly described in terms of its context and the condition of the existing road or path available. Potential options for development or improvements of the path are also suggested for each sector.

The analysis is based on field work, and a desktop review of aerial photography and GIS data. In addition, consultation with various stakeholders has assisted with identifying the potential development options.

Potential Development options

The improvement measures proposed for each sector are methods to achieve the GHW vision. The measures are essentially a starting point for further investigation in terms of cultural values, engineering, statutory planning, environmental effects, land ownership, and community values.

The benchmarks used to assess what actions would be required to upgrade (or not) the existing road/paths are based on a set of three tiered aims. Tiering of the aims recognizes that in some locations construction of a 3.0m wide shared path may not be physically possible or feasible.

First tier aim:

Provide at least a 3.0m wide off-road path to provide for 2-way pedestrian and recreational cycle use.

Second tier aim:

Provide an option for cyclists to ride on a path separate to the roadway, to avoid conflict with road traffic, improve actual and perceived safety for cyclists and encourage children and less experienced cyclists to use the route.

Third tier aim:

Create assigned cycle lanes for cyclists on the hard shoulder where a separate off road path is not possible.

The Table 1 outlines 10 generic measures that could be considered to improve the safety and amenity of the route, particularly in relation to the existing roads, paths and coastal edge. The measures are listed in order of magnitude from no or minor intervention to significant intervention.

Potential Development Options for consideration

Table 1

0	No physical improvements needed to the path.
1	GHW branding, to identify the route, interpretation and relevant route information, (applies to whole route)
2	Reposition structures on or near footpaths to avoid bottlenecks. Add line markings to define different uses.
3	Delineate or create a path in locations such as along the coastal edge of car parks to provide separation from the road, safe stopping points and improve safety by avoiding traffic crossings.
4	Provide traffic calming measures and consider reduction of traffic speed zone from 50kmph to 40kmph or 30kmph.
5	Widen existing path/footpath using available space on coastal edge to provide for shared use by pedestrians and cyclists (3.0m minimum width). May require formalizing casual car parking on the coastal edge.
6	Widen existing footpaths using road space or car park space to provide for shared use by pedestrians and cyclists (3.0m minimum)
7	Create assigned cycle lane within existing footpath (as a shared path).
8	Construct new off-road path (Either a second separate path or new 3.0m wide path) on the available coastal edge to provide for more capacity or any alternative route. This may require formalisation of casual car parking on the coastal edge.
9	Provide barriers (either physical or visual) to separate GHW users and road traffic.
10	The improvement measures are likely to need physical intervention on the coastal edge such as extensions of sea walls to provide a wider hard shoulder or construction of cantilevered platforms for a wider/new shared path. Reclamation of the coastal edge.

GIS Data and Mapping

The information on the maps has been sourced from WCC, HCC and GWRC data bases. The resulting maps provide an indication of the location and frequency of various facilities objects. There were inconsistencies between the data sets provided by the councils and so until the data is ground truthed there may be some omissions and inconsistencies.

LEGEND



No/minor Change: Existing path generally sufficient (includes cycle lanes, and shared paths)

New Route: Consider alternate new route or path in order to improve, safety, coastal experience, or provide alternative options. These require further specialist investigation.

Upgrade existing: Consider upgrading/widening existing path to increase width, improve safety or increase capacity

An abbreviated version of the above legend appears on the following maps

Route Upgrade Options Legend:

- No/minor change
- New route
- Upgrade existing

The routes shown are indicative and detailed analysis may show better opportunities.

Note:
The key for the information on the following sector maps are located at the end of the section.

No.	GHW Sector Name
1	Red Rocks/ Pari-Whero to Owhiro Bay Quarry
2	Owhiro Bay (West)
3	Owhiro Bay Beach
4	Owhiro Bay (East)
5	The Sirens Rocks
6	Island Bay (West)
7	Island Bay Beach
8	Island Bay East to Houghton Bay (West)
9	Houghton Bay Bluffs (East)
10	Te Raekaihau
11	Waita Cove
12	Maranui - (Arthurs Nose)
13	Lyllall Bay Promenade
14	Wellington Airport
15	Moa Point to Palmer Head
16	Breaker Bay
17	Point Dorset/Seatoun Village
18	Seatoun Promenade
19	Worser Bay to Scorching Bay
20	Point Halswell
21	Shelly Bay
22	Evans Bay (East)
23	Miramar Wharf
24	Cobham Drive
25	Evans Bay Marina
26	Evans Bay Parade (South)
27	Evans Bay (North)
28	Oriental Parade
29	Lambton Harbour Waterfront
30	Thorndon Quay
31	Kaiwharwhara
32	SH2 Coastal Highway
33	Petone Beach (West)
34	Petone Esplanade
35	Hikoikoi Reserve
36	Seaview Industrial
37	Seaview Marina
38	Eastern Bays
39	Days Bay Promenade
40	Windy Point
41	Eastbourne (North)
42	Eastbourne (South)
43	Muritai Road
44	Pencarrow Head



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