

Part 1

Scope of work and Objectives

Great Harbour Way (GHW) is the working title assigned to the concept of a continuous shared cycle and pedestrian route around the coastline of Wellington Harbour, Te Whanganui a Tara. The Great Harbour Way Coalition commissioned environmental planning and design consultants, Boffa Miskell Ltd, to undertake a study of the development opportunities and options for the GHW.

This study, which is drawn together in this report, gathers together existing and new information, provides an analysis of the route and identifies development opportunities, constraints and priorities.

Since its conception, the GHW has received widespread endorsement and some limited funding, which has enabled the commissioning of this report. However, GHW remains a concept and has no formal recognition from the three territorial authorities and other agencies, nor any specific statutory recognition in planning policy. However, Greater Wellington Regional Council (GWRC) and Wellington City Council (WCC) have endorsed the concept in their respective cycling plan, and Hutt City Council (HCC) acknowledge GHW in their 'Making Tracks' draft document, but these are non statutory documents.

This study provides a basis to advance the project with these stakeholder agencies and other agencies and organisations. The findings of the study provide a summary of the other work that needs to be carried out to enable the GHW to become a reality; including staging of the project, addressing statutory planning issues, community involvement, seeking funding for further work and investigations, together with developing a brand strategy.

At this time, the study has not addressed economic viability and benefits; this will occur in the next stage. The GHW Coalition recognise the need for such an assessment to advance the project and obtain funding and recognition from territorial authorities and other agencies and also from the government.

The immediate aim of the GHW Coalition is to turn a small part of the GHW project into reality to demonstrate its feasibility and to catalyse interest. The Coalition acknowledge that while significant investment and various statutory and other measures will be required to enable the whole GHW route to be developed to an appropriate level, a great deal can still be achieved through cooperation and commitment from the many agencies and organisations involved.

There are many hurdles to developing the GHW. However, none of them are insurmountable; some stretches of the route are likely to take many years to achieve and many others are well within grasp, or already largely in place. The GHW Coalition firmly believes that once the initial stages of the concept are implemented there will be widespread public use and support. Given the momentum that is gathering in relation to the Government's national cycle network, the works underway and funding allocated by both WCC and HCC, GHW has the potential to gain a significant profile on local authority political agendas.



Shared path along Wellington South Coast at Te Raekaihau Point

Outcomes of the study

This report addresses the following elements of the GHW concept:

- Description and evaluation of the existing cycle and pedestrian use along the coastal edge, and an analysis of the GHW route;
- Identification of issues and opportunities along the route;
- An outline of what works are required for each section;
- Discussion of statutory planning issues;
- Discussion on building the Great Harbour Way brand;
- Commentary on staging and an outline of further work that needs to be completed;
- Commentary on community involvement.

Background

The Great Harbour Way concept is a 67km walkway and cycleway around Port Nicholson, the harbour of Wellington, New Zealand. The aim is for a continuous, safe, signposted walkway and cycleway around the perimeter of the Harbour from Pencarrow Head in the east to Red Rocks in the west.

The GHW concept was first promulgated in 2002/03 by a group of walkers and cyclists who prepared a project scope. It was subsequently

promoted in a paper to Positively Wellington Tourism (WTP) and GWRC. The concept was progressed further in 2005 with a successful application for funding from Wellington City Council to create a website promoting the initiative (www.greatharbourway.org.nz).

In 2008, the Great Harbour Way Coalition was formed to champion the GHW concept. This group comprises Living Streets Aotearoa, Cycle Aware Wellington, Wellington Waterfront, and Rotary clubs from Hutt Valley and Wellington. The GHW Coalition hosted a public meeting in October 2008 which attracted over 50 people representing a broad spectrum of interests. The main topic of discussion was the current state of transport connections between Wellington City and the Hutt Valley.

Meeting attendees called upon the Wellington Regional Transport Committee to urgently prioritise and progress, "an attractive, safe, accessible, seaward path for people on foot and bikes between Petone and Kaiwharawhara, as part of the Great Harbour Way." The Regional Transport Committee accepted the concept in principle and amended the draft Ngauranga to Airport Plan to recognise future plans for the GHW.

In October 2008, the GHW Coalition sought funding from WCC to commission a feasibility study for the development of the GHW. Joint funding for a study was eventually secured from Wellington City Council, and New Zealand Transport Agency.

The Coalition prepared a brief, which was later amended to exclude the economic feasibility aspects, which GHW will commission separately when additional funding is obtained. Boffa Miskell was engaged in March 2009 to undertake this study based on a revised brief, which focuses on an assessment and analysis of the route, identification of opportunities, staging, and an outline of further work that needs to be carried out to advance the project. The Coalition appointed a GHW Steering Group to liaise with Boffa Miskell during the study and also to liaise with stakeholders.

Momentum for the GHW is growing, with WCC and HCC recently committing funding and planning in their respective 10 year Long Term Council Community Plans (LTCCP) to strengthen their existing cycling and walking networks, including the GHW.

While a great deal of the initial focus was on the section of the route between Petone and Kaiwharawhara, especially in relation to 'fixing the gap' at the northern end, the GHW concept is far broader than this. The focus of the Coalition and of this report is on the entire 66km route. While the Petone-Kaiwharawhara section is important for many reasons, the GHW offers significant opportunities all along the route. The route traverses a tremendous diversity of Wellington's coastal landscape, each with its intrinsic character, qualities, issues and opportunities.

Some sections of the GHW require little actual development for the concept to be realised whereas the implementation of other sections like Petone-Kaiwharawhara and Aotea and Waterloo Quays will be complex, expensive and will only be achieved in the long term.

Great Harbour Way: Vision and Objectives

Vision

The Great Harbour Way is developed as a safe continuous public route for pedestrians and cyclists around the perimeter of Port Nicholson, Wellington Harbour, with potential connections into the wider regional cycling and walking networks. While the development of the Great Harbour Way primarily focuses on recreational use, it will also form part of Wellington's active transport network.

The GHW provides an opportunity for more than just a route or pathway around the edge of the harbour; it has potential to be developed as a recreation corridor and part of a wider network that connects communities and provides opportunities to interpret the multi-faceted natural, cultural and historical values of the harbour.

Guiding Principles/Objectives

The GHW will:

- Provide a safe continuous walking and cycling route for both transport and recreation movement around the perimeter of the harbour between Pencarrow Head and Red Rocks,;
- Be predominantly designed to accommodate a continuous 2-way path;
- Provide a safe cycling commuter route between the communities along the route . (such as between Petone and Wellington CBD);
- Be located immediately beside the harbour edge as far as is practicable;
- Be planned and designed in such away as to avoid adverse effects on environmentally sensitive areas;
- Highlight Maori cultural history and values and other historical values;
- Recognise the opportunities of this route to act as a catalyst for new ancillary or development opportunities within the corridor of land it traverses;
- Enhance knowledge and awareness of the Wellington Harbour environment and immediate environs through interpretation, storytelling and art;
- Become a nationally recognised cycleway/walkway, and a key part of the National Cycleway project promoted by the Government;
- Be developed and upgraded over time and in stages as resources allow. The initial focus is on providing at least a basic level of access along the entire length.



Tangata Whenua

Tangata whenua have a long and culturally significant association with the seabed and foreshore along the GHW route in terms of occupation, use and spiritual connection.



Shelly Bay

Stakeholders Roles and Interests

Key Stakeholders

Information about the role and interests of each of the following key stakeholders is in Appendix 1:

- Wellington City Council
- Hutt City Council
- Greater Wellington Regional Council
- Wellington Tenth's Trust
- Port Nicholson Block settlement Trust
- New Zealand Transport Agency
- Department of Conservation
- On-Track
- Wellington Waterfront limited
- Centreport Limited
- Seaview Marina Limited
- Wellington International Airport Limited

Other stakeholders

The following agencies, while not landowners, have specific management interests in the GHW route:

- Requiring authorities (see above and Appendix 1)
- The National Institute for Water & Atmospheric Research (NIWA), which owns and manages land at Greta Point
- Utility companies (e.g. Telecom, United Networks, Novagas, etc) in regard to infrastructure along the GHW route
- Sports clubs & not for profit organisation (e.g. yacht clubs, surf clubs, rowing clubs, Petone Settlers Museum, Wellington Marine Education Centre, South Coast Dune Restoration)
- Businesses (e.g. Maranui café, East By West Ferry, Fergs Rock & Kayak, etc)
- Community groups and cycle/walking awareness groups (eg Living Streets Aotearoa, Cycle Aware, etc) that support the GHW and groups that may be potentially in conflict with GHW (eg dune restoration groups, etc).

A Nationally Recognised Pathway

There are many examples of well known cycle trails in New Zealand and other countries. Common to all, is that they have a strong identity and quality facilities. In undertaking this study several of these 'benchmark' trails were assessed from literature available and a brief summary of four of them is contained in Appendix 2 – Otago Rail Trail, San Francisco Bay Trail, Trans Penine Trail and the UK National Cycle Network.

There are several factors that are common to these four and to most of the others that were considered, namely:

- Strong connection and distinctive local identity;
- Logical route following historical or geographical features;
- Attractive and interesting route, with changing scenery;
- Relatively easy grade;
- Safe and suitable for wide range of abilities;
- Variety of options within the route to suit all abilities;
- Interpretation information along the route focusing on cultural and natural heritage;
- Robust planning framework to secure the route in land management policy;
- Developed over time, involving partnerships between the community, central and local government and other stakeholders.

Unlike some of the 'benchmark' trails studied, GHW is planned as a shared cycling and walking route. This combination generates specific factors and considerations that are not present in a single purpose trail. However, in general there are many common issues and these are briefly discussed below in relation to GHW.



New Plymouth Coastal Walkway

Cyclists and Pedestrians Needs

There are two main potential user groups - the wheeled and the un-wheeled.

The wheeled category covers:

- Cyclists – who fall into five groups as defined in the Land Transport Safety Authority's *Cycle Network and Route Planning Guide* (neighbourhood cyclists, commuters, sports adults, recreation, and touring cyclists)¹. For the purposes of GHW, three general categories have been used – commuter, recreational and neighbourhood.
- Wheel chairs – regular and high performance
- Other – skateboards, scooters, rollerblades, baby buggies

The un-wheeled category covers:

- Pedestrians; walkers, joggers, runners,

The intention is for the GHW to be used by a variety of users, each with different skill levels, abilities and requirements. Therefore, the standard of the route, its alignment, width, and surface quality will determine to some extent the mix of users who would or could use the various sections of it.

Cyclists

For commuter cyclists, the primary aim is to get from one point to another in the shortest time, for purposes such as work, school or university rather than for enjoyment alone.

Typically, commuter cyclists prefer:

- High quality road surfaces
- Direct and coherent routes
- Minimal delays and few obstacles
- Secure cycle parking at or near destinations
- Facilities for changing, including lockers and showers at the destinations.

It is not intended that the GHW would be developed along its length to a standard suitable for commuter cyclists, but these users would utilise it at their discretion.

Recreational cyclists ride for pleasure and place high value on enjoying the experience of the journey. These cyclists differ from sports cyclists (road or mountain bikers) who tend to value speed, technical attributes and challenging routes. As a group, recreational cyclists have a wide range of cycling abilities and confidence levels.

Typically, recreational cyclists prefer:

- Comfort
- Good surfaces with minimal gradients

¹ Pages 18-19, *Cycle and Network and Route Planning Guide*, Land Transport Safety Authority, New Zealand, 2004

- High degree of safety
- Routes that are pleasant, attractive and interesting.
- Parking facilities where they dismount to use facilities or visit attractions.

Neighbourhood cyclists are those making local journeys such as to the shops, local schools or children playing on their bikes. They are generally slow travellers and require a high level of safety. They also have a wide range of cycling abilities and confidence levels.

Typically, neighbourhood cyclists prefer;

- High level of safety
- Comfort and personal security
- Low traffic speeds and volumes
- Good separation from traffic on busy roads

Wheelchairs

Wheelchairs have very specific and demanding requirements that are often difficult and expensive to incorporate along an entire route. There are also many types of wheelchairs, ranging from standard wheelchairs powered by the user to high performance wheelchairs, electric wheelchairs and all terrain type wheelchairs.

In order to enable as wide a range of users as possible, a path, or at least sections of it, needs to have a well designed and maintained surface and safety provisions to ensure that pedestrians (ie walkers, runners and joggers) and wheelchairs avoid coming in contact with vehicles and also that they are not prevented or inhibited from using the path.



New Plymouth Coastal Walkway

Pedestrians

Walkers, runners and joggers have different path requirements but collectively these are little different to the general requirements of most categories of cyclists. Whereas for walkers, routes that are pleasant, attractive and interesting are important, these aspects are generally less so for joggers and runners, particularly competitive runners.

Walkers who move at a much slower pace than joggers or runners often tend to vary their pace, pause or stop so as to enjoy their surroundings, read interpretative boards, talk to other walkers, etc. Also, walkers typically span a much wider age group and levels of fitness and ability than joggers and runners and so the design and condition of the path surface, whether it is a shared path with cyclists, and the perceived level of safety, affects the level of use by the elderly and by children.

Land Transport NZ's *Pedestrian Planning and Design Guide* is a comprehensive document that sets out principles of the planning and design of pedestrian networks. This document provides technical details and specifications for paths for all types of pedestrians.

There is a New Zealand Standard for tracks that sets out the design, construction, maintenance and management of tracks and outdoor visitor structures such as boardwalks and viewing platforms. There is also an Australian standard that deals specifically with the six levels of classification adopted for the different walking track types found in Australia. These range from wide tracks with solid surfaces and low gradients for wheelchairs to sparsely marked routes through rugged environments.

Typically walkers prefer:

- Comfort
- Good surfaces with minimal gradients
- High degree of safety
- Wide separation from vehicular traffic and / or safety barriers
- Routes that are attractive and aesthetically pleasing
- Facilities such as toilets, cafes, etc
- Lighting

Joggers are generally prepared to accept a lower level of comfort, path design, safety and condition of surroundings than walkers because they have different objectives. However, all of these aspects will attract a higher level of use by joggers. Generally, facilities such as cafes are not important to joggers but toilets and drinking fountains are.

Runners, especially those competing in races, have quite different requirements to walkers or joggers. Track design and surface, and good maintenance to eliminate uneven surfaces and potholes, feature highly as does avoiding or minimising contact with other users, and avoiding any likelihood of coming into contact with vehicles, either along the path or at intersections, etc. For runners competing in a race, exclusive use of the path is a priority.



Promenade Eastbourne

Paths for use by pedestrians and cyclists need to be wider than single use paths to optimise safety, particularly where faster cyclists share paths with slower recreational traffic such as walkers, runners and small children. While the mixed use nature of such paths self regulates the speed of travel due to the mixture of hazards, these conflicts still need to be managed.

In addition, wide and multi-use promenades are more than just a section of a longer path; they are often destinations in themselves; linear 'parks' with cross traffic and unpredictable or unskilled traffic, such as children, the elderly, dogs, etc. Stationary elements such as light poles, rubbish bins and seats also add to the complexity and conflict for users wishing to move along the path.

Even within user groups, requirements vary greatly. For example, walkers and runners, move at different speeds and prefer different quality surfaces.

Two-way paths need to be wider than one-way paths, to allow space between traffic moving in opposite directions.

Actual safety, and also the perceived level of safety, of a path or section of path to a large degree will self-select its users. That is, if a path feels 'unsafe' it is likely to be avoided by more vulnerable users such as children and the elderly.

Different sections of the path will therefore attract or detract specific user groups. Similarly, changing or improving the nature of the pathway will attract a different range of users.

In terms of the GHW, the aim is to maximize the length of the route that will be attractive to and safe for the widest group of pedestrians and cyclists.

Vehicles and cyclists sharing the Road.

For most of its length, the GHW route can be immediately adjacent to the coastal edge or utilise the roads that follow the coastline. However, many sections of the coastal roads are relatively narrow with limited or no hard shoulder space on their seaward side. While there may be room for a car to pass a single cyclist riding on the carriageway, large vehicles such as buses and trucks can not pass easily and a single cyclist can easily be in conflict with the flow of road traffic.

Cyclists using the road also are more at risk particularly if they are not confident cyclists, such as children and occasional or recreational cyclists.

From a recreational perspective, it is not pleasant experience to have to cycle in single file with a close and faster stream of vehicle traffic passing by. For the best recreational enjoyment and safety outcome, cyclists using the GHW should be on a path separate to the road. Ideally, most of the route should be wide enough for two cyclists to ride side by side and be able pass somebody walking.

Path Etiquette

Shared paths bring with them issues of potential conflicts between walkers and cyclists. As cycling increases in popularity the potential for conflict on shared paths becomes greater, especially in relation to commuter cyclists who are generally eager to get from point A to point B via the shortest route in the quickest time.

A 2006 Austroads Research Report on pedestrian – cyclist conflict provides a great deal of background and recommendations.² The report cites various research which has shown that there is no single conflict-generating mechanism. Causes may include user behaviour, the physical environment such as poor path design or maintenance, pinch points or the interaction between cyclists and walkers. Conflicts range from relatively minor intrusion to more significant forms of hostility or disagreement. Not only is there actual experience of conflict but also a perception of conflict.³

Lack of courtesy, poor attitudes and inattention to other types of path users is identified as one conflict area. It is also noted that this is often exacerbated by the growing trend of path users using earphones and portable music players, especially pedestrians, which prevent cyclists from making themselves heard.⁴

Many countries have developed 'Good Cycling Codes', which include a cycling etiquette. In the countries where a specific cycling etiquette prevails it is often more an overall reflection of that culture. Cyclists using the shared paths in Washington DC call out 'Passing' when approaching behind walkers; this is an accepted and respected practice. Other examples is of cyclists declaring, 'On your right/left' when they approach walkers from the rear.

2 *Pedestrian-Cyclist Conflict Minimisation on Shared Paths and Footpaths*, Austroads Research Report, Austroads, 2006

3 Pages 7-9 *ibid.*

4 Page 13, *ibid.*

In the UK, Sustrans' overall message of their 'Good Cycling Code' is "Keep safe, be courteous and enjoy cycling on the national cycling network", which comprises 16,000 km of cycle routes running through urban centres and reaching all parts of the UK. One third on the network is on traffic-free paths. The code has specific guides in relation to cyclists using roads, shared routes and in the countryside generally.

The Sustrans Code⁵ states in relation to cyclists on shared paths the following:

- Give way to pedestrians, leaving them plenty of room
- Keep to your side of any dividing line
- Be prepared to slow down or stop if necessary
- Don't expect to cycle at high speeds
- Be careful at junctions, bends and entrances
- Remember that many people are hard of hearing or visually impaired – don't assume that they can see or hear you
- Ensure you have a bell on the handlebars of your bike and use it – don't surprise people
- Give way where there are wheelchair users and horse riders. "

Many similar such codes and good practice guidelines have been developed and provide good templates that could be used by GHW in any material produced.

Bells on cycles are currently generating widespread discussion in many countries. Reinstating bells on bikes and promoting their use is gaining a lot of support and momentum. Wellington City Council's recent initiative of giving away bells to cyclists as part of its road safety campaign is very timely.

⁵ Cycling in the UK: The official guide to the National Cycle Network, Sustrans, 2005

Design Criteria and Technical Specifications for Proposed Route

An optimal goal of the GHW is to establish a shared two-way pathway immediately adjacent to the coast thus requiring a relatively wide path along the seaward side of existing roads.

A path located on the seaward side of the road also has the added advantage of safety and visual amenity. GHW users would not have to cross the road to access and fully appreciate the coast. In addition, there are very few places along the route (with exception of the Thorndon Quay Sector) where the path on the coastal side would need to negotiate vehicle crossings or roads such as off-road coastal car park areas and marinas. In contrast, a journey along the inland side of the road would encounter a myriad of private driveway crossings as well as road intersections.

Practically the path is likely to be mix of widths due to technical and spatial constraints at some pinch points (ie where access to the coast is restricted or the infrastructure required to construct a path is cost-prohibitive). However, based on other well used international cycle routes, the following criteria should be the aim for the GHW:

- A path for exclusive use of cyclists and pedestrians and separate to carriageway used by vehicles;
- A path on the coastal side of the road to optimise access to the coast and for safety;
- A path a minimum of 3.0m wide to allow for the free flow of two-way multi-use traffic. Paths will need to be wider than 3.0m in high use areas such as promenades.;
- At an absolute minimum, a path width of 2.6 m would allow for two cyclists to pass comfortably or two pedestrians and one cyclist to pass.;
- Single lane minimum 1.8m.

From general observations which is supported by the survey and field work that has been completed for this study, it is clear that it will be extremely difficult to readily achieve such requirements for much of the GHW route. Wellington's topography and narrow shore platform along most of its length are significant constraints and restrict the amount of available land to create a suitable path.

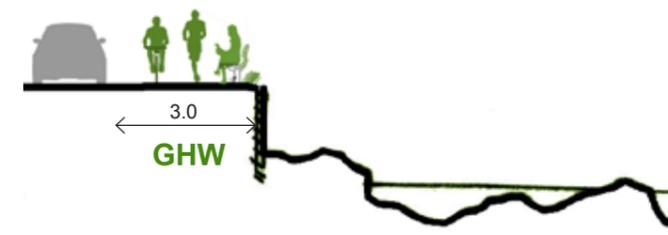
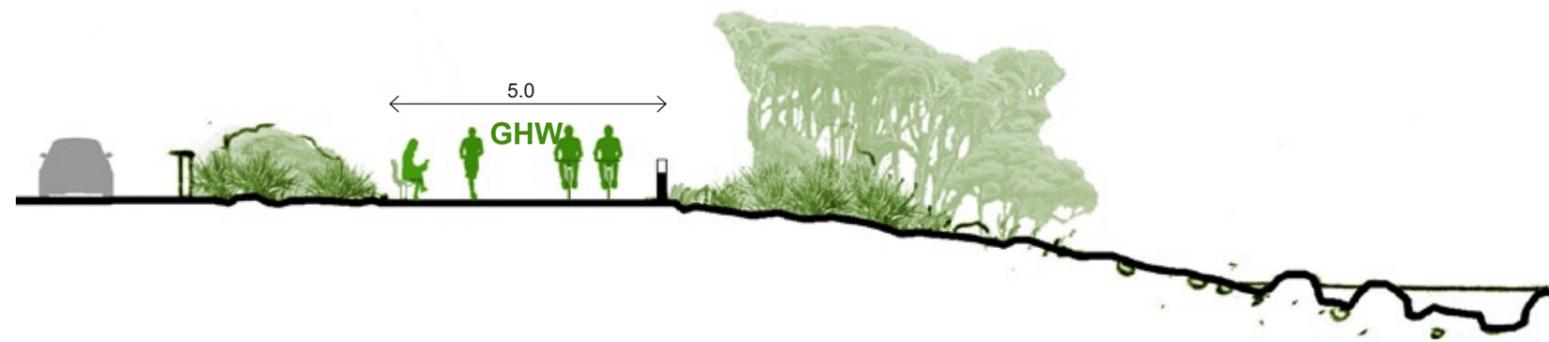
Vehicle movement along the carriageway for many sections is sometimes difficult because of such constraints. While this provides an advantage for the GHW concept by encouraging traffic to be slow-moving, it poses significant barriers in accommodating the requirements is ideally envisaged for the GHW route.

There may be parts of the route where a designated cycle lane, where road space allows, would provide an alternative or safer option for cyclists.

The ecological sensitivity of the coastal edge potentially constrains path expansion in many places.



New Plymouth Coastal Walkway



Ideally the GHW path would be 5.0m wide to accommodate multiple users particularly in high use areas. However, more practically, given the restricted space available along the coastal edge a 3.0m wide path should be the aim.

Planning Framework & Land Tenure

An important consideration in planning and securing the GHW route is the statutory framework in which the subject land and coastal edge is managed. The ownership of the land will also be of critical importance in terms of gaining and retaining indefinitely the ability to utilise the land or coastal edge for the GHW.

While the majority of the subject land and coastal marine area is currently owned and administered by either local, regional and central government, the GHW does not have any statutory recognition and has only limited informal support from some of the land owners and managers.

It is of note that most of the landowners on the route, also have a statutory role, such as under the RMA 1991. These two functions will need to be considered separately; it cannot be assumed that because the 'owner' supports the route, that any consents will be automatic.

This section of the study report summarises the statutory planning and management mechanisms for the land and coastal edge the GHW traverses, including the key responsibilities and functions of these statutory agencies. This section concludes with suggestions as to how the GHW could be recognised in relevant planning documents (statutory and non-statutory) to assist in the implementation of the GHW.

This section provides a summary, with descriptions in Appendix 3.

Statutory Framework

The statutory framework by which development of land and the coast is managed is summarised in detail in Appendix 3. The Appendix also describes the legislation by which Crown entities enable the use of land and the coast.

The enabling endorsement of the GHW through the statutory framework will require actions under at least some of these pieces of legislation. The options and recommended actions are set out in Section X of this report.

Non-Statutory Documents

Non-statutory documents are planning documents that are not required by law. A number of non-statutory planning documents have been prepared by the Councils to help promote better management of resources and provide a background to the statutory planning documents.

In terms of the GHW, the following non-statutory documents are relevant:

- New Zealand Land Transport Strategy
- National Walking and Cycling Strategy Getting Their on Foot, by Cycle (2005)
- Government Policy Statement on Transport (GPS)

- Regional Land Transport Strategy (2007-2016)
- Regional Cycling Plan (GWRC, 2008)
- Regional Walking Plan (GWRC, 2008)
- Urban Development Strategy & Transport Strategy (WCC, 2006)
- Walking & Cycling Policies (WCC, 2008)
- Wellington Waterfront Framework (WCC, 2001)
- HCC Walking Strategy (2006)
- HCC Cycling Strategy (2006)
- Making Tracks (HCC, 2009)
- Petone Vision Statement (HCC, 2009)

A detailed outline of the above documents can be found in Appendix 3

Designations

Designations are a tool in which Requiring Authorities⁶ can protect and develop land for a specified activity. Typically, designated activities have wider public interests and are necessary to the functioning of society. There are a five designated areas of land along the identified GHW route, as listed in Appendix 3. When developing new designations, Requiring Authorities must consult affected parties and notify the intended designation to the subject Territorial Authority and the general public. In making a decision on the designation, the Requiring Authority may choose to accept or reject any recommendations of the Territorial Authority (although the Designating Authority's decision can be appealed to the Environment Court).

It is noted that there are numerous other designations in the vicinity of the GHW route. However those designations are not anticipated to affect development of the GHW. The relevant designations to the GHW are listed below and shown on the facing page and detailed further in Appendix 3:

- Petone, Settlers Museum
- Proposed Road, HCC
- Railway
- Wellington Airport, Areas of restricted airspace & building heights
- Shelly Bay, Meteorological Purposes

⁶ Under the RMA any agency can apply to the Minister for the Environment to become a Requiring Authority

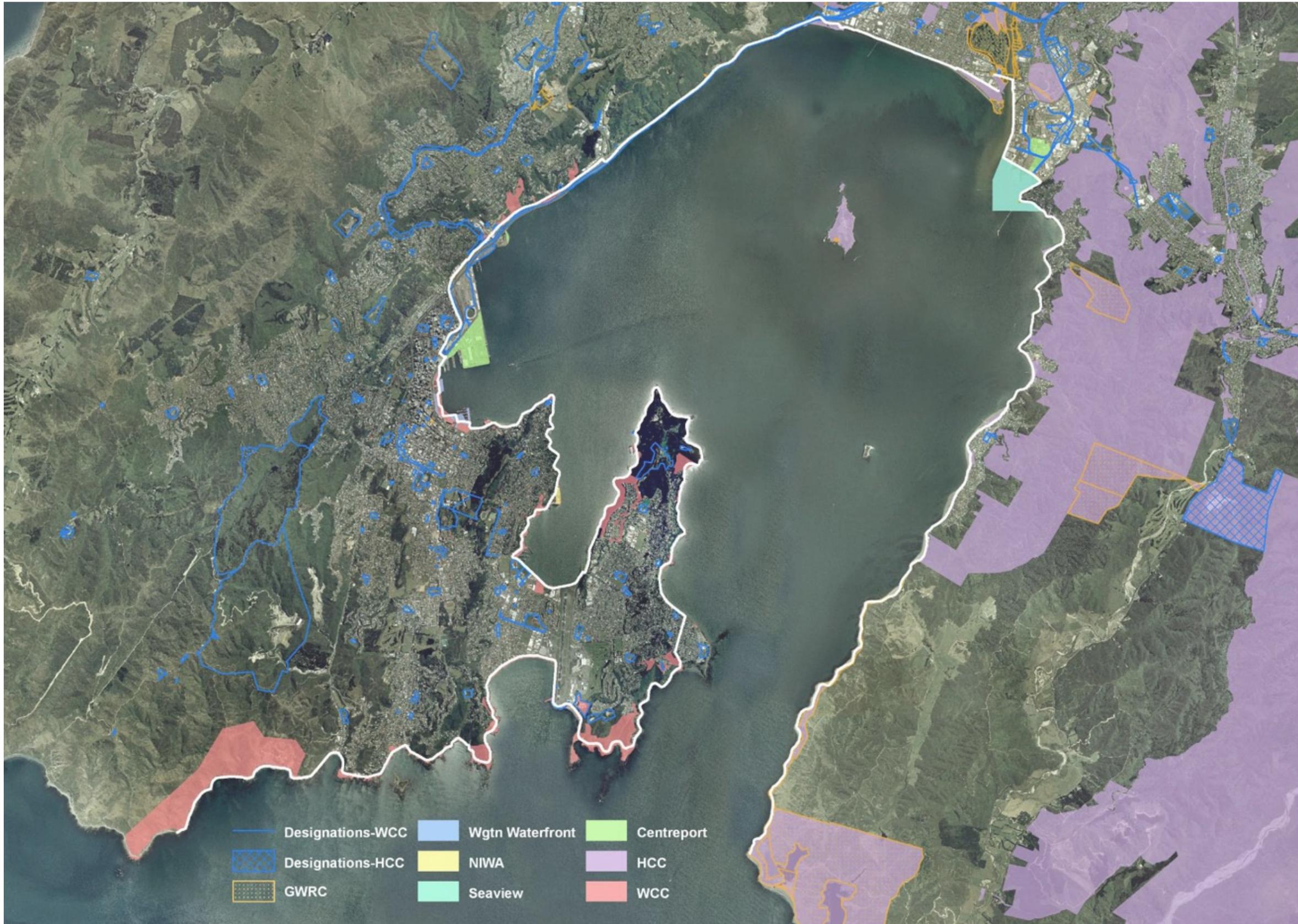
Land Tenure

The principal landowners are:

- New Zealand Transport Agency (on behalf of the Crown)
- OnTrack (on behalf of the Crown)
- Department of Conservation (on behalf of the Crown)
- Wellington Tenth Trust
- Port Nicholson Block Settlement Trust
- Greater Wellington Regional Council
- Wellington City Council
- Hutt City Council
- Centre Port Limited
- Wellington Waterfront Limited
- Seaview Marina Limited
- Wellington International Airport Limited
- NIWA
- Some private landowners (Lyall Bay, Seatoun, Greta Point, Eastbourne)

Iwi have significant land tenure that the GHW traverses within the scope of the project.

As noted above, the GWRC, HCC and WCC have dual functions as landowners and under the RMA. DoC, NZTA and On-Track also have statutory functions as consenting agencies under their respective legal frameworks.



Note: Iwi land tenure not yet mapped