
REPORT 3
(1215/52/IM)

TRACK RECREATION ACTIVITIES POLICY

1. Purpose of Report

The report summarises the submissions that were received on the draft Track Recreation Activities Policy and discusses the issues that have been considered in the recommended amendments to the Policy.

2. Executive Summary

The draft Track Recreation Activities Policy public consultation resulted in 185 written submissions; in addition 22 oral submissions were heard by the Strategy and Policy Committee. The draft policy was favoured, with 71.6% of written submissions supporting the policy.

A number of minor additions and amendments were suggested to provide additional clarity to the Policy. This report outlines the main issues raised by submitters, including:

- user group access to tracks
- access signage
- support for horse riding access
- track network linking opportunities.

3. Recommendations

Officers recommend that the Committee:

1. *Receive the information.*
2. *Agree to the amendments of the draft Track Recreation Activities Policy, giving full consideration to submissions.*
3. *Delegate to the Environment Portfolio Leader the authority to sign off minor changes to the Policy, resulting from any amendments agreed by the Committee.*
4. *Agree that the following areas and tracks be opened to mountain biking/cycling:*
 - (a) *Truby King roads, Seton Nossiter Park, Tinakori Hill (selected tracks), Northern Skyline, Wrights Hill; and*

(b) *that the following areas be opened to horse riding, Woodburn Reserve, Old Coach Road and Te Kopahou Reserve.*

5. *Recommend to Council that it approves the Track Recreation Activities Policy, as a component of the Open Space Access Plan.*

4. Background

The draft Track Recreation Activities Policy was approved for public consultation by the Strategy and Policy Committee on 15 May 2008, with the proviso that consultation occurs concurrently with the draft Walking and draft Cycling Policies. The four week consultation time period for this joint consultation closed on 22 September 2008. The draft Track Recreation Activities Policy received 185 written submissions and 22 oral submissions were heard by the Strategy and Policy Committee in mid October 2008¹. The draft policy was well received with 71.6% of written submissions supporting the policy. A summary of submitter comments, oral submissions, and track network ideas are provided in *Appendices 1 - 3* respectively.

5. Discussion

5.1 Summary of submissions

Of the 185 written submissions received, 71.6% supported the draft policy. 28.4% of submitters did not support the draft policy, with 33 submitters explicitly stating their reason being the proposal to open Rangitatau Reserve to biking. Following is a summary of the main issues raised by submitters.

5.1.1 User group access to tracks

The policy aims to balance various user group needs. The intent is that the majority of tracks continue to be for shared use, although some tracks and areas may be designated as for restricted or exclusive use.

Submitters raised the following track access issues:

- bikes and off-leash dogs are an unsafe mix (44 submissions)
- public consultation required before opening new tracks (9)
- support for Council officers to close or change track designations (6)
- track assessments and maintenance required for shared use tracks (5)
- policy reference to the Biodiversity Action Plan (4)

5.1.2 Access signage

Section 5.5.1 of the policy states that track design and signage improvements will be made where required to reduce the incidence of user conflict. This is particularly relevant for new tracks or tracks opened to new user groups.

¹ The Tuesday 14 October SPC Agenda reconvened both on Wednesday 15th October and Thursday 16th October 2008.

Submitters raised the following signage issues;

- track condition signage such as gradient (7)
- educational signage (5)
- user group access signage (2)

5.1.3 Support for horse riding access

Section 5.7 of the policy identifies that tracks and open spaces are generally closed to horses due to potential track damage and the incompatibility of horse riding with other track users. Horse riding is best suited to dedicated specific-use tracks and areas.

Submitters raised the following equestrian issues:

- more access to land is required for safe riding (26)
- more access will result in less travel outside of Wellington to ride (8)
- adequate provision for float/horse truck parking (2)

5.1.4 Track network linking opportunities

Section 5.3 of the policy outlines the criteria for setting track-work priorities, including new tracks, and track upgrades such as extensions or re-contours. These criteria were used in setting the track work priorities for the Open Space Access Plan implementation programme due for completion by 2014.

Appendix 3 outlines submitter track network comments and ideas. This information has been noted and will be considered in terms of the implementation programme.

5.2 Proposed open space areas and tracks to open to new user groups

Public consultation for the policy included the proposal to open six areas/tracks to mountain biking and three areas/tracks to horse riding. *Appendix 5* shows the user groups that submitters identified with, by levels of support for each area.

5.2.1 New areas/tracks for mountain biking

Table 1. below shows the percentage of submitter support for opening new tracks/areas to mountain biking.

Table 1. Proposed open space areas and tracks to be opened to mountain biking - % support					
Truby King Roads	Seton Nossiter Park	Tinakori Hill	Northern Skyline	Wrights Hill	Rangitatau Reserve
86.0%	81.1%	73.7%	83.2%	81.3%	60.6%

Submitter reasons for support included:

- integration of the track network
- dual use tracks work well
- enables recreational walking and cycling
- Wrights Hill and Northern Skyline are great tracks.

Submitter reasons for opposition included:

- Tinakori Hill tracks are too wide, steep and rocky
- potential conflict with resident population (Tinakori Hill)
- may cause conflict with walkers
- importance of re-generating bush.

5.2.2 Rangitatau Reserve

Notably, Rangitatau Reserve received the lowest level of support (60.6%) for opening to mountain biking due to the following main reasons:

- conflict of use with the free dog exercise area (dogs off-leash)
- not enough free dog exercise areas
- dangerous to mix dogs off leash and walkers with speeding bikes going downhill
- erosion in the area is already a problem and would get worse
- conflict with the Atatürk Memorial.

Rangitatau Reserve provides a network connection to the South Coast and features a partially sealed wide track with good sight lines. However, as a popular free dog exercise area, concerns regarding the potential user conflict have been raised. The benefits gained by opening this reserve to bikes do not outweigh the potential loss of enjoyment for existing users of the reserve.

It is recommended that Truby King Roads, Seton Nossiter Park, Tinakori Hill, Northern Skyline, and Wrights Hill be opened to bikes and that Rangitatau Reserve remains closed to bikes.

5.2.3 Tinakori Hill

The tracks to be opened to mountain biking on Tinakori Hill are the Northern Walkway track, and the following connector tracks:

- Huntingdon Street to Ridgeline track
- West-East Connector track
- Grant Road track

Before these tracks are opened to mountain biking, some track modifications will be made to ensure shared use suitability. This work will be completed in the next financial year.

5.2.4 New areas/tracks for horse riding

Table 2. below shows the percentage of submitter support for opening Woodburn Reserve, Old Coach Road and Te Kopahou to horse riding.

Table 2. Proposed open space areas and tracks to be opened to horse riding - % support		
Woodburn Reserve	Old Coach Road	Te Kopahou
93.1 %	91.7%	83.9%

Submitter reasons for support included;

- more tracks required for safe riding
- historical access to Te Kopahou
- variety of horse tracks is important

Submitter reasons for opposition included;

- concern over weed seed spread
- concern over conflict of use between horses and mountain bikers at Te Kopahou

It is recommended that all three locations are opened to horse riding.

5.3 Significant amendments

In consideration of submissions, significant policy amendments are recommended in table 3 below. The proposed amended policy is attached as *Appendix 4*.

Table 3. Recommended Policy Amendments	
5.1 Recreation Activities	Addition of the term 'cycling' throughout policy for clarity.
5.4 Track Use Assessment	Reference to the Biodiversity Action Plan. Statement regarding the value of tracks for walking only.
5.5 Walking Running and Mountain Biking	Addition of the term 'priority' with regard to the primary user group of a specific use track. i.e. Makara Peak Mountain Bike Park – mountain bikers have priority and are not required to give way to walkers. Exclusive-use tracks – add examples of specialist or jump/free ride tracks.
5.5.1 Information and Education	Clarification regarding the voluntary Mountain Biker's Code. Inclusion of the words 'wherever possible' regarding seeking opportunities for tracks that can be used by older persons, people with limited mobility, push chairs and wheel chairs.
5.5.2. Walking, running and mountain bike events 5.5.2.2- Signage	Addition of the words 'horse riding' in the title and explanation. Addition of the word 'promptly' in relation to the removal of event signage.

Schedule A	<p>Removal of the words 'apart from Rangitatau Reserve'.</p> <p>Addition of Polhill Reserve.</p>
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5.4 Implementation

The Policy provides a broad, flexible and transparent framework for setting track work priorities in a variety of locations throughout the track network. It allows for track assessments and improvements to be undertaken within the context of specific sites and user group demand.

The majority of tracks within the network are for shared use. This means that track design and signage improvements will be made where required reducing the incidence of user conflict. It is expected that with increased numbers of people using the track network that some tracks may require more maintenance. This work will be completed within existing budgets.

It is important that good information for track users is available on the Council's website. This information will be kept updated and will include maps of open tracks, limited mobility tracks, dog exercise areas, information about tracks closed to mountain bikers and a mountain biker's code, which outlines expectations about mountain biker behaviour towards walkers and other users.

Currently, complaints regarding user group behaviour on the track network are forwarded to Council's rangers to resolve. Council officers will review existing operational procedures with a view to improving the ranger's ability to respond to user conflict matters as they occur.

6. Conclusion

This report presents the Track Recreation Activities Policy to replace the Off Road Mountain Bike Policy. As a component of the Open Space Access Plan, the updated policy will facilitate the continued improvement of the open space track network with reviews of track suitability carried out in the context of implementing track upgrades.

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Appendices

Appendix 1 – Submitter Policy Comments – summary and analysis

Appendix 2 – Oral Submissions – additional submitter information

Appendix 3 – Submitter track network ideas

Appendix 4 – Track Recreation Activities Policy

Appendix 5 – Support of opening tracks and areas by user group

Appendix 6 – Submissions

Supporting Information

1) Strategic Fit / Strategic Outcome

This report supports the Environmental outcomes of making Wellington more liveable, better connected, more sustainable and more competitive. It supports the Social and Recreation Strategy outcome of being more actively engaged and healthy.

2) LTCCP/Annual Plan reference and long term financial impact

Ongoing track development and maintenance is provided for from within the Open Space Access Plan Implementation budget CX 435.

3) Treaty of Waitangi considerations

There are no Treaty of Waitangi implications from this report.

4) Decision-Making

The content encompassed within this report will not result in a significant decision.

5) Consultation

a) General Consultation

Targeted and general public consultation was undertaken in the preparation of this report.

b) Consultation with Maori

Consultation with our Mana Whenua partners was undertaken in the preparation of this report.

6) Legal Implications

Legal advice has not been received for this report.

7) Consistency with existing policy

The report proposes that the Track Recreation Activities Policy replaces the Off Road Mountain Bike Policy in order to be consistent with the Open Space Access Plan.

Appendix 1: Table 1. Submitter Policy Comments – Summary and Analysis

Sub#	Policy Section	Comment	Response
2	5.5.1	<ul style="list-style-type: none"> - Tracks could be defined as easy, intermediate, expert etc to make user aware of difficulty - At trail heads or ends display of signage re biker code 	<ul style="list-style-type: none"> - The project of mapping out easy and intermediate mountain bike tracks has begun for Mount Victoria and Makara Peak Mountain Bike Park. Additional signage will be constructed when the work is completed. - Track classifications will be posted on Council's website.
6	5.4	<ul style="list-style-type: none"> - Strong support for the Track Use Assessment criteria 	<ul style="list-style-type: none"> - Noted.
9	5.4	<ul style="list-style-type: none"> - Track maintenance signage, what kind of soil and rock and whether riding on it in wet conditions is responsible 	<ul style="list-style-type: none"> - Signage for restricted use of tracks will be used as required.
11,12,13 14,16,17 18,19,20 21,22,23 25,26,28 41,46,48 68,69,70 71,72,73 74,75,78 84,86,115 119, 121,122,127 129, 132,135,136 137, 138,142,151 162,184		<ul style="list-style-type: none"> - Free dog exercise areas (Rangitatau) not suitable for mountain biking reasons: - Not enough free dog exercise areas (11) (12) (13) (14) (69) (70) (71) (73) (75) (78) (115) (119) (122) (127) (132) (135) (136) (138) (142) (151) - Dogs attracted to/or afraid of moving wheels (16) (69) (70) (73) (78) (115) (137) - Plenty of other areas for mountain bikers (17) (70) (71) - Dangerous for dog walkers (18) (19) (20) (21) (22) (25) (46) (74) (75) (119) (121) (135) (142) (151) (162) - Dangerous due to speed (23) (26) (28) (32) (68) (69) (72) (74) (75) (122) (127) (129) (136) (137) - Conflict with walkers (41) (48) (68) (86) (162) - Bad biker behaviour (28) (32) (68) (184) - Erosion is already a problem and will get worse (26) (32) (84) (122) (184) - Memorial a place of reflection (46) (122) (129) (162) 	<ul style="list-style-type: none"> - The issues of user group conflict that can not easily be mitigated and the safety concerns of bike speeds have been considered under policy section 5.4 Track Use Assessment. - Rangitatau Reserve offers a cycling commuter route link to the south coast rather than a mountain biking recreational opportunity. The benefits gained by opening this area to bikes do not outweigh the potential loss of enjoyment for existing reserve users. - Decision – Rangitatau Reserve to remain closed to bikes/cycles.
24	5.0 5.1 5.4 5.5 5.5.1	<ul style="list-style-type: none"> - Policy should refer to provision of rubbish bins - Oppose 5.0 – bullet three - Support comments made in regard to walker/runner/tramper needs - Support for Council officers having the power to close or change the designation of a track/trail - “Specific use tracks” should be signposted to show alternative routes. Chevrons to be used to indicate incline - Should be noted that unofficial ‘down-hilling’ tracks on Mt. Victoria present a hazard due to exit onto walking routes 	<ul style="list-style-type: none"> - Rubbish bins as part of reserve operations - 5.0 Network Principles not under review - Noted - Noted - Signage improvements to be incorporated into policy implementation - Signposting improvements to be made over time. - Noted. Hazards to be investigated

Sub#	Policy Section	Comment	Response
	5.5.2 Schedule A Schedule B	<ul style="list-style-type: none"> - Walkers and bikers have different expectations. Walkers want simple leaflets that show entrances and exits. New bollard/way finders are excellent. - 'Users' should be required to promptly reinstate tracks and trails after any event. - The following to be added to Schedule A: <ul style="list-style-type: none"> o Richmond/Burrows Avenue/ Paparata to and from Wrights Hill o Puketiro-Stellin Memorial Park to the Ridgeline via: (Grid ref:07/6 – Tinakori Hill Plan) then (via Grid ref:K 4/5) to Glamorgan Street (Northland) - The Happy Valley (Quebec Street returning to Preston's Gully) should be upgraded to allow walkers to share with grazing horses - Houghton Valley (Sinclair Park to Buckley Reserve) should be for pedestrians only – the actual valley should remain a horse grazing area. This route is used as an extension of Mt. Albert by some motor cyclists. 	<ul style="list-style-type: none"> - Noted. - Agreed. <i>Promptly</i> to be added to wording. - To be opened to mountain biking in accordance with public consultation. - Noted. To be considered when upgrading.
27		<ul style="list-style-type: none"> - Don't agree that horses should be on the foreshore of Te Kopahou between old quarry and Devils Gate 	<ul style="list-style-type: none"> - Noted.
28	Cycle Plan	<ul style="list-style-type: none"> - There should be a cycle lane along the stretch of road from Moa Point to Breaker Bay (28) (32) 	<ul style="list-style-type: none"> - To be considered by Cycle Policy.
30	Implementation	<ul style="list-style-type: none"> - A track from the wind turbine to Aro st is vital as an off road connection between the city and other tracks 	<ul style="list-style-type: none"> - Open Space Access Plan (OSAP)
35	Tourism	<ul style="list-style-type: none"> - Great to connect tracks together – great tourism attraction 	<ul style="list-style-type: none"> - Noted
36, 40 63, 82 98,100	Schedule A	<ul style="list-style-type: none"> - Bells Track part of the Te Araroa Walkway add to schedule (36) (40) (63) (82) (98) (100) (147) - Compulsory for bikers to use bells (118) (160) (183) 	<ul style="list-style-type: none"> - Bells track will be put on the priority assessment list. - Code of practice
37	5.4	<ul style="list-style-type: none"> - Tracks that are open to walkers need modification before being opened up to bikes 	<ul style="list-style-type: none"> - Noted.
39	Facilities	<ul style="list-style-type: none"> - Must be adequate provision for float/horse truck parking 	<ul style="list-style-type: none"> - Noted.
42, 63, 98,125	Definitions	<ul style="list-style-type: none"> - Need to ensure that 'cycles' are also included in definitions, concern that some cyclists may believe that they are exempt from any restrictions on use of tracks (42) (63) (98) (125) 	<ul style="list-style-type: none"> - Agreed. Amendment made.
47	5.6.1	<ul style="list-style-type: none"> - Suggest explicit reference to trail bikes 	<ul style="list-style-type: none"> - Motorised vehicles covers all types
49	5.7	<ul style="list-style-type: none"> - Horse riding needs more coverage area – horses to have beach access the same as dogs do. 	<ul style="list-style-type: none"> - Horses on beaches is a user conflict issue

Sub#	Policy Section	Comment	Response
50	5.1 -5.7	- Good idea to bring all the planning of different uses of tracks under one policy document.	- Noted.
51, 86	5.5.1	- Signage regarding tracks that are open and closed. There should be directional signage if tracks are uphill or downhill only. Signage should also emphasise shared use. (51) (86)	- All tracks are open to biking unless declared closed. Closed tracks and areas have signage.
54, 58, 59, 60 67, 79, 80, 85	5.7	- Open more tracks to horses will result in less travel out of Wellington to ride (54) (58) (59) (60) (67) (79) (80) (85)	- OSAP.
55	5.7	- Note horse grazing area at Chartwell Drive	- Noted.
58, 88, 89 90,91,92 93,97,163 102, 103 104, 105 106,107, 110,111,113 114, 126,139,156	5.7	- Variety of tracks is very important for horse riding - More tracks are required - South Makara Road might be an option. - More access to land for safe riding (88) (89) (90) (91) (92) (93) (97) (102) (103) (104) (105) (106) (107) (110) (111) (113) (114) (126) (128) (139) (156) (160) (163)	- OSAP.
61	5.7	- More tracks in Makara - Parking for horse floats important	- Noted.
63, 84,98, 108, 149	5.4	- Full public consultation on track proposals (63) (84) (98) - Recognition of the Biodiversity Action Plan required (108) (125) (149) (152) - Tracks should be sustainable and users have minimal impact - WCC to articulate mitigating works to ensure tracks do not loose enjoyment for existing users with more user groups accessing tracks - Enforcement laxity problem	- Public consultation occurs with the opening of every new track and new user group access proposals. - Biodiversity Action Plan to be referenced. - Works done as required. - Park rangers address enforcement.
64	5.1-5.7	- Strong support for opening up tracks to horse riders, good consultation and clear signage/education will make things work.	- Noted.
76	5.7	- Woodburn Reserve track should be a complete loop	- Noted.
81	5.7	- Access for horse riders to Wrights hill and track around Karori Sanctuary - Wellington will be associated with the two of the biggest cities in the world that actively support horse riding within the city environs- New York and London	- Noted.
82	5.5.1	- Signage needs to be more detailed – frequency of signage	- Signage improvements over time.

Sub#	Policy Section	Comment	Response
	5.3	<ul style="list-style-type: none"> and points where multi-usage starts/ends - No mention is made of tracks contiguous with neighbouring open space i.e Colonial Knob Scenic Reserve 	<ul style="list-style-type: none"> - WCC information web site opportunity.
86	5.5.1	<ul style="list-style-type: none"> - Signs telling mountain bikers to keep to trails would be useful 	<ul style="list-style-type: none"> - Code of Practice
98	5.1 -5.7 5.6.1 5.4 Schedule A 5.5.1	<ul style="list-style-type: none"> - Overall support for the policy – definition suggestions - Wheelchair and push chair access - Dogs not mentioned in the policy - More detailed required about permitted entry for motorised vehicles - Shared use tracks – consultation required - ‘Shared use tracks are preferred’ this appears to favour cyclists over walkers. Council not done enough work on the merits of walking only tracks - Updating list should require a public review process. Add the word “public” - Add Bells Track to Schedule A - More must be done to educate cyclists/bikers 	<ul style="list-style-type: none"> - Wheelchair/pushchair access in 5.0 and 5.5.1 – add words ‘wherever possible’ - Dog control policy address areas open to dogs. - Bells track will be put on the priority assessment list. - Walking only tracks – Schedule A
100	Schedule A 5.5.1	<ul style="list-style-type: none"> - Add Bells Track to Schedule A - More supervision by Rangers is required to manage user behaviour - More emphasis of the Biker’s Code required - Signs must be large enough 	<ul style="list-style-type: none"> - Rangers are warranted to manage anti-social user behaviour.
108	5.2 5.3 5.4 5.5 5.5.1 5.7 Compliance Monitoring	<p>Wellington Botanical Society</p> <ul style="list-style-type: none"> - Don’t agree that all new tracks should be shared use when appropriate - Support the inclusion of strategic alignment with criteria - Specific reference to Biodiversity Action Plan - Don’t agree that shared use tracks are preferred within the open space network – optimum usage rates should be explained, monitored and reported - Support the concept of specific–use tracks - Disagree with walkers and cycles being compatible on narrow tracks - Signage part of policy needs strengthening - Concern for weed seeds with horse dung in areas of bush - Suggested section of compliance-effective strategies required. Options include – encouraging reporting of rule breaches, enforcement officers for spot checks and warnings, public annual reporting - Environmental monitoring programmes 	<ul style="list-style-type: none"> - Biodiversity Action Plan to be referenced - Environmental monitoring occurs outside of the policy scope.

Sub#	Policy Section	Comment	Response
	Schedule A	- Maupuia Park to be added to the list – due to regenerating forest	- Assessment of area completed – appropriate for biking.
109	5.3	- Mention could be made about the significant contribution user groups can make to track-work - Unaware of any exclusive use areas yet – qualify - Qualify status of the code	- Noted.
117	5.5.1	- More signposting and advertising of beginner tracks	- Noted.
118	Schedule A	- Close some tracks in winter when tracks are very wet - Bells for bikes is a good idea	- This would be possible under the new policy.
120	Schedule A	- Why is Redwood Forest closed to bikes?	- In future this area will be assessed as a future connector to the outer green belt. Will require full public consultation.
123	5.5.1	- More signage identifying dual use tracks	
125	5.4	- Clarify cycling vs. mountain biking - Recognition of Biodiversity Action Plan	- Noted.
128	5.0	- New network principle about access to track history and info about biodiversity	- Network Principles not under review.
130	5.6.1	- No provision for trail bikes	- Access dependant on management plan policies.
131	5.4 5.3	- Strong support for flexible approach to track access - Criteria should be added to cover situations where developing a new track would reduce conflict on an existing trail	- Reducing user conflict - fits under 5.3 demand – level of interest in the work being done.
133	5.3	- Support the aim of a track that enables recreational walking and cycling as widely as possible in Wellington.	- Noted.
141	5.5.1	Otari Wilton's Bush Trust - Support thoughtful approach to tracks being single or multi-use - Clearer signage about dogs having to be on leads - Criteria should include consideration of vegetation	- Dog policy – for dogs on leads - Vegetation is considered in 5.4 Environmental impact
145,146	5.1 – 5.7	- Strong opposition to Rangitatau Reserve being opened to bikes - Primary reason - Atatürk Memorial feeling that bikers are disrespectful - Safety concerns with dogs and bikes - Concern over damage to area by bikers	- Noted.
147	5.4 Schedule A	Ngaio Progressive Association - Supportive of policy but believe that full public consultation should occur for changes to Schedule A - Add Bells Track to Schedule A	- Public consultation does occur when new tracks are being considered.
148	5.4	- Want all tracks closed to bikes unless declared open	- Not in keeping with the policy.

Sub#	Policy Section	Comment	Response
149	5.4	- Consider the Biodiversity Action Plan	- Noted.
150	5.4	- Interested in WCC overall biking vision	- Noted.
152	5.4	- Consider Biodiversity Action Plan - Impacts of mountain biking not adequately weighed – width of track, visibility, group safety	- Noted.
153	5.1 5.2 5.3 5.4 5.5 5.7	Tararua Tramping Club - Generally supportive of the provision of tracks for non-motorised access to and through the open spaces of Wellington - Must be stated that the Plan Principles take precedence over the Policy - Walking to come first in wording, opposed to 4WD - Seek qualifier – in accordance with network principles - Concern that policy may in some way erode 2014 commitment for OSAP - Quality as well as quantity for track criteria - Status of baby buggies to be made clear - Include spreading of weed seeds as a reason for limiting access to horse riding - Reference for mountain bikers code required	- Noted. - Refer 5.2 Track Design - Policy becomes a component of the OSAP and in no way detracts from the Plan principles. - Baby buggies – refer 5.0 and 5.5.1 - Background information for mountain biker's code will be available on Council's web page.
157,158,160	5.7	- Historic access to Te Kopahau (158) (160) (182)	- Noted.
161	5.5.1	- Close monitoring of shared tracks required	- Noted.
164	Schedule A	- Rationale for some areas remaining closed not clear - Changes to tracks should also included changed signage	- Refer policy criteria - Noted.
168		- Greater clarity should be made of potential opportunities to link off road cycle and pedestrian networks with off-road facilities	- Continued liaison with Cycle Plan.
169	5.4	- Reluctance to see an encroachment of mountain bike use on current walking tracks	- Shared use by transparent criteria.
171	5.5.1	Makara Peak Mountain Bike Park Supporters Inc. - Strong support for the move towards mountain biking decisions being part of the larger tracks policy rather than stand alone - Dual use works very well - Support ongoing review and upgrading of the track network - Wording change suggestion ' this voluntary code states that mountain bikers should respect others and give way to people on foot unless it is a priority or exclusive use area for mountain bikers'	- Amend policy.

Sub#	Policy Section	Comment	Response
174	5.1-5.7	<p>Living Streets Aotearoa</p> <ul style="list-style-type: none"> - General support of the policy – consequences of shared use need to be considered - Concern about walker displacement - Detailed assessments are required to consider affects on walkers – risks and deterrents to walking 	<ul style="list-style-type: none"> - Noted, public consultation with regard to new tracks will identify walker concerns.
175	5.1-5.7	<ul style="list-style-type: none"> - Track maintenance is important - Timeframes for track upgrades could be better defined 	<ul style="list-style-type: none"> - OSAP timeframes.
176	5.4 5.5.1	<ul style="list-style-type: none"> - Agree that Council officers should be decision makers when changing a track use designation - Support the ongoing review and upgrading of tracks - Clarification of the priority use areas rather than exclusive use 	<ul style="list-style-type: none"> - Noted. - Priority use term included in policy.
177	5.7	<p>Simon Kennett</p> <ul style="list-style-type: none"> - A sensible balanced policy - Mitigation of equestrian impacts with weed seed spread 	<ul style="list-style-type: none"> - Noted.
179	5.1 -5.7	<ul style="list-style-type: none"> - Oppose policy of tracks being open to cyclists unless otherwise stated 	<ul style="list-style-type: none"> - Not in keeping with policy.
181	5.4	<ul style="list-style-type: none"> - Consultation with mountain bikers before a track is opened up especially regarding required alterations before it is opened. 	<ul style="list-style-type: none"> - Agreed.
183		<p>Tawa Community Board</p> <ul style="list-style-type: none"> - General support for the policy - Bikes should have bells - Buy-in of communities is important in track networking 	<ul style="list-style-type: none"> - Mountain Bikers Code.
Late submission	16/10/08	<p>Makara Ohariu Community Board</p> <ul style="list-style-type: none"> - Walking/riding loop track from Makara Beach and estuary is under consideration as part of the West Wind Environment Court Conditions for Meridian. This may result in an increase in visitor numbers to the area by upwards of 100,000 visitors in the first year - The Board supports any plans to create extra horse riding areas in the rural area and any incentives to get horse traffic off public roads by means of providing other riding access to clubs and schools - Old Coach Road may require increased maintenance if the numbers of horse riders increase 	<ul style="list-style-type: none"> - Noted. - Horse riding clubs to liaise with Council.

Appendix 2: Table 2. Oral Submissions – Additional Submitter Information

Date	Sub#	Additional Submitter Information
14/10/08	133	Great Harbour Way Coalition support; <ul style="list-style-type: none"> - track networks that enable recreational walking and cycling - aim for a safe, enjoyable cycling and walking path around Wellington Harbour - key area for attention is the Wellington/Petone gap Reclamation work would be required – estimated \$ 50 million
14/10/08	174	Living Streets Wellington; <ul style="list-style-type: none"> - criteria for a safe co-existence on a track is adequate track width and a good degree of visibility - on the Waterfront there is a good culture of mutual respect between the walking and cycling user groups
15/10/08	139	Wellington City Light Horse Club <ul style="list-style-type: none"> - the club has extensive history – over 40 years - a bell is better than a horn for warning horse riders of mountain bikes coming - want to keep the areas that they have and have more access to open spaces
15/10/08	63	Trelissick Park Group <ul style="list-style-type: none"> - there is enforcement laxity of biker behaviour in Wellington City - define mountain bikers and cyclists - there are no recorded biking accidents in Trelissick Park
15/10/08	98	<ul style="list-style-type: none"> - consultation is very important when considering new tracks - feeling that the policy favours mountain bikers over walkers
15/10/08	167	<ul style="list-style-type: none"> - suggestion of other access points for horse riding to Woodburn Reserve - more linking opportunities required
15/10/08	114	<ul style="list-style-type: none"> - Makara ponies need transport and parking opportunities to access the city - desire for land behind grazing area to be opened up with new horse trails (happy to volunteer)
15/10/08	145	<ul style="list-style-type: none"> - existing mountain biker compliance problem at Rangitatau Reserve – suggest 24/7 warden
15/10/08	48	<ul style="list-style-type: none"> - at the northern end of the Miramar peninsula bikes would be ok - bells on bikes are required for safety - bikes at Rangitatau would detract from the 'wilderness' feeling and the special value of the Eastern Walkway - risk of long term damage of hillsides around tracks if bikes are in the area - safety concerns of bikes at Rangitatau Reserve - conflict with dog exercise area
15/10/08	76	<ul style="list-style-type: none"> - parking for a car and a horse float equates to about 3 parking spaces - parking for horse floats is a consideration for new horse track areas
15/10/08	108	<ul style="list-style-type: none"> - a specific reference to the Biodiversity Action Plan would help ensure that the Biodiversity Coordinator has active involvement in planning new tracks and track upgrades such as extensions or re-contours - track opening opportunity to access the Bay from Terawhiti Station R27 Cadastral map in old District Scheme
15/10/08	171	<ul style="list-style-type: none"> - Makara Peak supports have planted 30,000 native seedlings recently - significant growth in Makara Peak visitor numbers from 60,000 to between 80 – 100,000 - many mountain bikers spend a lot of time improving and conserving areas and are responsible - do not consider Rangitatau Reserve to be a prime recreation site for mountain biking – more linking opportunity
15/10/08	153	<ul style="list-style-type: none"> - oppose 4WDs using open space areas
15/10/08	157	<ul style="list-style-type: none"> - lets share!
15/10/08	111	<ul style="list-style-type: none"> - not enough access to open space areas for horse riders - Horse Park in Karori being set up
15/10/08	28	<ul style="list-style-type: none"> - Breaker Bay Road not providing adequately for cyclists
15/10/08	26	<ul style="list-style-type: none"> - public toilets required at the playground at Breaker Bay to cater for cyclists needs
16/10/08	24	<ul style="list-style-type: none"> - signage location is very important - walking maps (brochures) good both for suburban walking and track walking too - walkers and cyclists/mountain bikers have different needs on a track. i.e bikers limited vegetation vs walkers lots of vegetation
16/10/08	154	<ul style="list-style-type: none"> - Rangitatau a handy link for cyclists to the coast
16/10/08	150	<ul style="list-style-type: none"> - would like to see a comprehensive strategy for cycling in Wellington
16/10/08	148	<ul style="list-style-type: none"> - happy with the sealed area at Rangitatau Reserve for bikes to access the coast

Appendix 3: Table 3. Submitter Track Network Ideas

Submission No.	Activity Type	Area	Comments
2	w/j/mb/cyc		At recognised trail heads or ends, prominently display a sign for biker responsibility, code of conduct.
		Tip Track	Descending mountain bikers can avoid walkers ascending.
3	w/j/r/mb	Wrights Hill	Further tracks on Wrights Hill should be opened for biking.
5	w/j/r	Tinakori Hill	Not a good series of trails for walkers, runners and especially less fit people. Also joining up Ngaio Gorge with other trails would be good.
		Wrights Hill	Many of the single tracks are too narrow for Mountain Bikers while foot traffic is around.
8	w/j/r	Tinakori Hill	Trails are too wide, steep and rocky.
11, 12, 13, 14, 16, 17, 18, 20, 21, 22, 25, 26, 28, 46, 69, 70, 71, 72, 73, 74, 75, 78, 115, 116, 119, 121, 122, 132, 135, 136, 137, 138, 142, 145, 146, 151	w/j/r/cyc	Rangitatau Reserve	The Rangitatau reserve is one of the few dog exercise areas on the South Coast. The mix of dogs off- lead and bikes is a dangerous
27	mb/cyc	Te Kopahou	Don't agree horses should be on the foreshore of Te Kopahou between the old quarry and Devil's Gate as it is incompatible with use by other user groups.
30	w/j/r/mb		A legitimate mountain bike track from the wind turbine to Aro St is vital as an off-road connection between the city and other tracks.
32	w/j/r/cyc	Rangitatau	Tracks around Atatürk memorial have already been ruined by mountain bikers.
			The walkways are too narrow and vulnerable, cyclists need to have a large area set aside for them - Wrights Hill or Truby King is more suitable.
33	w/j/r/mb		There are still many tracks that allow for walking only.
35	mb		Great to help connect these links together - Great Tourist attraction.
37	w/j/r		Tracks that have been built for walkers require modification before being opened to bikers.

Submission No.	Activity Type	Area	Comments
39	w/j/r/hr		For horse owners who do not live in close proximity to the proposed, existing tracks there must be adequate provision for float, horse truck parking. The Karori area is not well served for riding tracks.
42	w/j/r	Trelissick Park	Tracks closed to mountain bikers should be closed to all bikers.
43			Mountain biking should be allowed on these tracks to encourage more people to bike and offer options that don't expose bikers to vehicular traffic.
		Te Kopahou	Te Kopahou is important for some rare vegetation and wildlife that I don't think is compatible with horse riding
44	mb		Opening areas promotes physical activity and helps develop the sports the area is designed for.
48	w/j/r	Rangitatau	There are plenty more exciting tracks around Wellington's hills available to mountain bikers without the need for them to encroach on relatively flat road to and from Atatürk memorial.
50	w/j/r/mb		Good idea to bring all the planning of different uses of tracks under one policy.
			Some of them could be open for summer but are not suitable for use during winter.
51	mb		Needs to be clear signage indicating which tracks are open to mtb and which are closed. There should also be directional signage and it should show shared use.
54/59/ 60/ 67/ 85/97/102/10 4, 163	h/r		More tracks would mean horse riders could gain wider experience.
58	h/r		Hacking out is one of the most enjoyable activities you can do outdoors - shame to have Wellington's riders restricted to the arena.
61	h/r	Makara	Although there are heaps of land and hills there's not many tracks.
76	h/r		It is very important that riding opportunities are made available for our youth to experience the widest possible riding inexperience.
77		All proposed horse areas	The opportunity to ride in other areas but our own would be fantastic. It is also becoming harder and harder to access rides that are safe for ourselves and horses.
79	w/j/r/hr		Mountain bikers need their own tracks the same as the other sports.
81	w/j/r/mb/hr	Wrights Hill	Horse riders should have access to the Wrights Hill trails presently used by other recreational users as well as access to the hard packed track around the Karori Sanctuary.

Submission No.	Activity Type	Area	Comments
84	dog walker/ w/j/r		Each area needs to be considered individually as these are different implications for each area.
			Walkers do not just walk in the city and around the bays.
87	w/j/r/mb/cyc	Rangitatau Reserve	Needs to be connected as a mountain bike loop.
88/ 89/990/91/92 /93/96/103/1 05/106/107	h/r	Karori	More emphasis should be placed on providing horse riders better access to land that allows them to ride their horses.
101	w/j/r	Rangitatau Reserve	Proposed provision for bikes is too extensive.
		Tinakori Hill	Meeting bikes on steep tracks near Tinakori Road and St Mary Street can be a hazard.
108		Wrights Hill	Could deter the less able walkers such as elderly or handicapped from using these tracks.
109	w/j/r/mb	Te Kopahou	Concerned about conflict between horses and mountain bikes on some of the steep tracks on Te Kopahou .
111	hr/4wd		More emphasis on providing horse riders better access to land that allows them to ride safely.
112,113,114	hr/4 w drive		More places to ride horses safely.
117			Would like to see even more mountain bike tracks particularly with signposting and advertising recreational tracks for novices.
118	w/j/r		Council should consider closing off some tracks to mtb during winter to allow the soil to recover.
123	w/j/r/mb/cyc		Maybe some tracks should be mountain biking only and running only.
126	w/j/r/hr		We should not be excluded from tracks that have adequate space for multiple users.
127	w/j/r/mb/cyc		Consideration of dog exercise areas.
128			There should be a network principle that all track users have access to relevant information about the tracks geography, heritage and biodiversity.
			More tracks designated for horses.
129	w		In general shared tracks are a bad idea.
130	w/j/r/mb/cyc/4 wd		No provision for trail bikers in the draft policy.
139	w/j/r/hr/cyc		The historical access recreational horse users have had is not adequately covered in this policy.
140	w/j/r/mb/cyc	Te Kopahou	WCC is doing a fantastic job of improving the track network.
			Logical linkages that allow mountain bikers to go places should be encouraged.
			Parts of Te Kopahau may be ok for horses but Tip Track , red rocks are high use walker, mountain bike areas.
141	w/j/r		Would like to see clearer signage about dogs requiring to be on leads for the tracks where this is the case.

Submission No.	Activity Type	Area	Comments
142	w/j/r		Q.5. you don't have dog walkers down as a specific group.
144	w/j/r		As a Newlands resident I'd be keen to see cycle access developed to Belmont Regional Park from Newlands.
147			Would like to add Bells Track to Schedule A.
148	w	Te Kopahou	The need to consider all tracks closed to mountain bikers and horse unless declared open.
			Threat of weed invasion from horse dung.
150	w/j/r/mb/cyc		Great that WCC are finally opening more tracks to mountain biking
152	w/j/r		Environmental impacts of opening up tracks to mountain bikers are scarcely addressed.
		Tinakori Hill	Should be left as is.
155	w/j/r/mb/cyc		These areas are suitable for biking, this recognises current activity and allows Wcc to provide suitable signage and maintenance.
		Te Kopahou	Not suitable due to high levels of walking and biking.
156			More consideration needs to be made for extra riding tracks.
			Loop tracks are also necessary as short one way trips do not give interest on the return.
158	hr		We would like to see all tracks shared by everyone.
159	w/j/r/mb	Tinakori Hill	No to Tinakori Hill for safety reasons for foot traffic on the same route.
160	w/hr/4wd		Horse rider's current historical access.
			Horse grazing in areas once farmed now no longer permitted.
161	w/r/j	Tinakori Hill	Consider the installation of water fountains and toilets.
			Recommend withdrawing proposal to add mountain biking to Northern Walkway on Tinakori Hill.
162		Rangitatau	The proposed route as per draft Track Recreation Activity Policy would become a dual purpose route mixing mountain bikes with prams, children, walkers etc.
164	w/r/j/mb/cyc		Its unfortunate the rationale for some areas remaining closed to mountain biking is not made clear
		Rangitatau	Western downhill track could be improved and opened to riders. Western downhill track could be improved and opened to riders.
		Truby King	Suggest uphill traffic for mountain biking on new southern walkway side track.
167		Woodburn Reserve	Would like to see horse riding permitted on all existing tracks.
			Would like to see existing track system in the reserve extended to include a link to the right of ways that runs between 64 and 80 Bing Lucas Drive.
168			New Zealand Transport Agency suggest that greater clarity should be made of potential opportunities to link off road cycle and pedestrian networks with on road facilities in order to encourage greater use of active modes for commuting and recreational trips.
169			Strong reservations about the large number of tracks currently for walkers and joggers now being proposed as dual use with mountain bikes.
		Tinakori Hill	Would be good to encourage biking so close to the city.

Submission No.	Activity Type	Area	Comments
			As a keen walker and jogger very appreciative of the incredible walking track system provided by WCC – a wonderful asset.
170			Support for the inclusion of Huntleigh Park, Trelissick Park & Wilton Bush on Schedule A.
171	mb	Makara	Makara Peak Supporters are very strongly supportive of the proposed draft policy from a mountain bike perspective.
173	w/j/r/mb/4wd		Like to see dual use permitting MTB on all walking tracks particularly in bush areas.
			Need to add Waimipihiri Reserve for the City to Sea route from Aro to Red Rocks, Ngaio Gorge, Otari Reserve and Huntleigh Park.
174			Opening up tracks to cyclists has consequences.
			Walking and cycling have the potential to conflict, particularly on narrow tracks.
			Tracks should be opened to other than walkers when a detailed assessment has concluded that opening-up will not be a deterrent to walking use.
175	w/j/r		Maintenance of tracks is of great importance to senior walkers.
			Timeframes could be better defined.
			Where tracks adjoin parks the preservation of the park character needs to be protected.
		Tinakori	Most tracks are too narrow to accommodate both walker and bikers should have priority.
176	mb	Makara Peak Mountain Bike Park	Bikes should have priority use while sharing with walkers.
			An excluding area would be one where walkers would not be permitted or safety reasons.
177	w/mb/cyc		Mitigation of equestrian impacts – particularly spread of weed species.
			Closed to horses until rest of Te Kopahou has been trialled.
		Tip Track	Like to see some other tracks opened up for commuting.
179			Shared tracks in general a bad idea.
		Wilton	Keep areas listed in schedule A.
		Tinakori	Oppose policy of opening the Northern walkway on Tinakori Hill to cyclists unless alternative pedestrian route is built.
			Oppose track from Huntingdon Street to the ridge line to cyclists unless there is an alternative pedestrian only track from level part of rack to the ridgeline.
		Wrights Hill	Oppose general opening of tracks to cyclists.
181	w/cyc		Routes should be graded by mountain bikers as "difficult" and listed as such before a track is opened.
		Skyline	Needs extensive work from Old Johnsonville reservoir to Old Coach Road track.
182	hr	Te Kopahou	Tracks should be open to all historical riders.
183	w	Tawa	Recreational walkway along the Tawa Stream from Takapu through to Porirua walkway (Porirua Stream Walkway)
			Lack of walking and cycling tracks from Tawa to Johnsonville.
			Walkers, cyclists and mountain bikers do not readily mix.
185	hr	Tip Track	Horses damage tracks.

Appendix 4: Track Recreation Activities Policy

Note: The Track Recreation Activities Policy consists of policy points 5.1 - 5.7 under 5.0 Network Principles.

5.0 NETWORK PRINCIPLES

~~These principles are the overarching principles which apply to the whole open spaces network. All new tracks should be consistent with these principles.~~

~~Maintenance of tracks, including the provision of suitable signage, will work towards bringing the existing network up to a level where they meet these principles, over the period of this plan.~~

Over the period of this plan, the existing network will be upgraded to comply with these principles; this will include track maintenance and the provision of suitable signage.

- A wide range of skill and fitness levels, abilities and interests will be catered for by the access network.
- Key destinations will be able to be easily accessed from main entrances, where possible.
- Tracks will be shared use, for example, by pedestrian and cyclists wherever this is appropriate. Tracks are open for biking unless otherwise stated.
- The access network will be integrated with the wider city and regional access networks, and the transport needs of pedestrians and cyclists.
- Tracks will cater for demonstrated recreation demand where possible and appropriate.
- All track uses will be physically sustainable and have minimal environmental impact, as far as possible.
- Pest control, emergency services, and general management purposes will be catered for by the access network, where appropriate.
- Tracks will be signposted and maintained, to defined standards, with significant hazards identified and/or mitigated.
- Designated tracks may be declared open for horse riding.
- All tracks are closed to motorised vehicles except by special permission on a case-by-case basis and in accordance with policies within the Reserve Management Cluster Plans.
- Some tracks within the network will be accessible to those with limited mobility, push chairs and wheelchairs.

5.1 RECREATION ACTIVITIES

The Wellington region offers a wide variety of high quality mountain biking and travelling by foot opportunities that can be enjoyed by all age groups and levels of ability. In order to enhance those opportunities, the ~~the goal is to improve~~ the open space track network **will be improved** so that it:

- increases recreation and tourism opportunities
- improves access for users
- connects communities and recreational nodes
- provides alternative transport routes.

The open space access network provides for a range of track uses including; walking, running, tramping, mountain biking/**cycling**, horse riding and four-wheel driving. Each of these user-groups has a variety of needs that places demands on the network:

- Walkers and runners often seek a choice of interesting routes that are accessible throughout the year
- Trampers enjoy varied terrain and accessible look-out points
- Mountain bikers/cyclists seek inter-connected tracks that provide for a wide range of skills and abilities
- Four-wheel drivers require clear information regarding the restricted areas, and where they can drive throughout the network.

Good information regarding permitted track uses both manages expectations and improves the safety of the track network for all track users.

To balance various user-group needs, the tracks shall be managed in accordance with the following framework:

5.2 TRACK DESIGN

- All new tracks will be designed and constructed in a way that is consistent with the network principles (see 5.0 above).

5.3 TRACK NETWORKS

- The criteria for setting track-work priorities, including new tracks, and track upgrades such as extensions or re-contours, are:
 - network significance - contribution to the overall network
 - access, linkages, connectivity – level of importance
 - demand – level of public interest in the work being done
 - diversity of uses – breadth of uses catered for
 - associated risk – level of legal difficulty such as easements

- context factors – other local factors such as development plans
- strategic alignment – contribution to other Council objectives.

5.4 TRACK USE ASSESSMENT

Shared-use tracks are preferred within the open space network to optimise usage rates.

In considering the suitability of a track for user groups, the following criteria will be taken into account:

- *Public safety* – Speed of travel must be controlled for safe, shared use of tracks. For example, bike speeds may be slowed using track construction methods such as tight corners, or “switchbacks”, and reverse gradient designs.
- *Environmental impact* – Tracks must be well planned and maintained, [taking into consideration local priorities and actions to protect and restore biodiversity in accordance with Council’s Biodiversity Action Plan](#). The impact of track use is most significant in areas that are vulnerable due to factors such as soil structure, aspect, slope, drainage, conservation value, vegetation type and track construction. Where track maintenance and environmental protection is not practical or possible in vulnerable environments, mountain biking/[cycling](#), horse riding and four-wheel driving will be excluded and/or directed elsewhere.
- *User group conflict* - A track is unsuitable for shared use when social conflict is unable to be mitigated.

Track suitability dictates that a number of tracks and areas are closed to mountain biking/[cycling](#) (refer Schedule A to view list). [These tracks and areas are reserved for walkers to facilitate quiet contemplative outdoor experiences](#). Reviews of track status will be carried out in terms of implementing track upgrades as part of [this Plan](#), and/or reserve management plans or as new proposals for opportunities where additional funding is required.

When there are significant safety, environmental and/or user conflict issues that can not be managed, Council officers may close a track or change a use designation.

Specific use tracks are those designed to meet the needs for a particular use. [On these tracks the priority belongs to the specific user group and other users must give way](#). Consideration will be given to specific-use tracks, such as a BMX or [mountain bike park tracks](#), based on the merit of the recreational opportunity. The Council is generally supportive of the provision of such facilities provided that there is a low user demand in the area by other open space users.

Exclusive use tracks are those designated as open for only one type of use [such as a specialist downhill or jump/free-ride track](#). Other users may be excluded from such areas in alignment with [the public safety, environment impact and user group conflict criteria outlined above](#).

5.5 WALKING, RUNNING & MOUNTAIN BIKING/CYCLING****

Tracks are open to walkers, runners and mountain bikers/**cyclists** unless declared closed for a specific purpose in accordance with this policy. The Council intends that use of the majority of tracks is shared between bikers, walkers and runners. In particular, easy mountain bike tracks and connector tracks are well suited as shared-use tracks. Opportunities to increase the number of these tracks may be investigated as new initiatives through the draft Annual Plan process.

The current track network does not provide down-hilling facilities. The Council may identify future opportunities to develop suitable site(s) for this activity group.

5.5.1 Information and Education

Information for track users is available on the Council's website. Council officers will update this information which includes; maps of open tracks, limited mobility tracks, dog exercise areas, information about tracks closed to mountain bikers/**cyclists** and a Mountain Biker's Code.² The Mountain Biker's Code ~~which~~ outlines expectations about mountain biker/**cyclist** behaviour towards walkers and other users. This voluntary code states that mountain bikers should respect others and give way to people on foot unless it is an ~~exclusive~~ **a priority** or exclusive use area for mountain bikers.

Shared use tracks provide optimal accessibility for open space network users. They also encourage users to develop an understanding and respect for other user group needs and rights. Track design and signage improvements will be made where possible to reduce the incidence of user conflict.

Walking and running are recreational activities that are accessible to everyone. Opportunities are being sought **wherever possible** within the open space network for tracks that can also be used by older persons, people with limited mobility, push chairs and wheel chair users.

5.5.2 Walking, Running, **Equestrian and Biking Events**

Council approval is required for walking, running, equestrian mountain bike and **cycling** events. Approval is required to ensure that Council is satisfied that risk of damage and other legacy issues are properly managed.

Written applications must include:

- a comprehensive safety plan
- estimates of the number of anticipated participants, officials and spectators
- wet weather arrangements
- the impact on regular users

² The Mountain Biker's Code has been developed by Mountain Bike New Zealand in liaison with the Department of Conservation and other key stakeholders. It is a voluntary code of behaviour that is self monitored.

- likely damage and cost of repairs
- an agreed plotted track course
- requirements for car parking, toilets and other facilities
- a public safety and awareness plan (see 5.5.2.1 below)
- a signage plan – (see 5.5.2.2 below)
- an assessment of the environmental effects of the event, such as track damage or vegetation removal, and means of minimising them.

The Council will process applications for events and notify applicants of the outcome within 20 working days. Successful applicants will be required to do the following:

- Complete a site visit of the proposed course with a Council officer
- Pay the Council a refundable bond. The bond amount will depend on the scale and the potential impact of the event. The cost of any remedial work the Council needs to carry out on the site at the conclusion of the event will be deducted from the bond prior to repayment of any remainder
- Pay a race fee for holding the event. Council may charge a race fee to reflect the opportunity cost of the use of public space. No fee will be charged to charitable trusts or non-profit groups.

5.5.2.1 Public Safety and Awareness

- The event organiser must give notice to the public 14 working days prior to the event by signage at key entry points to the event area.
- The event organiser must provide written notification to all immediate neighbours to the event area seven days prior to the event.
- The event organiser is required to provide a sufficient number of marshals and adequate signage to ensure the safety of event participants and other users of the area.

5.5.2.2 Signage

- All event signage must be approved by Council officers prior to the event.
- All signage will be at the expense of the event organiser
- All signage will be removed **promptly** by the event organiser after the event.

Heavy or prolonged rainfall prior to the event may mean Council officers need to require the event organiser to postpone the event. Event postponements or cancellations are at the discretion of the Parks and Gardens Manager.

5 .6 MOTORISED VEHICLES

The roads and vehicle tracks in open spaces, including parks and reserves form an essential part of the open space access network. They provide vital access to recreation areas and are critical for operational management such as pest control, vegetation management, volunteer schemes and fire control.

5.6.1 Motorised vehicle access

- Motorised vehicle-based recreation is not permitted in reserves, except in accordance with reserve management plans.
- Signage and physical barriers shall advise of motorised vehicle access restrictions in open space areas.
- Clubs may request motorised vehicle-based access permits from the Council for organised events providing that all vehicles are registered and warranted as **required**. ~~is appropriate~~.

5.7 HORSES

Tracks and open spaces are generally closed to horses due to potential track damage and the incompatibility of horse riding with other track uses. Horse riding is best suited to dedicated specific-use tracks and areas. Council may investigate horse riding demand and explore the suitability of tracks and open space areas for horses in accordance with this policy (see 5.1 - 5.4 above and Public Places Bylaw clause 20). Areas of open space land and tracks declared open to horses are listed in Schedule B of this policy.

Schedule A): Open Space Areas and Tracks Closed to Mountain Biking/Cycling (last updated **October 2008).**

Berhampore Golf Course
Bolton Street Memorial Park
Eastern Walkway (~~apart from Rangitatau Reserve~~)
Hue Te Taka (Moa Point)
Huntleigh Park
Izard Park
Johnston Hill Reserve, Karori (excludes Skyline track)
Katherine Mansfield Park, Thorndon
Kelburn Park Exercise Track
Khandallah Park/Johnsonville Park (excluding Sirsi Crescent to Kau Kau summit track)
Karori Sanctuary
Larsen Crescent Reserve, Tawa
Otari – Wilton's Bush
Polhill Reserve, Aro Valley
Queens Park (including Goldies Brae)
Redwood Bush Reserve, Tawa

Southern Walkway (Oriental Bay to Palliser Road section)
Tinakori Hill (apart from the Northern Walkway track, Huntingdon Street to Ridgeline track, the Ridgeline track, West-East Connector track, Grant Road track)
Trelissick Park
Truby King Park, Melrose (apart from the sealed driveway)
Waimapihi Reserve (apart from a new proposed track between the wind turbine and Aro Street)
Wellington Botanic Garden (except the road around Anderson Park from Glenmore Street to Kinross Street)
Wellington Zoo, Newtown
Wilf Mexted Scenic Reserve, Tawa

The list of tracks and areas closed to mountain biking will be updated with deletions/additions by officers at the conclusion of any review process and posted on the Council's web site.

Schedule B): Open Space Areas and Tracks Open to Horse Riding

Woodburn Reserve

Old Coach Road, (Johnsonville – Ohariu Valley)

Te Kopahou, South Coast

Current leased horse grazing areas

Glenside Reserve

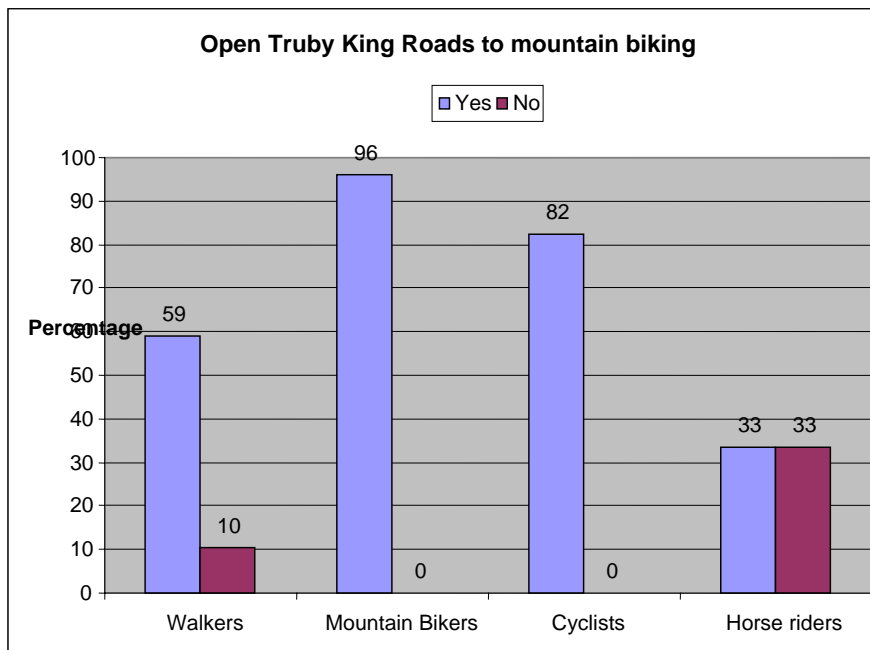
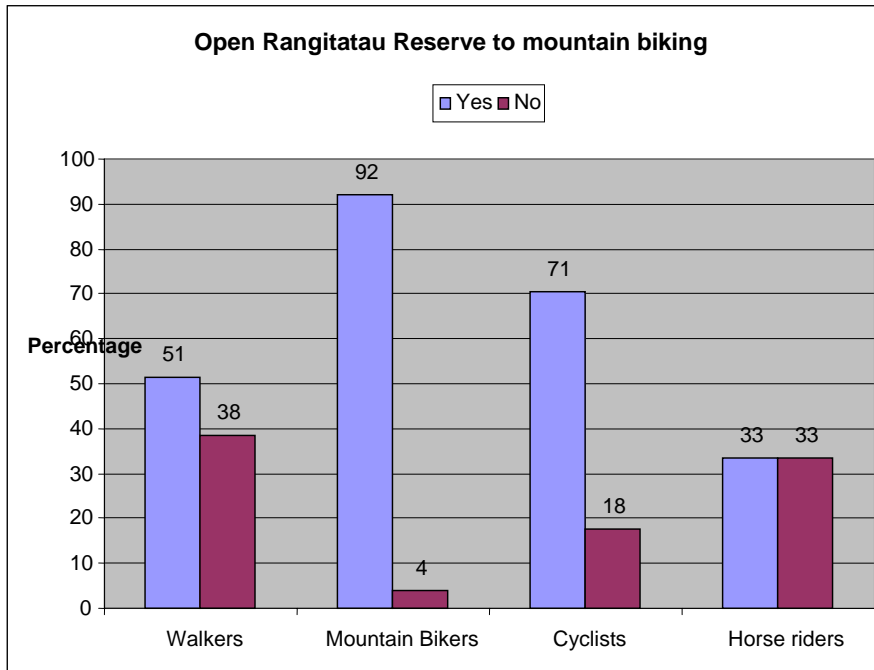
Happy Valley

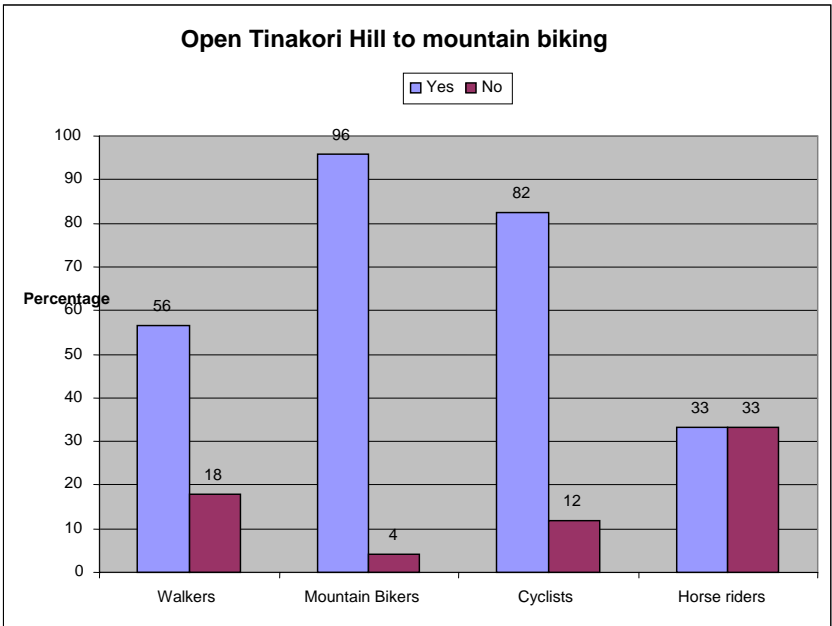
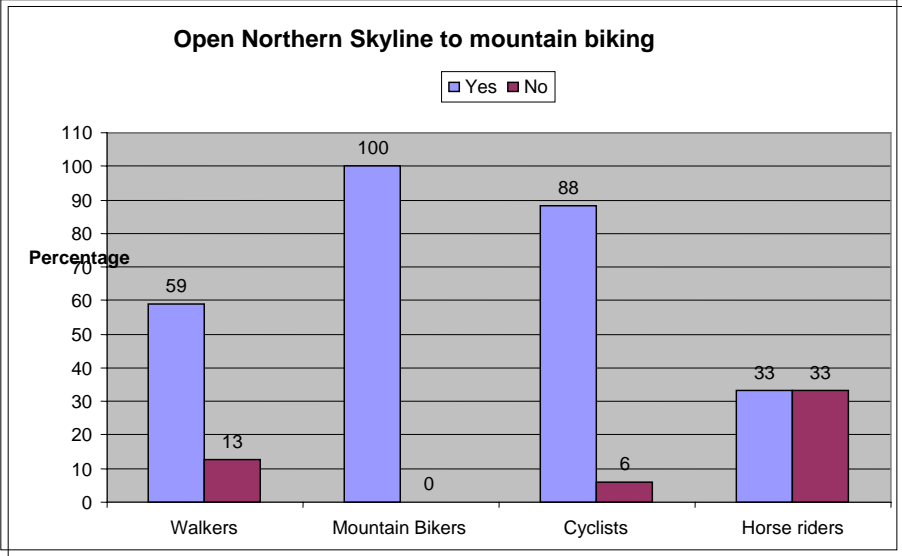
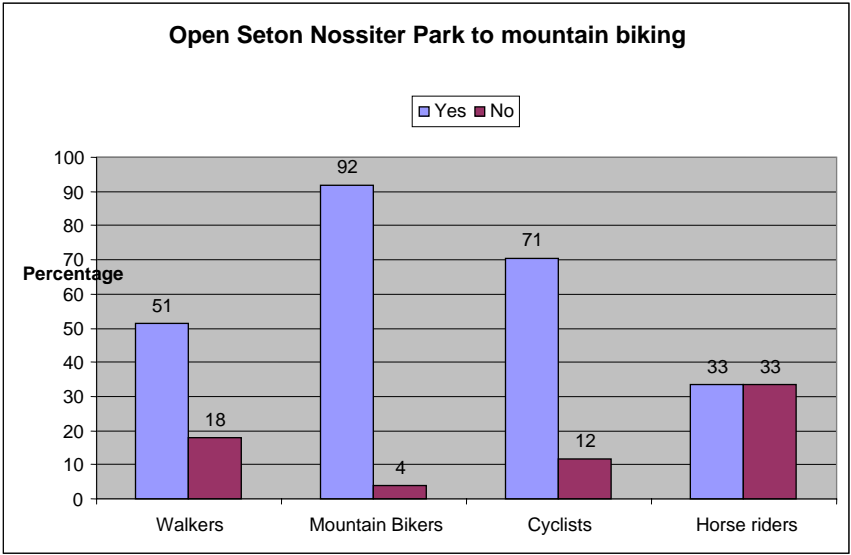
Houghton Valley

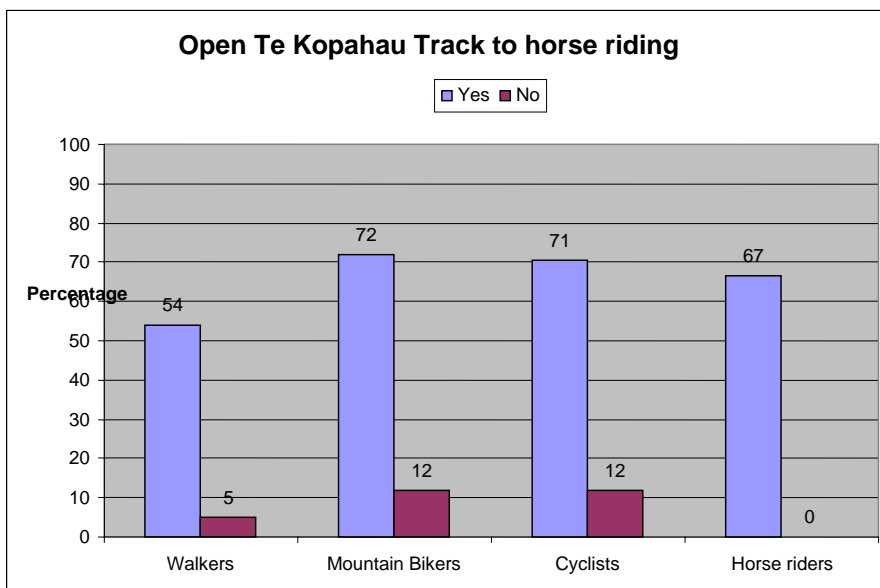
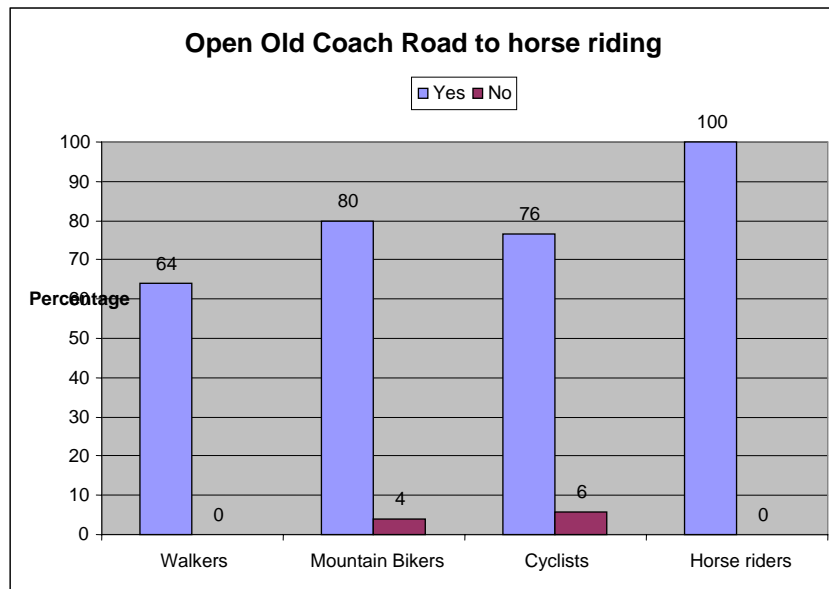
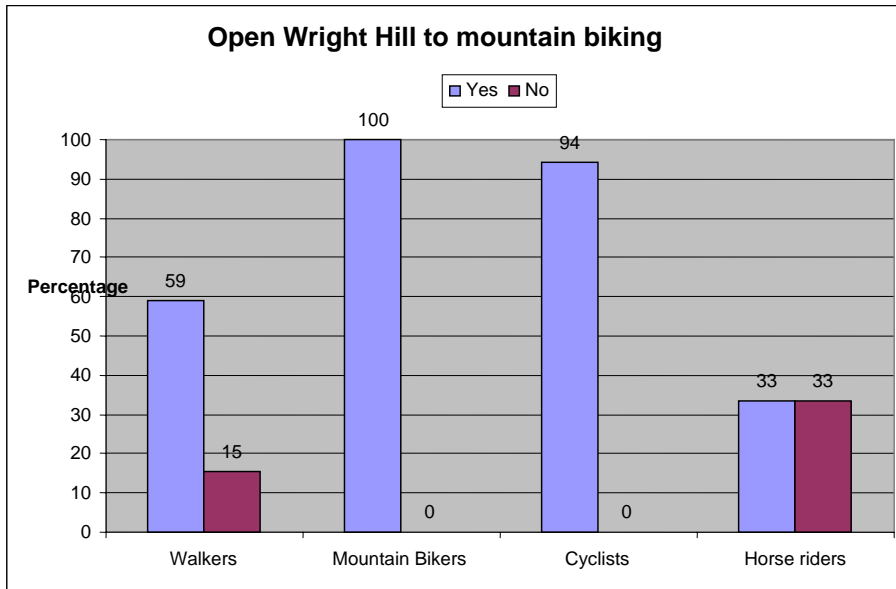
[Chartwell Drive, Crofton Downs](#)

Appendix 5: Support for opening of tracks and areas to mountain biking and horse riding by user group

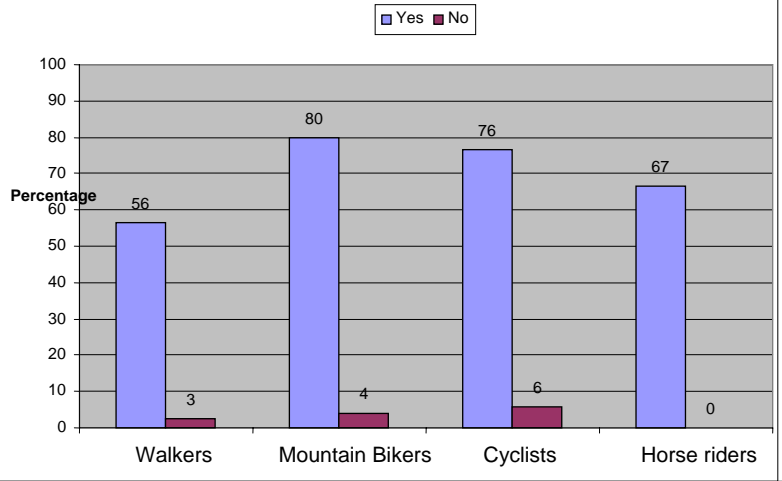
Note: submitters had the option to identify themselves as members of more than one recreational user group.







Open Woodburn Reserve to horse riding



Appendix 6: Submissions