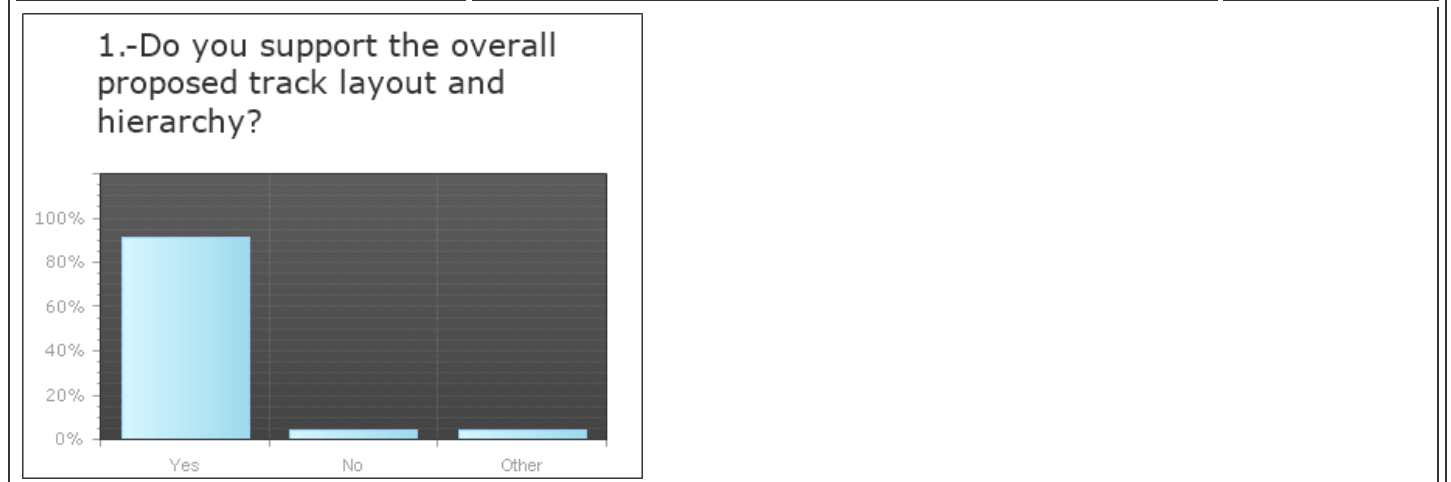


## Report: Response Statistics by Category

<b>Category Name:</b> 1-Do you support the overall proposed track layout and hierarchy?
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 119
<b>Total number of points:</b> 121

<b>Response field Number and Name:</b> 1.-Do you support the overall proposed track layout and hierarchy?
<b>Question:</b> 1. Do you support the overall proposed track layout and hierarchy?
<b>Total number of responses:</b> 119

Decision Sought	Number of submitters who selected this option	%
Yes	107	91.45%
No	5	4.27%
Other	5	4.27%



<b>Submitters for this question</b>
<b>Yes</b> 1 - <b>Graham Hall:</b> Shuttle access to the top via an old ski lift for bikes, Powered sustainably by Westwind.
<b>Yes</b> 2 - <b>Ben Sandle:</b> Some more link tracks would be good to avoid bottle necks such as peak flow/ridgeline extension. Track to right of ridge line ext connecting to 4x4 by container and onto swigg would be great addition. Ideal all downhill with climbing in similar style to peak flow.
<b>Yes</b> 3 - <b>Taylor Burling-Claridge:</b> its good that it isn't just a bunch of grade 3's to get new riders but don't be afraid to give riders a challenge with a grade 5 that has easy lines and such. Also i think more attention needs to be put towards the skills are as that hasn't been touched since it was opened nearly 10 years ago, there is a massive amount of potential to create a safe area to develop new riders skills without having to send them down that steep bank with intimidating wooden drops on it. if you were to expand further beyond the bowl corner with some small jumps and drops similar to the Mt Vic skills area and then also touch up all the jumps that would be such a cool spot.
<b>Other</b> 5 - <b>Sam Winslow:</b> In general I support the approach of having loops of a set grade, and the expansion of the offerings to the middle grade riders. It is also important the these link together well as not all riders will suit riding a loop at one grade. For example a fit young rider might lack the skill for a gr3 downhill but easily ride an up hill that is steeper than gr3! Similarly, a less fit but more skilled rider might prefer an easy ride up and more technical ride down. I'd like the council to consider the potential network gains that introducing an upper and lower loop track around Makara Peak would provide. I believe this would allow riders to either circumnavigate the peak or to create their own 'loops' by riding around the lower loop until they find a section of uphill that they would like, and then going up to the top loop and riding around to a section of downhill that they would like. This would give riders more flexibility to connect sections of the current tracks - from lower loop, upper loop, or from the peak - and would effectively add more riding options than continuing to build additional top-to-bottom runs.
<b>Yes</b> 6 - <b>Patrick Savill:</b> As long as signage is maintained to a high standard the network is great.
<b>Yes</b> 7 - <b>Tom Adams:</b> Looks good
<b>Yes</b> 11 - <b>Scotty Newman:</b> I am concerned that the development of difficult tracks is not keeping up with bike technology, or the abilities of modern riders. The grading of tracks is quite outdated, in that what used to be considered very difficult tracks (e.g. trickle falls, ridgeline, vertigo) is actually more and more towards the middle of the range of what is possible. The development of Yeah Gnar as a true grade 6 trail is fantastic, but leaves an enormous gap between that and the next hardest track. This gap needs to be filled to keep up with the significant progression of the sport.
<b>Yes</b> 13 - <b>Ed Haszard Morris:</b> I support and endorse the long-term implementation plan as it is.
<b>No</b> 20 - <b>Tony O'Halloran:</b> I'd like to see more of a representation for advanced riders. In reality there's a miscategorisation of tracks in the park, meaning that Vertigo and Ridgeline are realistically only blue trails and Leaping Lizard is a doubletrack, so Black and Red tracks are massively underrepresented. With one of the more advanced tracks being retired (Livewires) Makara Peak is at risk of working against its aim of promoting Wellington as a mountain biking destination. People travel from abroad to Rotorua and Queenstown due to their reputation on the international stage of the quality of their expert tracks. Although some of them are needed, nobody comes from abroad for Grade 2 uphill, and Makara has plenty of them already. I'm not

arguing against their inclusion, but the balance is flawed.

Yes

21 - **Daniel OConnell:** Great idea linking to South Coast- would make for truly iconic ride

Yes

22 - **Andy Steedman:** Highly support overall proposed track layout & hierarchy - as a recommendation, Section 1.2.1 mentions the 'character' of the trail (in this case Livewires) and taking additional time to develop this type of 'character' I think is a great asset for any bike park to have - planning & building more trails with their own character / style (eg. adding multiple line options, certain man made obstacles or only natural features on particular trails) in my opinion would give the park a considerably higher level of appeal.

Other

23 - **Shawnee Westerman:** The proposal needs a few new 'grade 5' options as well - the biggest deficit at Makara Peak is in Grade 2 and Grade 4/5 tracks - at present Grade 3 is well over-catered for. I understand the need for better progression in the park and support the proposed new grade 4 options but I think if 24 new trails are being built, at least a couple of them ought to be grade 5. I also support a move to redesign the skills area, rebuild the pump track there and have a progression of table tops and drops similar to what has been done at Mt Vic.

Yes

24 - **Jimmy Schofield:** Improvements to the top of the park (Zacs, Varleys) to encourage riders to use parts of Skyline/Karori park to access/exfiltrate Makara Peak

Yes

26 - **Andrew Cooper:** Overall I think that the plan is well thought out and caters appropriately for the target audience.

No

27 - **stefaan janssens:** More challenging tracks would be great.

Yes

28 - **Paul Murray:** I feel it is essential that some sort of uplift be made available. A chairlift would be the preferred option.

Yes

30 - **Andrew Kenyon:** I am very supportive of new tracks it will be awesome, will be great to see more grade 4 trails as when I was learning it was a big step from North Face to Ridgeline Would be cool to see if a track could be made to go under the bridge

Yes

31 - **Hilleke Townsend:** No it looks great

Yes

33 - **Greg Thurlow:** more tracks = more fun.

Yes

36 - **John McMillan:** No. I'm very happy with the plan

Yes

39 - **Matt Thomas:** Not really - it covers a full range of grades & styles of riding to expand utilisation of Makara Peak.

Yes

40 - **Richard Hallam:** I am not in any way what I'd consider a mountainbiker myself, although I have dabbled a little in the past, however as a local Karori resident with a pre-school child I like the idea of the proposed plan. I found the breadth and depth of information a little much to take in, but in my inexpert opinion the only preference I'd express is to ensure that there are plenty of beginner tracks (both up and down) to cater for the local community and unskilled riders (alongside the intermediate and expert level facilities, which I appreciate are also important). The design generally looks good, but as above, it appears to me like there maybe aren't enough Grade 2 easy tracks, particularly a longer loop trail for beginners and/or something originating from the Makara Hill entrance in the Summit Road area. I do appreciate that the topography of the land might make this difficult, but it would open up the park (to both younger and older riders alike) entering from the Skyline track. There are a large number of Karori West residents such as myself who would prefer not to have to cycle the whole way down the hill just to have to ride back up again from the car park entrance - which is currently a barrier to accessibility for friends and family.

Yes

42 - **rob howard:** Please ensure the new intermediate uphill track from the carpark connects seamlessly into the trail network

Yes

43 - **Raymond Kemp:** I think e-bikes should \*not\* be allowed at Makara Peak. Other than that a lot of thought seems to have gone into the track layout and clearly it is a huge amount of work. Having ridden tracks around the country I feel that Makara currently has very few options for variety in loops and it appears that the proposed layouts will work towards alleviating that constraint.

Yes

44 - **Bex Houston:** I believe that the Makara Peak Trail builders have done an amazing job thus far and the plans for expansion are very exciting. As a park user, and a racer believe that loosing Live Wires is a fair trade off for getting a second up hill track - it is a trail that appears dear to many riders hearts but it appears to be hard to maintain and a trail that only a small percentage of riders are truly passionate about.

Yes

46 - **Hamish Gordon:** Yes great to see the new tracks proposed but I would like to see Wrights Hill included in this plan.

Yes

47 - **Anthony Edmonds:** No. Any refinements in the overall network plan and hierarchy should be made by Makara Peak Supporters in consultation with Wellington City Council.

Yes

48 - **Luke Atkinson:** It looks fantastic. More Grade 4 trails is very appealing. It's hard to tell whether this will be included, but a more technical uphill (like Wainui bike park) would be great. As would another grade 5 track downhill.

Yes

51 - **Karl Yager:** I'm in agreement with the overall plan. Loops are important for an enjoyable experience as it provides an easily understandable riding plan for visitors.

Yes

56 - **Kristen O'Connor:** No

Yes

57 - **Mandy Hancock:** no

Yes

59 - **Peter Bennett:** Drinking water tap at summit.

Yes

67 - **Edwin Crossling:** No looks great to me!

Yes

70 - **Jill Ford:** It was very hard to follow the detailed description because of the layout. The current tracks needed to be labelled with current names and the description of the proposed changes would have been better beside the maps. As a result, I cannot give detailed feedback but rather a generic overview. Firstly I love Makara and have ridden it since it was first developed and welcome the council being willing to invest more in this valuable asset. However, my feedback is as follows; 1. There seems to be a heavy skew towards grade 3/4 tracks, whilst this is great for more experienced riders it does limit the potential of the area, especially if you are wanting to appeal to wider audience, families. 2. Suggest you talk to other popular parks such as Woodhill (Auckland), Rotorua, Taupo, Bottle Lake ChCh to see if you can find out what the most popular tracks are and types of riders, Having ridden at all these and numerous others (including those in the UK) my guess is there probably needs to be more grade 2/3 development. Whilst Wgtn topography makes easier grade tracks harder to develop if you are to appeal to a wider group of riders and newbies then greater effort needs to be made in developing easier grade tracks at Makara. As has happened out at Wainuiomata. 3. Having tracks with greater accessibility for beginners / intermediate riders would enable more recreational / fun events to take place and make it more attractive to families, beginners. 4. If its not possible to develop more easy grade tracks at Makara then other places such as Mt Vic need to be considered for development of easy tracks (which could then also be used for commuting). 5. Re having a shuttle - these are popular in the UK MTB parks. (I am currently in the UK, returning to NZ in 2017) but there they have much larger populations to support the shuttles and have resulted in these trail centres being very male dominated becoming skewed to downhillers rather than XC. Makara has been developed with XC as its focus. Rotorua

Redwoods has a shuttle but it generally only runs at peak times, ie weekends and holiday periods and is commercially run. The development in the Port hills in Christchurch is again a private enterprise as is the Gondola in Queenstown. 5. Multiuse - in the main other MTB parks - Rotorua, Taupo Craters of the Moon, Woodhill, Bottle Lake, McCleans Island (both ChCh) there are separate tracks for walkers/ runners, MTB and horses (!), this should be seriously considered for Makara Peaks. There are plenty of walking tracks in Wgtn and Makara has two large 4WD tracks so this should be easy to implement. 6.I really like the idea of suggested (marked) routes, this is the situation in Wales, Scotland - where they have some great MTB parks / trail centres. 7 Be great to extend these clearly signed routes out of the Park to better link up such as Skyline, down to the Makara coast(!), over to Wrights hill, Sanctuary track and on to South Coast, so that it easier for tourists to find their way round the whole network. Wgtn is unique in having a wide range of tracks around the city, however, they need to be better joined up. Its OK if you are local but for tourists if you didn't have a guide then it could be quite difficult to work out routes and not get lost. The ingredients are all there but just needs better integration and probably some track work in a few key areas.

**Yes**  
**73 - Brett Turia:** more beginner trails

**Yes**  
**76 - Andy Carruthers:** No. Any refinements in the overall network plan and hierarchy should be made by Makara Peak Supporters in consultation with Wellington City Council.

**Yes**  
**82 - Miles Carter:** Ridgeline and Vertigo should be redeveloped and improved with new features and erosion problems mitigated, they're just not as fun to ride as more modern trails in the park of lower difficulty grades, even for riders of the skill level they should be ideal for.

**Yes**  
**83 - Simon Morton:** No

**Other**  
**86 - Tom Bradshaw:** Three Key Points; 1) Number of trails 2) Livewires 3) Shuttles The use of the south western area of the part is great. The question however should be asked, does Makara Peak actually need that many trails? The increase in trails need to be carefully considered with the maintenance cost of these tracks in the future. It is important that new tracks are not built for the 'conquering' of the park to the detriment of current tracks. Also, the proposal to use Livewires as an uphill track is ridiculous. I have represented New Zealand in cross country mountain biking and there is zero appeal in riding up livewires (even with amendments) for an expert rider. Focus should be applied to widening Koru. This would benefit both beginners and experts. If 'expert' climbers want to do 'expert' climbing then they can go and climb possum bait track, or go up the access road if in hurry. Furthermore, vehicle shuttles must be able to operate in the park. The park should not be afraid of vehicle access to the park. Shuttles provide such a great opportunity for all levels of riders to participate, challenge and explore new places they would not usually have the ability to do. for example Southstar Shuttles in Rotorua are amazing, the shuttles are filled with 4 year olds to world champions. Providing a social outlet as well as facilitating increased usage and participation in the forest. It is a no brainer to allow shuttles in Makara Peak. The way it operates is up for discussion, whether it be run by commercial operators, 'supporters days' run by members or another form. The road needs to be developed, but with the completion of the swing bridge climbing track, summit climbing bicycle traffic will not be an issue. Shuttles need to be able to run in Makara Peak otherwise usage will not be high enough for the extensive number of trails proposed. Thanks

**Yes**  
**87 - Jo Goudie:** No. Having ridden at overseas trail parks when I'm not familiar with the land, having one 'trail' to follow all the way round is worth gold. This will be very helpful for visitors compared with trying to 'create a ride' from a disparate group of tracks - which locals know how to join up but that isnt obvious from the outside.

**Yes**  
**90 - Richard Capie:** The plan needs to address uplift. We strongly support/recommend having a chairlift, or shuttle on Makara Peak. This would benefit both more experienced riders, beginners, families and tourists. It is pretty essential in the long term plan to make Makara a destination trail and open up the mountain to its realise its full potential.

**Other**  
**91 - Kim Tottenham:** See below re comments.

**Yes**  
**95 - Patrick McKenna:** possibly more focus on improving the secondary entrances and connections into the park to reduce traffic around the main entrance

**No**  
**99 - Serge Peeters:** I am concerned about the over-development of Makara Peak Mountain Bike Park (MPMBP) e.g. 1000 visitors a day. Very little consideration is given to the impact of promoting the MPMBP as a regional facility on the neighbourhood and traffic. What will be the combined impact of the further development of MPMBP with infill housing and medium density housing? Redevelopment of Karori Campus. All the traffic will go through Karori Road. What's next? A cable car system to take mountain bikers to the summit?

**Yes**  
**102 - Russel Garlick:** Overall the proposed track layout out is fine. Great to see some longer loops proposed at the Advanced level to encourage riders to explore the park fully. The park and Wellington are well serviced by Grade 3 Intermediate Tracks. The focus should be on converting the existing Grade 2+ tracks into genuine Grade 2 tracks by widening them and reducing pinch points and adding Grade 3+ tracks to meet the demand of riders who are progressing in skill more quickly than ever before due to better equipment and training, and the desire to be challenged. My primary concern is the focus on the 'main' car park as the only hub into the park. Load needs to be dispersed off this car park to cater for the continuing growth.

**Other**  
**104 - Nessa Lynch:** In part. I do not support the removal of LiveWires track and conversion to another climb. Live Wires is a unique experience at MP and my favourite part of any MP ride. It is a little bit of 'backcountry' in the lower reaches of the Park. It is natural and ungrooved trail, and has progressed my riding more than any other trail. Its user numbers may be lower than other trails, but it provides a unique experience. I realise that the proposal is to provide another Grade 4 option in that area, but there is no substitute for Livewires

**Yes**  
**105 - Euan Galloway:** I particularly support having track loops that range in difficulty, with emphasis on those for intermediate riders while still catering for those with lower and higher abilities. I agree that no special provision should be made for downhillers (gravity-focused rides), but that there be occasional opportunities for shuttling. A crossing across Makara Road at the summit is important to enable a safer cycling link to the north. It need be no more than warning signs for both cyclists and vehicles and crossing marks on the road. Acquiring land to the south is important, particularly to give access through the Uren property at the end of South Karori Road.

**Yes**  
**106 - Ben Wilde:** Pleased to see some longer loops being proposed at the advanced skill level, it is important to get people exploring the park more widely in order to make full use of this great asset. In general Makara Peak and Wellington City as a whole is well serviced by Grade 3 Intermediate Tracks and there are not enough more advanced trails. For less experienced riders it will be important to convert what are effectively Grade 2+ tracks into proper Grade 2 tracks. That requires widening them and for climbing tracks reduction of pinch points. Then adding additional Grade 4 tracks for climbing and 4-5 or 6 for descending is important. Rider skills as well as bike technology are progressing quickly and you can't expect 'middle of the road' tracks to meet their needs alone. I do have concerns about the focus on the existing main car park as the only entry point into the park. Need to continue to look at ways to spread the load around the area without upsetting residents if we are to cater for future growth. Also looking at encouraging alternatives to driving such as using eBikes and coming on buses will be important. The existing eBike policy of 'no use of uphill trails' is a bad idea and will only encourage people to continue to drive to the park. Let people use eBikes everywhere in Makara Peak.

**Yes**  
**107 - Simon O'Brien:** No - I think the proposed layout of tracks is ideal. While it would be disappointing to lose Live Wires, I think the proposed extension to SWIGG and Starfish would mitigate this and there is a desperate need for a second climb from the car park.

**Yes**  
**108 - Iain Feist:** Only the minor tweaks set out below. While outside this plan, the connections to surroundings areas (Skyline, Karori Park, Wrights Hill/Polhil, the Western side of the Zealandia fenceline and the South Coast) will also be important for the ongoing development of the park.

**Yes**  
**110 - Marco Renall:** Please prioritise Grade 2 and 3 trails so that more newbys can ride off road.

**Yes**  
**112 - Bex Houston:** The PNP Mountain Bike Committee are in support of the Makara Peak Mountain Bike Park Master Plan. We have used the Makara Peak tracks for our Spring Series every year - and it is an excellent venue for holding events, and always our most popular event during the 5 race series. We run four separate grade races - from kids, to recreational racers, to Elite races and having two uphill trails and two downhill trails into the main carpark (where we set up an events village) will provide a better environment for all our riders. Having more trails accessible for our riders mean that our series is more sustainable in the future as we are able to provide more variety in the courses we offer. We are always keen to have more parking resources in the area, but we understand that area for this is limited. We also attract many riders from outside of Wellington, Christchurch, Palmerston North, Wanganui, Wairarapa - and we even had an Australian Elite rider participate in our series this year. We enjoy putting Wellington on the map and having excellent well planned and developed trails in Wellington for out of towners will only enhance Wellingtons reputation as a recreational destination.

**Yes**  
**115 - Liam Drew:** As Live wires is causing some hot debate, would it be an option to keep the top section as a gnarly descent, and then 'Y' junction it into both Koru and the new up

track, thus giving a descent out of the skills area?

**Yes**  
**118 - Jonathan Kennett :**

When redeveloping tracks like Varleys, T3 and Possum, use as much of the existing track as is reasonably possible while still achieving a high quality outcome. Do not build the 200 metre stretch of track parallel with the top of Leaping Lizard as it would offer little extra recreation value, no value for pest control and goes through an area we have planted out. Also, don't build both track 17 and track 19 – pick the best option and reduce the potential impacts on the valleys in that area.

Build by hand where possible, especially in areas of native forest. It is clear that building with a machine digger leads to far greater disturbance of vegetation and soil. It is often better to develop a strong team of human diggers and build by hand, even if it takes twice as long. What's the rush?

Ensure all digging equipment is thoroughly washed before transporting from one area to the next. Only build additional track where there is a clear reason to, and consider the cumulative maintenance burden that will result.

**Yes**  
**123 - Grath Young:**

Have just reviewed the plan. Totally support the proposed development and also congratulate all those who have worked so hard on the park over the years.

**Yes**  
**124 - David Fowler:**

**Yes**  
**125 - Rachel Cassey:** More beginner and intermediate tracks.

**No**  
**127 - Bernard o'shaughnessy:**

**Category Name: 2-Do you support the proposed track changes in the Main Car Park sector?**

**Overview of Category:**

**Total number of submitters: 115**

**Total number of points: 115**

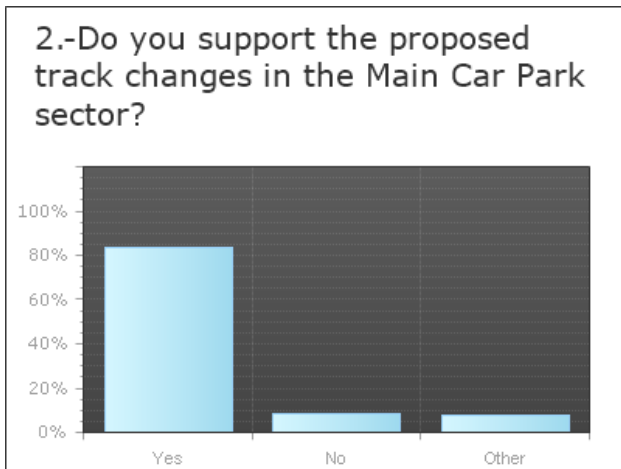
**Response field Number and Name:**  
**2.-Do you support the proposed track changes in the Main Car Park sector?**

**Question:**

**2. Do you support the proposed track changes in the Main Car Park sector?**

**Total number of responses:115**

Decision Sought	Number of submitters who selected this option	%
Yes	96	83.48%
No	10	8.70%
Other	9	7.83%



**Submitters for this question**

**Yes**  
**2 - Ben Sandle:** Better link to Wright's hill and deliverance, deliverance and salvation should be included as park of makara peak and better signage to them.

**Yes**  
**3 - Taylor Burling-Claridge:** make sure there is plenty of space for cars to park - at the moment there are a few parks that require a 5 point turn to get into in a small hatchback. will be an awesome asset when completed.

<b>Yes</b>	<b>9 - Carl Howarth:</b> The proposed parking arrangements appear adequate.
<b>No</b>	<b>20 - Tony O'Halloran:</b> More progressive and challenging tracks. Don't change Livewires into an uphill, that's such a waste of a brilliant track
<b>Other</b>	<b>23 - Shawnee Westerman:</b> Just because Koru has the highest traffic of all the tracks in the park, this does not mean it is an issue that needs to be fixed. I teach kids mountain bike classes at busy after-work times on Koru and have never once encountered problems, it's very easy to just move to the side and let people past if needed. Getting rid of Live Wires, which is one of the park's best attractions, to put in a new uphill is unnecessary in my view.
<b>Yes</b>	<b>26 - Andrew Cooper:</b> It is understandable, though disappointing, to lose Live Wires to a new uphill track. It would be good to replicate a Live Wires style track elsewhere which I understand is being considered.
<b>No</b>	<b>27 - stefaan janssens:</b> Please don't destroy live wires since it is one of the best tracks in the park. If it would be indicated better, more people would use it. I understand that there might be a need for a faster uphill track, but look into the possibility to make more shortcuts of Koru. There is currently one very steep one. Changing the current shortcut to make it less steep and adding additional ones higher up would also result in a new track and wouldn't destroy livewires.
<b>Other</b>	<b>30 - Andrew Kenyon:</b> The loss of livewires seems unnecessary as the difficult line is the best way to finish your ride. It is also good to do as a short loop and in my view putting fast riders on other tracks with slower users will cause more dangerous trail conflict, maybe look at alternative climbing route or using parts of the intermediate livewires line and some new track and keeping the expert line Ultimately uphill is a means to an end and I have not witnessed any non friendly trail user conflict on the current climb
<b>Yes</b>	<b>32 - Martin McCrudden:</b> Ideally the final run to the carpark has a great range to choose from. It would be an idea to consider a grade 5 trail to complement the grade 2, 3 and 4 descents in this sector.
<b>Yes</b>	<b>33 - Greg Thurlow:</b> Ticket people who leave their racks on their cars when packed. They are too lazy to take them off and are a hazard/take up room.
<b>Yes</b>	<b>39 - Matt Thomas:</b> Honestly, just ensure there is plenty of overflow parking as it will be busy!
<b>Yes</b>	<b>40 - Richard Hallam:</b> Looks good, plenty of accessible Grade 2 easy tracks, although it would be better if these were extended out further so that there was a longer loop trail for beginners
<b>No</b>	<b>41 - Alexander Cholewa :</b> Live wires is unique and interesting part of the current carpark sector which adds variety and character to what is otherwise a collection of flow trails. The current layout of livewires splits into two sections of each of which could easily become the require additional uphill capacity while the steeper section could be maintained as contrast to the existing trails that lead to the main carpark. Although additional work will be required the split the trails where the to paths join into one trail it would be well worth the additional variety interest and progression it would add to the current carpark sector
<b>Yes</b>	<b>43 - Raymond Kemp:</b> I think the car park should be improved, as long as it does not compromise rider safety.
<b>No</b>	<b>45 - Daniel Soughtton:</b> Do not remove Livewires as a downhill track. It is one of only a few technical descent tracks in the park and it is the only descent to the carpark available from the skills area.
<b>Other</b>	<b>46 - Hamish Gordon:</b> Keep Live Wires as a downhill track. It's a great piece of trail.
<b>Yes</b>	<b>51 - Karl Yager:</b> I agree with the removal of Live Wires as a downhill trail to be used in part as an uphill trail in order to provide an additional faster uphill trail into the park. As a local resident (St Albans Ave), the number of park users choosing alternative entrances to reach the downhill trails has grown a lot over the last couple of years, and people using St Albans Ave and Allington Rd for car parking has increased, especially in the weekends. Providing additional car parking with a faster (and hopefully interesting alternative to Koru) will direct people back towards the main entrance.
<b>Other</b>	<b>52 - Rowan Hannah:</b> If a way could be found to add a bigger area/extra parks, would certainly be beneficial for larger events. Wellington does not currently have anywhere suitable for 12/24 hr events where people can set-up tent/caravan sites for these type of events like Rotorua and Taupo have. Possibly Karori park could be considered but there is no way to safely access the park with out crossing a road currently unless an over bridge or tunnel could be considered.
<b>Yes</b>	<b>53 - Valentino Luna Hernandez:</b> .
<b>Yes</b>	<b>56 - Kristen O'Connor:</b> No
<b>Other</b>	<b>63 - Sean Duggan:</b> The changes/removal of LiveWires I disagree with but understand if nothing else can be done, just feels a shame to lose such a great fun and slightly scary in a few places track.
<b>Other</b>	<b>70 - Jill Ford:</b> I couldn't really see much detail from the diagram (it was too small). Suggestions include; Decent map with tracks named - its really confusing having to refer to numbers Investigate sponsorship of tracks / routes as is the case in Woodhill in Auckland and Rotorua Redwoods. Have more loos ( no need to be as expensive as current one!!). In terms of tracks have more grade 2 around that area as well as over at Karori Park.
<b>Yes</b>	<b>72 - Lincoln Mackay:</b> Make sure that Livewires is replaced with tracks of similar quality/difficulty that can bring riders back to the carpark with the same buzz
<b>Yes</b>	<b>73 - Brett Turia:</b> increase carparking, create an event village area
<b>Yes</b>	<b>78 - Russell Maunder:</b> would be great to have a regular shuttle service or even a gondola/chairlift like christchurch has put in.
<b>Other</b>	<b>79 - Simon Lawrence:</b> The expansion of descending tracks in the area is terrific. But the plan emphasises use of the main carpark, which will create bottlenecks. There are other entrances to the park that are especially suitable for those riding to the park that could be more actively promoted through additional development or improvement. The purpose of section 11 is difficult to understand and seems low priority. If section 12 is only using a small porion of Live Wires (as has been stated elsewhere) then there should be an opportunity for retaining the track. Section 13 seems to duplicate an existing portion of Koru, at the same grade, and can only reduce pressure on Koru from a point well into the track. It seems like a lot of effort for the gain possible.
<b>Other</b>	<b>82 - Miles Carter:</b> I'm not sure if a new uphill trail is needed (if I'm reading the map right)
<b>No</b>	<b>86 - Tom Bradshaw:</b> Apart from the change in livewires. Koru needs to be widened. See above.

**Yes**  
**87 - Jo Goudie:** No - I think overall the report is thorough. If Livewires can be retained in some form that'd be great - it has unique character in modern times - fast and flowy are en vogue yet there is still worth in slower and more technical.

**Yes**  
**90 - Richard Capie:** Explore alternative to Live Wires as an up. This is a popular technical down trail and it would be good to fully explore the full range of alternative up options....

**No**  
**91 - Kim Tottenham:** This area should be purely functional and not for lingering in. There is a finite amount of land for cars in this area, and to be a 'regional park' space is a limitation. Maybe consider encouraging riders who drive, to park near or in Karori Park car park. If you have too many 'attractions' at the car park area like a pump track and picnic areas this will encourage people to stay for longer, perhaps not even ride in the park and take up car parks for those who want to ride longer and further. It should be just a park and ride type of area. Perhaps a drop off area too. Put the pump track in the skills area. I also hope the local residents have been fully informed of this car park proposal. They were there first and having them on board is very important in terms of community spirit.

**No**  
**102 - Russel Garlick:** It would be a terrible shame to lose the Livewires track. This is a massive favorite amongst riders. Yes another climbing track would be ideal out of this Main Carpark Zone, but it would be better to have a new track going in from the overflow carpark, with a new bridge to access the park. This would also encourage people to spread out amongst the car parks.

**No**  
**104 - Nessa Lynch:** See above. Angled parking may pose a danger. Emphasis should be on enhancing a number of attractive park entrances rather than retaining focus on Sth Karori Rd

**No**  
**106 - Ben Wilde:** No - Livewires is a much loved trail and we shouldn't lose it for a climbing trail. There are already other options for people wanting to challenge themselves. In general most users that I have spoken to want more descending options and are happy with the climbing options available. We also need to look at bringing people into the Park from other directions and not just keep on adding more options on Koru. There isn't a 'traffic' problem on Koru that needs fixing but there is a parking problem there. Why not find ways to encourage riders to start from Karori Park more often, up through the area and onto Skyline. Could look at a bridge at the top of the Karori Hill over the long term similar to what has been done in Wainuiomata.

**Yes**  
**108 - Iain Feist:** 1. Live Wires There is a core group of riders that strongly wish to retain Livewires. The Supporters view is that another uphill is the priority for this area. From a desk top review putting three tracks (including Koru) in this area doesn't look feasible, but when the route is marked out it should be considered whether Livewires can be retained in some form. This could include whether sections can retained with the track opened for events similar to Rod's Drop in Mt Vic. If Livewires is retired, then track 15 should be a replacement to Livewires in style and grade, and this should include some grade 5 alternative lines where appropriate.

**Yes**  
**110 - Marco Renall:** An admin block with power, water and showers would be awesome. Ideal for Race Registration and prize giving. When the weather is bad it's very hard to have a prize giving.

**Other**  
**111 - Ashley Peters:** The extra parking spaces proposed are fantastic! We would love to see the main carpark made safer for everyone. At the moment, cars drive in and unload in the middle of the carpark. People are then riding through while cars are trying to drive through. The proposed plan has angled parking...but ideally we would have reverse angle parking with a pathway on each side. Cars would reverse into carparks, unload from the back of their cars and move directly onto a pathway that leads to the mapboard/toilets/ shelter. Please refer to on site discussion with David Halliday and Charles in early December.

**Yes**  
**113 - Ricky Pincott:** There absolutely Needs to be another climb from main carpark. the only real route is in the livewires area. whilst, it is a shame that we would perhaps have to lose livewires. the climb is of greater importance given that we can and are replacing the missing track (livewires) with more new track than is being lost, and at that, track that links and flows together much better.

**Yes**  
**124 - David Fowler:**

**Yes**  
**125 - Rachel Cassey:**

**Yes**  
**126 - Dean Johansson:** Keep as much as possible of Live Wires as this will be appreciated by more advanced riders who have been honing their skills in the skills area. It's a track with technical challenges that are quite different to nearby tracks.

**No**  
**127 - Bernard o'shaughnessy:** Leave cars at home and bike there.

**Category Name:** 3-Do you support the proposed track changes in the Summit Sector sector?

**Overview of Category:**

**Total number of submitters:** 116

**Total number of points:** 116

**Response field Number and Name:**  
3.-Do you support the proposed track changes in the Summit Sector sector?

**Question:**

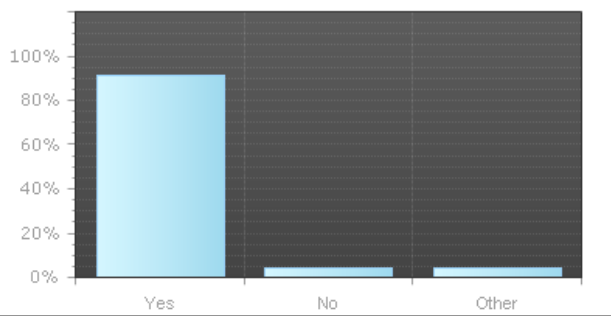
3. Do you support the proposed track changes in the Summit Sector sector?

**Total number of responses:**116

Decision Sought	Number of submitters who selected this option	%
Yes	105	91.30%
No	5	4.35%
Other	5	4.35%

3.-Do you support the proposed

## Track changes in the Summit Sector sector?



### Submitters for this question

#### Yes

**2 - Ben Sandle:** A more direct downhill track linking summit to vertigo, and track from summit linking to start of leaping lizard without have to ride 4x4 would be great improvement. Vertigo link should be technical (downhill) and leaping lizard could be easier grade to keep in line with rest of tracks.

#### No

**5 - Sam Winslow:** I don't agree that Zac's track should have the rock step features removed. These features provide character to the track and do not pose unmanageable difficulties for riders, especially those going down the track. I'd prefer that Zac's track remained open for uphill riding as well (I consider it the nicest climb in the park) but I can imagine that this won't be an option (especially if the rocky features are removed as this will encourage faster downhill riding). Varley's appears greyed out on the map. I hope this doesn't mean that the track will be removed or entirely rerouted! It is a popular trail with park walkers and runners. The proposed changes to Varley's seem like a waste of money for bikers as well as the current track is a perfectly fine uphill route which is suited to the riders who would be accessing this side of the park with the prosed gr4 descent and connections to Karori Park and the Skyline. I ride it often, and would be disappointed to have it made 'easier'. I support the addition of a grade 4 descent on the north side; it will flow well into the tracks in Karori Park and the Skyline, and will suit the riders who are likely to be using those routes too. I fully support the suggestion of purchasing land to gain access to the coast - this will increase the network considerably and will allow riders more flexibility when accessing the coast. This is a great idea!

#### Other

**11 - Scotty Newman:** I am concerned that the development of difficult tracks is not keeping up with bike technology, or the abilities of modern riders. The grading of tracks is quite outdated, in that what used to be considered very difficult tracks (e.g. trickle falls, ridgeline, vertigo) is actually more and more towards the middle of the range of what is possible. The development of Yeah Gnar as a true grade 6 trail is fantastic, but leaves an enormous gap between that and the next hardest track. This gap needs to be filled to keep up with the significant progression of the sport.

#### No

**20 - Tony O'Halloran:** More progressive and challenging tracks

#### Yes

**24 - Jimmy Schofield:** See prior

#### Yes

**26 - Andrew Cooper:** If possible it would be good to have more downhill options from the summit.

#### No

**27 - stefaan janssens:** More challenging tracks.

#### Yes

**30 - Andrew Kenyon:** I think the new grade 4 will make an awesome route to vertigo and carrying on across it and then back up to ride vertigo will also be great. It will also be great to link with K-hole / 98 downhill which (with deliverence) should be included on makara maps

#### Yes

**40 - Richard Hallam:** Ditto my earlier comments: The design generally looks good, it appears to me like there maybe aren't enough Grade 2 easy tracks, particularly a longer loop trail for beginners and/or something originating from the Makara Hill entrance in the Summit Road area. I do appreciate that the topography of the land might make this difficult, but it would open up the park (to both younger and older riders alike) entering from the Skyline track. There are a large number of Karori West residents such as myself who would prefer not to have to cycle the whole way down the hill just to have to ride back up again from the car park entrance - which is currently a barrier to accessibility for friends and family.

#### Yes

**51 - Karl Yager:** Yes, especially directing people towards and from Makara Rd as this can link up with suitable facilities within Karori Park in the future. The trails on that side of the park are also dryer in winter due to their facing. Encouraging more native planting in that area with trail development would also be beneficial for fire protection (especially from the neighbouring pine plantations).

#### Yes

**56 - Kristen O'Connor:** No

#### Other

**70 - Jill Ford:** Not sure as I couldn't read the map very well, but I like the idea of having better connectivity with Skyline and more options to get both up and down! Also, more shelters at exposed areas would be great. Be awesome to have better-signed links with Skyline. Need a well-signed crossing at top of Makara Rd before someone gets injured!! Development of Wahine track would be good

#### Yes

**73 - Brett Turia:** any chance of providing water access at summit?

#### Yes

**79 - Simon Lawrence:** Great set of proposed tracks. An offroad link from Vertigo and Trickle Falls to the bottom of proposed section 17 would greatly improve experience in this area.

#### Yes

**86 - Tom Bradshaw:** Yes, but must be applied with caution as mentioned to consideration of the maintenance cost. Shuttles must also be able to be run up either the main summit road or from the Makara saddle.

#### No

**91 - Kim Tottenham:** I am concerned about Varley's, an existing track, becoming an abandoned track (as labelled on the plan) or altered in any significant way. Perhaps there has not been enough thought into the significance of Varley's track. This is the only track in the park that has a personal history with a mountain biker that has died. (Zac's track is a posthumous dedication to Ian Pearson). Gareth Varley was a NZ mountain biker competing in the 1998 World mountain bike championships in Quebec. Although he died while crossing the road in Canada he was representing NZ at this event in 1998. The Gareth Varley Memorial plaque was erected by Victoria University mountain bike club and friends on behalf of the mountain bike community. The track was built by the Johnsonville cycles and volunteers in 1998/99. I feel it is disrespectful to the mountain bike community to abandon or significantly alter this track. It is a great track enjoyed by many (bikers, walkers and runners) and is one of the few tracks in the park where riding up it is as much fun as riding down it, like Zac's track. Many walkers/runners use Varley's track to enter the Park, and then walk up along the 4WD track to the summit. I feel if you make Varley's a dedicated one way track, smooth out corners and make berms, these features all encourage speed so mountain bikers will 'bomb' down it and increase the potential conflict with walkers and runners. At the moment there is great awareness that this is a two way track. Also the track to the Varley's memorial plaque could be better looked after. It is often overgrown and does not seem to be on the tracks plan. There is space on a grassy knoll in front of the memorial where a picnic table could be positioned. It's a nice spot, protected from the wind where riders could have a break once they have ridden up Varleys. It also needs a sign indicating the memorial. Zac's track: This is a fantastic hand built track, a good example of what Makara Peak represents. I am concerned that the use of machines to alter existing tracks will mean that 'uniqueness' of riding at Makara Peak will be lost. The proposed works on this track are concerning, such as 'eliminating rocky steps...'. The rocks and exposure are what makes this a great track and can be ridden in both directions - unique. Once the natural rocks are taken out it is very hard to recreate/add these in. I think the plan underestimates the sensibilities (and abilities) of mountain bike riders. We know how to look out for other riders on known two way tracks.

**Yes**  
**102 - Russel Garlick:** The current climbing track to the Summit from the Makara Saddle (Varley's), whilst an excellent challenge, is so steep and hard that it discourages people to enter the park from this area. Converting this to a descending track and opening up a new climbing track in this area will attract riders to enter from this area, either by riding along the Skyline track, or up through Karori Park. There are a number of great tracks in this zone that are under utilised (Zac's) for instance, because you effectively end up in a dead end as an Intermediate rider. A climbing trail through this area, would open up these tracks for greater use.

**Yes**  
**106 - Ben Wilde:** Would support looking at turning Varley's (from Makara Saddle) into a descending trail due to it's steepness. Would need a new climbing trail from the same area that can be used by people coming from the Saddle. This would potentially encourage more use of Skyline, the carpark at the Saddle and use of Karori Park.

**Yes**  
**108 - Iain Feist:** No suggestions.

**Yes**  
**110 - Marco Renall:** Make the trails wide and flowing and bermed.

**Yes**  
**113 - Ricky Pincott:** Water at the top will be a massive boon. I fully support most of the Proposed track layout. however I would like to see some of the Varleys climb tech/steep sections saved if possible (as options from an easier grade 3 that is) And on that side of the hill I would like to see some Techy XC style trail off the bottom end of Zacs, preferably linking over the the varleys climb/descent. Someone has purchased the adjoining property on that boundary (and down to Makara Rd) and would likely be open to access to and from their property in exchange for pest control. (might also make it easier to service the boundry as well) I would also like to see a grade 5/6 trail down the face between Trickle falls and Vertigo. It doesn't have to be much more than a pest control line, but has the perfect terrain and steepness. And keeps most of the really hard in a similar palce in the park.

**Yes**  
**124 - David Fowler:**

**Yes**  
**125 - Rachel Cassey:** Another intermediate track down the summit

**Other**  
**127 - Bernard o'shaughnessy:**

**Category Name:** 4-Do you support the proposed track changes in the South West sector?

**Overview of Category:**

**Total number of submitters:** 116

**Total number of points:** 116

**Response field Number and Name:**  
**4.-Do you support the proposed track changes in the South West sector?**

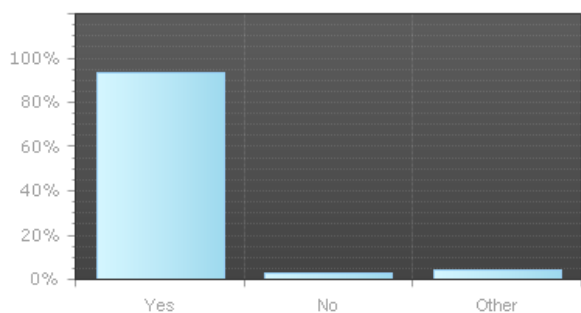
**Question:**

**4. Do you support the proposed track changes in the South West sector?**

**Total number of responses:**116

Decision Sought	Number of submitters who selected this option	%
Yes	107	93.04%
No	3	2.61%
Other	5	4.35%

**4.-Do you support the proposed track changes in the South West sector?**



**Submitters for this question**

**Yes**  
**2 - Ben Sandle:** Easier access out of leaping lizard, posium bate trail is hardly used probably because it requires high skill and fitness, grade three climb back to missing link would be nice

**Yes**  
**3 - Taylor Burling-Claridge:** I personally love the tracks already out there and would love to see more higher grade tracks out that way which would be awesome fun in the bush that



is out there.

**Yes**

**10 - Robert Weinkove:** If possible, I suggest an additional 'exit route' onto South Karori Road. If someone has an injury or bicycle problem in the Missing Link / Aratihi area at present, it is a very long way to reach an exit - if there is a feasible way to provide a straightforward way out from that area, it might be a good idea.

**Other**

**11 - Scotty Newman:** I am concerned that the development of difficult tracks is not keeping up with bike technology, or the abilities of modern riders. The grading of tracks is quite outdated, in that what used to be considered very difficult tracks (e.g. trickle falls, ridgeline, vertigo) is actually more and more towards the middle of the range of what is possible. The development of Yeah Gnar as a true grade 6 trail is fantastic, but leaves an enormous gap between that and the next hardest track. This gap needs to be filled to keep up with the significant progression of the sport.

**No**

**20 - Tony O'Halloran:** More progressive and challenging tracks

**Yes**

**26 - Andrew Cooper:** Very supportive. It would be great to open this area up. However the exit options needs to be considered. While Bail Out is a relatively easy option to exit the sector, Possum Bait Line and Nikau Valley are difficult and unappealing rides to return to the middle of the park. To utilise the SW sector requires some easier uphill riding to exit. The provision for a link to the South Coast is important and while it is not a formal part of the MP Plan, it is a huge opportunity for WCC to pursue.

**No**

**27 - stefaan janssens:** More challenging tracks.

**Yes**

**30 - Andrew Kenyon:** I do the Nikau loop as a good extra mini lap on the way to summit but will be great to get new tracks Upgrades to Lower Leaping Lizzard (after the turn off for Nikau) / Bailout are important as I don't think they are fun enough to warrant the descent to then face possum bait line (which is a horrible climb and an upgrade to that will be appreciated) or a park exit compared to the fun to be had by heading up to the summit I also love the idea of a short down from the pylon to then loop back up missing link

**Yes**

**39 - Matt Thomas:** Would love more Grade 4 / 5 trails & the SW Sector has these!

**Yes**

**40 - Richard Hallam:** It would be great if there could be a grade 2 beginner section added, linking to the main car park and summit road areas, but appreciated that with the topography of the land this may be difficult. It would be good to have some simple grade 2 sections in the upper areas though.

**Yes**

**51 - Karl Yager:** Until a trail links up Sth Karori Rd to the coast I believe that end of the park will always be quieter than other parts of the park due to its remote nature and inaccessibility to road ends (a pure downhill trail to the road would be needed rather than Bail Out to encourage people out that way).

**Yes**

**56 - Kristen O'Connor:** No

**Yes**

**63 - Sean Duggan:** long track(s) to the south coast would be brilliant

**Other**

**70 - Jill Ford:** I would like more done to link with Wrights Hill and sanctuary track - currently, you have to ride half way through Karori to get onto the Sanctuary track. The signage to get to / from Salvation is not easy to find and again better linkages would be great. Otherwise, the proposals look good though again any opportunities to have more grade 3 rather than grade 4 would encourage more people.

**Yes**

**79 - Simon Lawrence:** No. This is game changing.

**Yes**

**87 - Jo Goudie:** I'm excited about it - its got some great scope for grade 4 trails with an 'away from it all' flavour.

**Yes**

**91 - Kim Tottenham:** Awesome area of the Park and it will be great to have more connecting trails out that way to extend rides. Can't wait for that to happen.

**No**

**99 - Serge Peeters:** Priority should be given to a connection to the coast.

**Yes**

**102 - Russel Garlick:** Yes, with a caveat, there needs to be improved access into the park from this zone. The proposed loop looks to be an iconic ride and will provide a near backcountry experience many riders crave. However, there needs to be an access point with a carpark down South Karori Road.

**Yes**

**106 - Ben Wilde:** Yes - looks great and a good example of an 'urban backcountry' ride.

**Yes**

**108 - Iain Feist:** 1. Leaping Lizard The current map shows a new piece of single track next to the top section of leaping lizard (track 5 to where it crosses with track 7). This upper section of Leaping Lizard is currently double track, although with a very narrow riding line. The Supporters suggest upgrading the current track within the existing double bench. This is an opportunity to have some wide flowing double track (which provides some variation from the typically narrow tracks at Makara) and saves the established forest where the new track was planned. Leaping Lizard to Coast (track 2) - if the track to the coast is put in place at a later date, this will likely be a grade 3 from the Peak onwards. When the grade 4 track (track 2) is built there should be room left for a Grade 3 link to the South to connect to the South Coast track if this goes ahead. 2. Missing Link Missing Link Up (track 9) and the climb to Leaping Lizard (track 7) would be better as a grade 4 to suit the expected traffic in this area.

**Yes**

**110 - Marco Renall:** Make the trails wide and flowing and bermed.

**Yes**

**113 - Ricky Pincott:** I would prefer to see more harder trails in this sector to the bottom - as opposed to making Lower Leaping Lizard a grade 5 as a singular. Due to it's nature it still loses a lot of height very quickly and will remain so. There is enough room in the sector to have a very minimalist grade 5 techy trail. It would also have very very little impact

**Yes**

**124 - David Fowler:**

**Yes**

**125 - Rachel Cassey:**

**Other**

**127 - Bernard o'shaughnessy:**

**Category Name:** 5-New CategoryWhat should be the priority for implementing the three track sector plans? Number in order of priority

Overview of Category:

Total number of submitters: 111

Total number of points: 111

Response field Number and Name:

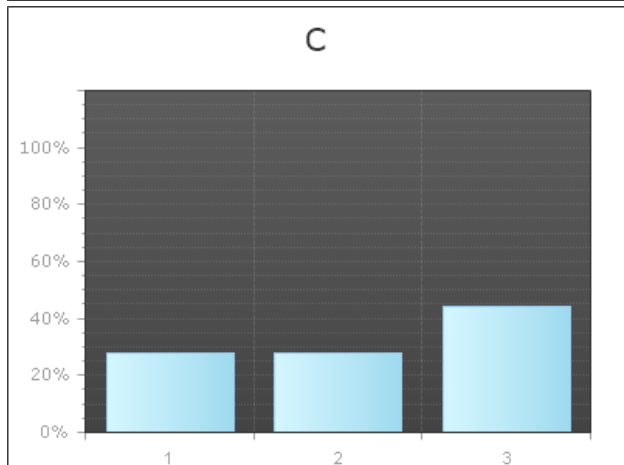
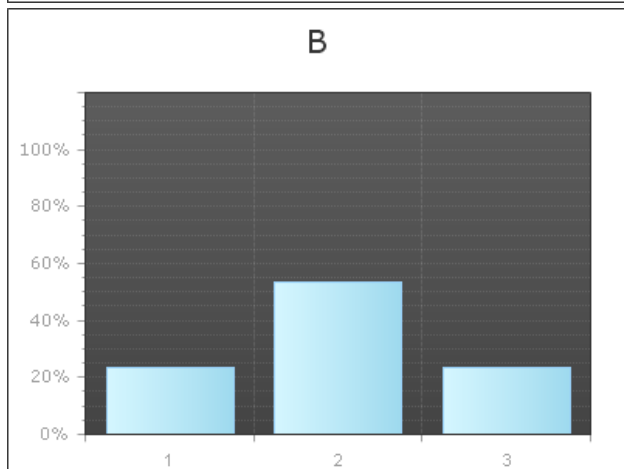
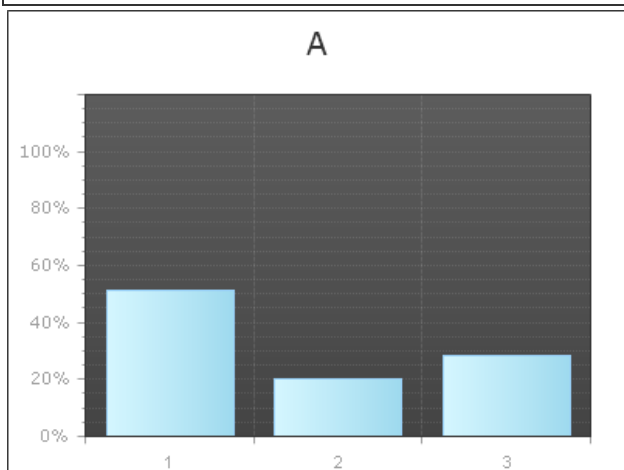
5.-What should be the priority for implementing the three track sector plans? Number in order of priority

Question:

5. What should be the priority for implementing the three track sector plans? *Number in order of priority*

Total number of responses:111

Number in your order of priority 1 to 3	1: 1		2: 2		3: 3	
	No.	%	No.	%	No.	%
A: Main Car Park Sector	56.00	51.38%	22.00	20.18%	31.00	28.44%
B: Summit Road Sector	25.00	23.36%	57.00	53.27%	25.00	23.36%
C: South West Sector	30.00	27.78%	30.00	27.78%	48.00	44.44%



Submitters for this question

1 - Graham Hall: Build more tracks.

2 - Ben Sandle: Carpark area is used most, so investment would get most return, sw should be next as under used area probably as hard to get out.

3 - Taylor Burling-Claridge: the first thing that i think should be done is develop the south west sector to generate interest and have that ability to turn a 1-2 hour lap into a 2-3 hour loop

with options into the ride right out to 5+ hours without having to ride the same track twice. next should be to accommodate the extra people start realising how bitch'n the tracks are at makara. then make the top all cozy with some good shelter, as it is on a bad day there are few at the peak and those that are up the top in sub par conditions are next to the building that is at the top.

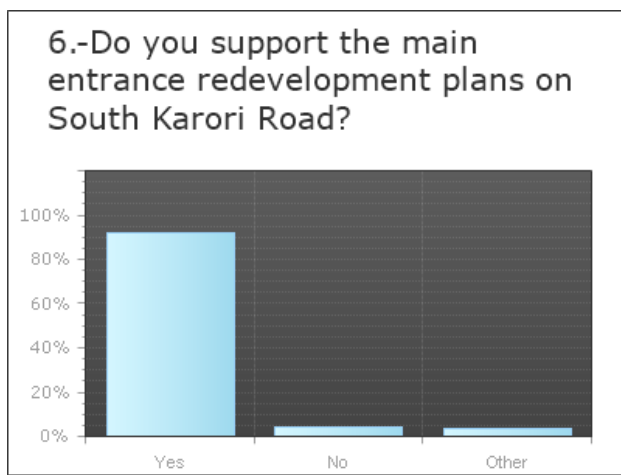
- 5 - Sam Winslow:** The southwest sector is the largest area of under-used park. Possum bait and Leaping Lizard are lovely tracks and could draw a lot more use if the connections were improved slightly. I think this is the area with the most potential to serve the greatest number of park users. The car park is a current source of friction and the park is getting a reputation for being too crowded to be worth going to on the weekend. This is unfair as the bike tracks aren't crowded; it is the parking lot that is creating this reputation! The Summit road sector should be left until last as it currently has sufficient access and the tracks are well matched to the users, including walkers, runners and riders crossing over from the Skyline.
- 6 - Patrick Savill:** I view the summit as the heart of the park and consequently it should be expanded first. The car park is the access to the park and so if traffic picks up it should be able to cope with the added capacity. That means that the South West sector will then be done last.
- 7 - Tom Adams:** In order of expected use
- 8 - Nigel Searles:** The WCC and Makara Peak council will know the priority better than me.
- 9 - Carl Howarth:** More options accessible from the car park would benefit the greatest number of users, or provide for those on shorter rides. The south west sector would open up more of the park.
- 10 - Robert Weinkove:** Most users, especially those bringing younger children, will concentrate activity in the main car park sector. The second most used area will be that around the summit, just because of the desire to hit the summit and its views etc. The South West area will require a longer, more committed ride, so while important is less so than the first two.
- 11 - Scotty Newman:** no opinion
- 12 - Margaret McLachlan:** Development of the south west sector will provide greater options for loops.
- 16 - Tony Offord:** The South West tracks would open up an under-utilised but excellent part of the park. The Main Car Park sector already has a number of tracks so is my lowest priority
- 22 - Andy Steedman:** Local resident to Makara Peak therefore car park sector not the highest priority however still very important - would be great to see more trails developed in South West sector to make full use of available terrain and disperse traffic on current core down trails onto other areas of the park & provide other types of challenges.
- 23 - Shawnee Westerman:** New downhill options from the summit will add the most value (in terms of the park's reputation and bringing in mtb tourists) and are needed more urgently than new trails in the south west and main car park areas
- 24 - Jimmy Schofield:** Most accessible to least accessible.
- 25 - Peter Ritchie:** The tracks near the Main Car Park Sector are the most heavily used and should be addressed first. If the summit and south west sectors are dealt with first, then this could increase the bottleneck pressure on the car park sector tracks as more people visit the park. Developing the car park sector is going to be the best improvement for most of the existing and new park users, and it would have the greatest impact on people of all levels of biking skill. It should be given the highest priority because it will affect most people.
- 26 - Andrew Cooper:** As a grade 4/5 rider, I prefer longer loops away from busy areas of the park. I am getting a little bored with the current options and therefore very excited about new options from the summit and SW corner. I think that they are of equal importance. They also need to be delivered before changes made to the carpark sector to provide options for the main users of the park (grade 3+) before options like Live Wires are removed. I don't think that there is a high level of congestion yet in the main carpark sector. Therefore I see this as necessary in the future but a lower priority.
- 29 - Rob MacIntyre:** Most accessible first
- 30 - Andrew Kenyon:** The summit section proposes 2 new long grade 4 tracks which will be a good progression for intermediate riders but still real fun for advanced riders The southwest opens up a new area but is pretty remote so probably will have much lower usage Main car park - see comments on losing live wires
- 32 - Martin McCrudden:** Main carpark area still lacks a real hub, people turn up to ride, then head straight home. The reason I think South West sector is more important than the summit is because there are already many options at the summit. The south end is calling for some great characterfilled trails
- 33 - Greg Thurlow:** South west should be last because they won't drain so well so will be a bit of a mare to maintain.zacs/varleys are getting nailed a bit at the moments more trails down there would hopefully mean only the downhill one gets nailed.
- 34 - Paul Jones:** Main car park sector has the most usage so should be developed first
- 36 - John McMillan:** The Main car park sector can be used by beginners and opens up to the summit road sector.
- 37 - Jeff Page:** Car parking is currently under significant pressure
- 39 - Matt Thomas:** I love riding harder trails so expanding the selection of these is of most interest to me - however, I recognise the importance of car parking.
- 40 - Richard Hallam:** Just makes good sense to address the most heavily used areas first
- 43 - Raymond Kemp:** The South West really does need attention. It is a great, isolated area for getting away from the main tracks but has a huge amount of unrealised potential so working on this area first will allow for that potential to be unleashed. Additionally this will allow the rest of the park to function as-is for the time-being while the big changes are slowly rolled out.
- 45 - Daniel Soughtton:** The South West sector is the most underutilised and developing it first would relieve pressure of the other parts of the trails. Developing summit road would give alternative ascent options taking pressure of the main car park.
- 47 - Anthony Edmonds:** We think the whole plan should be executed as quickly as possible (rather than being staged over a 10 year period).
- 48 - Luke Atkinson:** South West Sector No1, as this is such a beautiful part of the park, with so much potential for fun trails. No2 Summit Road - always keen for more trails No3 Parking - Definitely needs parking, but there's always a side road to park on short term. I would always prioritise a new trail
- 50 - Nick Hegan:** I think the whole plan should be executed as quickly as possible (rather than being staged over a 10 year period).
- 51 - Karl Yager:** 1. Main Car Park Sector provides quick options for those short on time but also lacking the fitness for multiple runs to the top of the peak. 2. Summit Rd Sector provides links to the next most accessible road end. 3. Sth West Sector is always going to have the least number of visitors due to its remoteness.
- 52 - Rowan Hannah:** Getting people (all levels) up into the park easily with out too much congestion is key. However I would like to see the whole lot done ASAP so the benefits could be realised soonest!
- 54 - Neil Annenberg:** I think the link tracks in the South West sector are more beneficial to the majority of users. Secondly, if we are developing the overall network then the availability of additional facilities for parking etc. will be very useful.
- 56 - Kristen O'Connor:** The improvements in the car park sector will allow for safer use by riders, walkers and drivers, which should be given priority.
- 57 - Mandy Hancock:** and can it be done faster than 10 years?
- 59 - Peter Bennett:** Tight call, but I think the summit is the obvious main destination when going for a bike, so more options to and from the summit are good. South West sector plans are great and greatly extend the network into area's that are not utilised at present.
- 62 - Martin Lewington:** I think that three track sector plans should be implemented as quickly as possible - well before 10 years.
- 63 - Sean Duggan:** more long tracks appeal to me. and I've always managed to find parking in the past no matter how busy the car parks have been. the changes to the now LiveWires track while they would give a new more interesting uphill option I don't have a problem with the existing main entry track Koru currently.
- 64 - David Bevan-Smith:** The order of priority reflects the main access points to the park, though some focus on the southwest sector should be given so it doesn't end up a secondary consideration to the overall development.
- 67 - Edwin Crossling:** Main car park to get as many people on a bike as possible. South West as offers quieter trails with more escape from town.
- 69 - Jude Murdoch:** The main carpark and the tracks that start and end in close to it comprise the main access and place to meet for Makara Peak Bike Park, so it makes sense to start developments there before moving on to the other less frequently used and accessed areas.
- 70 - Jill Ford:** Don't really have a preference other than having a greater % of tracks that will encourage a wider range of people to use the park. Though personally, I would love more grade 3/4 tracks, but not sure that will achieve the aim of encouraging more newbies!! Also, think about electric MTB as these are taking off in Europe, and will grow in NZ, this will inevitably attract more older, less fit or less experienced people to MTBiking so needs to be taken into account. Also given the number of baby boomer tourists on the Cruise ships having more accessibility for electric bikes and easier tracks. Imagine cycle lanes from the waterfront up to both Mt Vic tracks as well as Aro street (would of course then give access to Polehill) through Karori (could lead onto Cemetery track and up to Skyline) to Makara peaks. If that happened it opens up greater tourist potential for electric mountain bikes.
- 71 - Maurice Marquardt:** The trails that I am most interested in riding would all be part of the Summit road sector and the south west sector. I mainly use the main car park sector for riding up to the summit, for which the sector is fine.
- 73 - Brett Turia:** most heavily used tapering off to least used
- 74 - Alistair Harrison:** The Main car park sector is the most heavily utilised and releasing pressure off Koru and providing more of a challenge for those who want it would be great. The SW sector is under utilised and has great potential.
- 75 - Rebecca Speirs:** The tracks in the South West sector, e.g. Nikau are hard to ride as they are technical and wet most of the time and it makes the whole area inaccessible.
- 76 - Andy Carruthers:** I think the whole plan should be executed as quickly as possible (rather than being staged over a 10 year period).
- 78 - Russell Mauder:** looking at tracks that suit my style of riding. would typically ride out there or shuttle the tracks hence carpark development at 3
- 81 - Christopher Tatham:** This seems the logical order to me.
- 82 - Miles Carter:** I don't have feelings either way on this
- 84 - Benjamin Burkhardt:** The SW sector plans open up a whole new world (well, almost) whereas the summit road plans are rather small. The car park -- I don't use it much, so I don't care very much about it.
- 85 - Angus Gabara:** Spread the park out first, then fix closest to carpark for beginners, then ramp up the summit for all...
- 86 - Tom Bradshaw:** Summit Road needs the most development to ensure shuttles can be run in the park on a once a week basis.
- 87 - Jo Goudie:** In proportion to usage - newbies and visitors will have the most immediate benefit. Those with experience already have other opportunities elsewhere that due to their experience they can make use of.
- 88 - Craig Starnes:** Deal with and satisfy the broadest user group first.
- 89 - Brian Bannister:** I'd prefer the money to be spent on tracks above car parking.
- 91 - Kim Tottenham:** Be good to have new tracks built, and out the South West seems like a good choice/location. Car park needs to be thought out carefully and the implications of picnic areas, pump track, and the impact on the locals. The summit road tracks are great as they are. Nothing wrong with having more challenging tracks to get into the park, they exist already, and they are called Varley's and Zac's. Consideration needs to be made to other Park users like walkers/runners who use these tracks to access the summit.
- 92 - Ross Marett:** 1. I Like the idea of the south west sector being developed to incorporate longer grade 4 rides that loop back to the main trails. 2. More options of descents from the summit would mean more choice of track for varying levels of riders and decrease congestion. 3. I usually ride to the park so carparking not such an issue for me, but i like the idea of bike trails beside the carpark not through it.
- 95 - Patrick McKenna:** the main carpark area is and always will be the focus for new riders (to mtb or to the area). the south west sector has great potential but currently limited use so can be used as an expansion once the popular summit area is enhanced to meet its usage
- 97 - Julie Williams:** Tracks first, which will increase demand, so car park next.

- 98 - Gareth Beaumont:** Whilst adding superb new tracks is what we all really want, the parking and bottleneck into the park will need attention first if the aim of getting more riders into the park is to succeed.
- 100 - Dave Whiteridge:** We should make it easier for existing / new riders to enter the park, hence I support putting the primary focus on this area. Then the focus should be creating more ways to climb / descend the summit, as it is the jewel in the crown of the park. Finally, the south west sector is great fun but is used by far fewer riders than the other two sectors.
- 102 - Russel Garlick:** Load needs to be taken off the Main Car park sector first and foremost. The Summit Road sector is the only zone that caters for this.
- 103 - Jenny Visser:** With the increasing numbers using the park, there is often considerable congestion in & around the carpark. The track changes in the main car park sector include changes to reduce potential bike/car conflict/accidents. This is also the entry point for most riders, especially family groups/less experienced riders, with only one major 'out' track, this can lead to congestion and faster riders having to pass slower riders. Increasing track options into and out of the main hub will help reduce this congestion. The South West sector is probably the least utilized at present and while I fully support it's development (especially if it can link with a route to the south coast), in my opinion it is the lowest immediate priority.
- 105 - Euan Galloway:** In order of ready access from the main car park
- 107 - Simon O'Brien:** With the opening of the suspension bridge, Koru is going to get even busier so the priority is to get a 2nd climb from the car park sorted out as soon as possible. This will then require the proposed separation and extensions to SWIGG and Starfish to mitigate the loss of Live Wires. When combined with Lazy Fern, these tracks will provide downhill options suitable for users with a range of abilities from the mid point in the park back down to the car park. The Summit Road options are my 2nd choice as it will provide an alternative entry point to the park from Skyline and Karori Park (when the G2 is extended) and you assume would be quicker to build given the forest isn't as well established on that side of the hill.
- 108 - Iain Feist:** The new uphill is a priority, which will require the replacement for Livewires to be constructed first.
- 110 - Marco Renall:** Parking is very limited at the moment. Remove those big rocks so that more cars can fit in.
- 112 - Bex Houston:** It immediately opens up new possibilities for our course design, and eases the congestion on Koru on race day.
- 113 - Ricky Pincott:** The main carpark Sector will allow for more traffic both in AND out. No point in doing the other sectors first until the increased traffic that they will bring, has the ability to enter and exit. As much as I want the south west sector, the summit sector will also give more access to all areas. It makes sense to do this first
- 115 - Liam Drew:** More fun, access to south coast
- 124 - David Fowler:**
- 125 - Rachel Cassey:** Another option going up (Koru gets busy) and making the carpark safer.
- 126 - Dean Johansson:** Main Car Park Sector first as: 1. Being the main gateway to the park, this will benefit the most riders. 2. It's important to have good infrastructure in place here before the inevitable increase in patronage. 3. Important for riders to have a good experience at the start and finish of their rides to get them into the ride initially and then finish their ride on a high so they leave feeling good about Makara Peak. 4. Being more easily accessible, work here should be quickly completed. Summit Road 1. Important as a link to Skyline/Karori Park. 2. Current access is not attractive with a steep driveway leading to a steep switchback section of track ... difficult as a climb and boring as a descent. 3. Zac's and Varley's represent most of the 2 way track in the park and elimination of 2 way track should be a high priority. 4. Important to sort out the parts of the track network that are most easily accessed first as these should get the highest number of users. Southwest 1. Brilliant to open up this part of the park with grand loops for longer rides and these will be important tracks longer term when access to the South Coast is opened up, but given the relative remoteness these tracks will be more difficult to build and maintain. 2. The new management regime should be given time to bed in and deal with maintenance and remediation of existing tracks before the workload from these longer tracks comes on stream. 3. The first track that should be built here is the climbing track below Missing Link. This would make the current Southwest Sector tracks, particularly Nikau Valley more attractive. This track would also offer a nice short loop down Missing Link and up the Missing Link climbing track.

<b>Category Name:</b> 6-Do you support the main entrance redevelopment plans on South Karori Road?
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 115
<b>Total number of points:</b> 115

<b>Response field Number and Name:</b> 6.-Do you support the main entrance redevelopment plans on South Karori Road?
<b>Question:</b> 6. Do you support the main entrance redevelopment plans on South Karori Road?
<b>Total number of responses:</b> 115

Decision Sought	Number of submitters who selected this option	%
Yes	105	92.11%
No	5	4.39%
Other	4	3.51%



<b>Submitters for this question</b>
<b>Yes</b> 2 - <b>Ben Sandle:</b> Would be good to make st Albans ave more used, if riding to park one of best ways in but few people use it maybe as not good signage.
<b>Yes</b> 10 - <b>Robert Weinkove:</b> Can an site suitable for a temporary coffee/food stall or van be identified near the main entrance (e.g. with 3 phase power +/- water/drain)? On popular weekend days the number of riders could easily support a coffee/snack van, and it would provide a great opportunity to chat with other riders/debrief/relax.

No

**24 - Jimmy Schofield:** There is too much emphasis on cars. Park users are substantially cyclists as it is a mountain bike park. While some will need to drive to the park for a variety of reasons (distance, health, family, convenience) others are driving and parking right at the park because it's easy to do. For such people it would be good to encourage them to cycle all or part of the way to MP. This could mean that... 1) Less investment is needed in terms of carparking. 2) Much less congestion on Sth Karori rd, leading to a safer road there for cyclists, pedestrians and drivers. 3) Drivers may instead park in Karori and will be more likely to patronise local businesses before or after their ride. A further suggestion I would like to make would see parking meters installed. I would envision them operating on an honesty/honour system with no fines and small fees only (particularly during the week). If that works well, perhaps the system could be enforced at weekends etc. This will reduce congestion in the carpark, encourage users to not drive at all (saving the environment), and will raise funds that can be used to maintain the park and plant more trees.

Yes

**25 - Peter Ritchie:** The current design of the carpark does not adequately take into account several existing and growing uses. (1) The carpark is an important area for events at MP. The proposed design of the main car park is an 'all-or-nothing' area if it is closed off for an event. There should be flexibility so the carpark can be used/closed in different ways (the organisers of events at MP should be consulted, which might help add some constructive design suggestions). The design should be adjusted to enable a portion of the main carpark to be closed off depending on the size of the event. A simple solution would be to retain the existing exit near the toilets. Depending on the size of the event, only half of the carpark could be closed with that small design change. This would have the benefit of still allowing for some parking and maintaining a uni-directional entry-exit traffic flow during an event. Placing a car exit before the toilets would allow pedestrians to walk to the toilets without conflicting with traffic flow during a partial closure of the carpark. When the carpark is fully open it could also reduce the overall risk of pedestrian-car interactions by directing half the traffic out at the middle exit. (2) Consideration should be given to putting in a mains power socket (with restricted access) to the area near the shelter to support events (e.g. computers/electronics, public address system, first aid, etc). Power access often helps event organisers by supporting their systems, efficiency, and connectivity. Sometimes adding a key piece of infrastructure like power can give organisers a surprising boost to their ability to create an event with more impact, and improve its reach and profile in the local region. (3) To help draw people to the southern end carpark (#12) the flat grass end could be developed into a picnic area with BBQ. This would provide an incentive for people to stay in the area for longer, encourage families/groups to use the southern area, and help draw people to the southern area and spread out the density of visitors (especially if there is an event or large organised group using the park).

Yes

**26 - Andrew Cooper:** There is a challenge with the amount of space available and therefore a balance to be struck between making it an attractive area to hang around vs keeping it utility so that people get in and out and free up spaces. If practical it would be good to have a coffee/snack bar there in the weekends with a covered area - something like they have in Rotorua with a coffee/snack bar operating out of a container.

Yes

**29 - Rob MacIntyre:** More toilets, BBQ area

Yes

**32 - Martin McCrudden:** The space is still very limited. The main carpark needs to be thought of having space for events and picnic area, as well as parking for those attending rather than one or the other. Therefore I believe the entrance plan is in the right step, but it is only half there.

Yes

**45 - Daniel Soughtton:** Locate a café or portable food/drink trucks nearby.

Yes

**51 - Karl Yager:** The overflow car parking areas NEED to be better landscaped and made obvious as safe and secure additional car parking. None of the council half arsed measures hoping people will use them if they slap some tar seal down. Make the linking bike paths OBVIOUS so people follow them. Maintain the foliage around the area so it's attractive and not flooding ever couple of weeks.

Yes

**53 - Valentino Luna Hernandez:** Yes, access via South Karori Rd could be improved too by redesigning the T intersection at South Karori Rd and Hazlewood avenue to accommodate a roundabout or lights would increase the safety of both bikers on the road and pedestrians trying to cross the road

Yes

**56 - Kristen O'Connor:** Additional toilet facilities, additional bike wash facilities a shelter with sides to help protect riders from the wind when they're waiting for their companions.

Yes

**57 - Mandy Hancock:** it would be good to reverse cars in and unload onto a path around the parking, so that it is safer. riders would bike around the path and into their cars, without unloading bikes in the middle of the car park. some riders come through the current car park at speed without looking for pedestrians or cars. and some drivers drive through the car park a bit too quickly. if bikes/riders were on the path round the perimeter, it would be safer

Yes

**59 - Peter Bennett:** Uplift options should be considered - this is something Rotorua and Queenstown both have and provides another option that is missing in Wellington at present.

Other

**70 - Jill Ford:** Maps for sale at local bike shops, tourist office - which would generate income - this is done in Woodhill, Redwoods, Taupo with all funds going back for track development and maintenance. Have well-protected cycle lanes from Te Aro through Karori, and from Northland. This would encourage more people to cycle to the tracks rather than drive. Charge for parking (this is the case in ALL mountain bike parks in the UK) and have the money go back into the park. At the same time, there would need to be double yellow lines all along the main adjoining road and or residents parking zones.

Yes

**71 - Maurice Marquardt:** I live directly opposite of the main car park. While I support the overall redevelopment plans for the main entrance area, the plans have a number of shortcomings. Firstly, the master plan focuses entirely on developing car parking at the main entrance on South Karori Road. In my view this is short-sighted and will not provide the parking required to serve the wider park. In my view the master plan should also investigate opportunities to add car parking at both the Summit Road entrance, as well as further along on South Karori Road near the South West Sector (e.g. close to the current bail out track). Looking at Mountain bike parks such as the Redwoods in Rotorua, having multiple access points to the park is vital to offering wider access. For this to be successful there needs to be a much better parking strategy than concentrating parking in one area, especially if this is limited to 74 cars! The current design for the main car park will only add car parking spaces to accommodate for the number of people already using the area currently for parking. (On most weekend day's people park on both sides along the road over the yellow lines). I would encourage the plan to consider overflow parking options at both Karori Park and at Fitzgerald Place. A lot of people I know who cycle at Makara Peak are unaware of these parking options. I suggest erecting signs directing people to these overflow parking areas (specifically Fitzgerald Place, which is completely underutilised). My second comment is around the road access to the main car park. The road just before the car park is very narrow and can lead to conflict with other road users (such as busses or cars coming and going to the main car park). I would encourage the Council to consider widening the road to a full two lanes or to consider other options. Further, I would encourage reducing the speed limit on South Karori Road to 30km/h due to the number of cyclist riding along this very narrow road.

Yes

**75 - Rebecca Speirs:** I often park at Karori park and bike in out as a warmup/cool down, also because it's often cold and damp at the Makara entrance whereas sunnier at the park.

Yes

**82 - Miles Carter:** There should be a provision for some kind of small cafe or semi-mobile catering setup. Either a permanent kiosk/shack type affair or a dedicated spot for burger vans/coffee carts etc to park up with picnic tables nearby. Done well, this could boost the appeal of Makara as a trail destination.

Yes

**87 - Jo Goudie:** Bike lane or stripe on South Karori Rd - not necessarily an exclusive lane, but fuel to ensure we're recognised as a legitimate road user deserving of courtesy.

No

**91 - Kim Tottenham:** Live wires is a superb track, again the essence of Makara Peak. I wonder if there are other ways to sort the 'congestion' out. I am just expressing my enjoyment of this track, but if it has to go and others are built I hope they can recreate that live wires feeling. The significance of Varley's track is more important to me.

Other, Yes

**102 - Russel Garlick:** In short, I don't think they are sufficient and the angle parking, nose in layout is dangerous. The nose in diagonal parking is dangerous because most vehicles using this car park have bike racks on the tow bars which significantly reduce vision when exiting the park. The nose in layout also encourages riders to congregate at the back of their car which is in the main thoroughfare for vehicles trying to move through the car park. A nose out layout, where the diagonals are the other way, would encourage rides to congregate at the rear of the car away from vehicles. Pathways down either side of the car park would be required, and this would result in the loss of much of the vegetation that has grown up around the car park, which I agree is undesirable, but necessary in order to create a safe and efficient environment. The proposed car park extensions are a great start. However the proposed extension will only cater for the current need, and even then only just. Provision needs to be made for either more carparking at the current entrance (making use of the grass reserve on the corner of Hazelwood and South Karori Road for example) OR opening up a significant second second entry to the park. Most high use parks have multiple entrances (think of the Whakarewarewa forest in Rotorua which has 3 key entrance points) and the likes of the Botanical Gardens which has 3/4. The 'main' carpark will always be the most significant hub, but it will need other entrances to the park to be upgraded to take the load of this area. This should include upgrading the the entrance at the Makara Saddle summit, better connectors in from

<b>Yes</b> <b>103 - Jenny Visser:</b> The current single toilet at the main carpark comes under significant pressure. Could thought be given to a second toilet (either here or at the new southern end car park if that is to go ahead)?
<b>No</b> <b>104 - Nessa Lynch:</b> As above, re angled parking, and should not concentrate on one Hub entrance
<b>Yes</b> <b>105 - Euan Galloway:</b> Actioning this should be a high priority. Maximum use should be made of the all the space available for car parking - at the main park, the overflow park and in between. There should be proper road markings of park spaces so there is maximum utilisation instead of haphazard parking. Parking spaces also need to be deep enough to allow for safe loading & unloading of bikes from the back of cars. I particularly like the proposed design separation between riders and vehicles with a cycle track around the edge of the enlarged car park with sufficient entrance and exit points along its length.
<b>No</b> <b>106 - Ben Wilde:</b> Should be looking instead at Saddle area to take the load off of this area AND finding ways to encourage non-car travel to the park (pedal assist eBikes and Buses being two under utilised options right now). The trails themselves are in great shape and need some tweaking only. What is really required is that council invest time and new, smarter thinking around infrastructure for getting to / from the park. More use of Karori Park, more use of the Makara Saddle (with associated trail changes mentioned earlier) and more welcoming of bikes on buses (now a major gap in our strategy for getting people to the Park) and more welcoming policy towards pedal assist ebikes will all help.
<b>Yes</b> <b>107 - Simon O'Brien:</b> Out of scope, but it would be good if more was done to encourage people from within Karori to bike to the park, in the form of better cycle lanes and signage.
<b>Yes</b> <b>108 - Iain Feist:</b> Car-Park re-design The car park plan is still in development, but we have the following comments: We suggest keeping the existing exit by the toilets, this will allow the carpark to be split in two for events, rather than closing this part of the park. This will allow events with less disruption. The current carpark has 'tree bays' which visually splits up the carpark. If possible these should be retained. If further carparks are needed the top Hazlewood Green would be an option. The Supporters could further plant out this area. There is space for a 100 - 150m warm up track at the South End of the car-park. This would be a grade 2 track with some fun features to attract people away from the carpark when they are waiting. While it may have some pump track features, it would not completely be a pump track. If it is necessary to remove any trees during the redevelopment of the carpark the Supporters would like to transplant some of the original plantings - including the established Totara. These were planted at the time of the original blessing/opening of the park. If the park continues to grow, more toilets will be required.
<b>Yes</b> <b>113 - Ricky Pincott:</b> As much area as possible for events
<b>Other</b> <b>115 - Liam Drew:</b> Meh
<b>Yes</b> <b>124 - David Fowler:</b>
<b>Yes</b> <b>125 - Rachel Cassey:</b>
<b>Yes</b> <b>126 - Dean Johansson:</b> Better provision for people riding their bike to the main entrance. They shouldn't have to contend with cars maneuvering into and out of car parks... provide a nice wide pathway for bikes and pedestrians that bypasses the car park and rolls up to the facilities by the main trail entrance.
<b>No</b> <b>127 - Bernard o'shaughnessy:</b>

<b>Category Name:</b> 7-Any other comments or suggestions?
<b>Overview of Category:</b>
<b>Total number of submitters:</b> 99
<b>Total number of points:</b> 99

<b>Response field Number and Name:</b> 7.-Any other comments or suggestions?
<b>Question:</b> 7. Any other comments or suggestions?
<b>Total number of responses:</b> 99

<b>Submitters for this question</b>
<b>1 - Graham Hall: Question Comments:</b> Shuttle access to the top via an old ski lift for bikes, Powered sustainably by Westwind. We must continue to develop and invest in this valuable asset for Wellington, Mountain Bike Tourists stay multiple days and spend money! Build the lift, the people will come, look at Queenstown's gondola and now Christchurch.
<b>2 - Ben Sandle: Question Comments:</b> Once easy up track is finished, New track investment should be on descending 'trail riding' grade 3 and 4 tracks. Leaping lizard should be extended to start top of 4x4 at summit. Extension of peak flow to avoid going down ridge line ext which doesn't flow well after peak flow for intermediate riders. Track should link onto swigg near container. Would be good to have a good tabletop jump track with big berms. More should be done to link Makara peak with Wright's hill to turn the two area into a more connected mountain bike area and off road link to town. Deliverance is right by makara peak and area could be further developed and linked to makara with couple of access tracks and better signage. People from out of town probably have no idea about salvation and deliverance loop which is a great grade 4 to 5 loop.
<b>3 - Taylor Burling-Claridge: Question Comments:</b> Skills area, needs love and is a massive opportunity to develop that area to make it more progressive for new riders rather than going from mild lumps and bumps to a steep slope with wooden drops leading into worn down jumps.
<b>4 - Cole Burmester: Question Comments:</b> More tracks and support including coffee/cafe facilities at the park. And carpark and ride (via public transport) to the Makara Bike Park.
<b>5 - Sam Winslow: Question Comments:</b> Please continue to prioritise the conservation and environmental values of the park. These are unique and provide the atmosphere that draws

people to enjoy the park!

**6 - Patrick Savill:** Question Comments: Makara Peak is amazing

**7 - Tom Adams:** Question Comments: The plan for Makara Peak is very forward thinking and comprehensive - well done! Although it is outside of the scope of this project, it would be great to see this level of planning occurring outside of Makara Peak. Two of Wellington's major mountain bike drawcards (compared to Rotorua for example) are the proximity of the trails to the city, and the diversity of trails - neither of which are well served by Makara Peak alone. This will need to be a fundamental part of setting Wellington up as a mountain bike destination. But good work on Makara Peak!

**8 - Nigel Searles:** Question Comments: Awesome!

**9 - Carl Howarth:** Question Comments: Mix of track grades looks appropriate. Important that ecological impacts associated with track works, and increased density of the track network and visitor numbers are compensated by an ongoing planting and pest management programme. Measures to discourage littering should be implemented, such as educational signage.

**10 - Robert Weinkove:** Question Comments: Makara Peak Mountain Bike Park is a fantastic leisure facility, and I wholeheartedly support this proposal - Wellington is starting to fall behind other cities with biking facilities, and it is time to regain the lead, given Wellington's unique topography. I do suggest 'thinking big', and considering future provision of a lift facility to the summit (e.g. a gondola or similar). It makes sense to think about where a gondola could potentially be sited now, so that if it became financially feasible in future, the park layout would already be compatible.

**11 - Scotty Newman:** Question Comments: I am concerned that the development of difficult tracks is not keeping up with bike technology, or the abilities of modern riders. The grading of tracks is quite outdated, in that what used to be considered very difficult tracks (e.g. trickle falls, ridgeline, vertigo) is actually more and more towards the middle of the range of what is possible. The development of Yeah Gnar as a true grade 6 trail is fantastic, but leaves an enormous gap between that and the next hardest track. This gap needs to be filled to keep up with the significant progression of the sport.

**14 - Fiona Hodge:** Question Comments: Strongly support the goals and recommendations of the master plan. I love the mountain bike park, regularly use it. I think its a great way to have fun, get exercise and be outside enjoying Wellington's vistas.

**15 - Grant Clarke:** Question Comments: Our family really appreciate Makara Peak as a location for mountain biking. Please keep up the good work. One of the main reasons I live in Wellington is due to the world class biking around the city.

**16 - Tony Offord:** Question Comments: I think that Makara Peak is an excellent facility for Wellington and the number of riders using it is proof of that. The overall cost of maintaining and developing the park is low compared to other more traditional sporting facilities but given that cycling can be a solo or group pursuit it has a broad, and growing, appeal

**20 - Tony O'Halloran:** Question Comments: I really appreciate the work you guys do up in the park, and there's massive potential to keep Makara being a relevant park of Wellington's mtb world. It's great that Yeah Gnar is going ahead, but progression is massively underrepresented in the park going forward.

**21 - Daniel O'Connell:** Question Comments: A shuttle system (like in Rotorua) accessing 4WD road to the summit would really make for a world class facility!

**22 - Andy Steedman:** Question Comments: Overall looks great - can't wait to get involved then reap the benefits of the development work over the next 10 years and beyond!

**23 - Shawnee Westerman:** Question Comments: Really appreciate all the hard work put into this project by Makara Peak Supporters!

**24 - Jimmy Schofield:** Question Comments: Aim big. Mountain bike park of regional significance? No! Aim for being a mountain biking destination of worldwide renown.

**25 - Peter Ritchie:** Question Comments: I am very supportive of the MP development proposal from the perspective of a park user. The park is an outstanding asset that is used by my family and it has made a significant impact on our health and fitness. My children use it too. It has enable them to experience the outdoor environment, develop their fitness and strength, and teach them about determination and persistence. We are also involved in the 1st Karori Scout Group - they often take groups to use the tracks, and help with maintenance from time to time. Makara Peak has helped our family to develop a better feeling of community, and since becoming more regular uses and member of the supporters group, we have become more positively involved in local community activities.

**26 - Andrew Cooper:** Question Comments: WCC and MP Supporters are to be commended for the excellent vision and plan for the future of Makara Peak. I am very supportive of it. The loop concepts are excellent. Possibly one other suggestion would be to create a specialist runners/walkers only loop within the park.

**27 - stefaan janssens:** Question Comments: Keep livewires! More challenging tracks would be welcome.

**28 - Paul Murray:** Question Comments: I strongly feel that if Wellington wants to be a relevant mountain bike destination, it must have some form of uplift. A chair lift would be the first choice, but vehicle uplift could also work.

**29 - Rob MacIntyre:** Question Comments: I attended one of the Draft Plan consultation meetings, thank you and WCC is to be congratulated on being proactive in supporting Makara Peak and investing in this plan to assist with future decision-making and development. This is worthy of WCC investment as it will increase outdoor recreational activity with consequential health benefits for the community. In particular it helps us parents get our kids off their screens and out enjoying nature. The park serves as a training and competition venue resource as part of a pathway for athletes to progress to World Cup and Olympic competition. The MTB park project is engaging new people in ecological restoration. The project allows rates funding to be leveraged against other charitable and corporate funding sources and volunteer effort so good value for money for ratepayers. By attracting new visitors we will attract new spend and create new jobs. It supports Tourism New Zealand's new campaign to grow the inbound MTB and cycling market for NZ. During the 1990s and 2000s Wellington (particularly Makara Peak) had built a reputation as a leading MTB location in NZ. Since then we have been slower than other regions to invest and develop new MTB facilities with the result that Wellington often only gets mentioned after Rotorua, Taupo, Queenstown and now Christchurch with its new part-government funded MTB park complete with chairlift and on-site accommodation. Makara Peak's development will be part of Wellington's re-ignition as a competitive MTB destination. It also helps businesses and educational institutions to attract talent to the region. Despite some improvement in easy trails in the plan, Makara Peak will still be off-putting for many genuine beginners which limits ability to grow the sport; so WCC / The Region needs to consider the best strategic opportunities to fill this beginner trail gap elsewhere. Providing uplift facilities would make Wellington a more competitive MTB destination. This has not been explored or proposed in the plan. I am aware there are significant challenges for engineering shuttle roads or consentability for a lift but there is MTB community interest in the next step of Pre-feasibility assessment of uplift at Makara Peak. Prioritisation (or otherwise) for this would fall out of the regional trails framework project which would consider the best options for uplift throughout the region, depending how long that plan takes.

**30 - Andrew Kenyon:** Question Comments: It would be great to have an alternative water source higher up the hill as on hot long ride days you can run out of water Enabling shuttles maybe regular on weekends and for group bookings other times would bring significant numbers of NZ and international bike tourists. However I do not see a gondola as realistic or necessary. I also think it's very important to link tracks up with the wider trail network and advertise this, and I refer to long rides like Skyline and links to south coast (a new direct trail or via wrights hill/redrocks as well as key local trails like Deliverance and K Hole / 98 downhill

**31 - Hilleke Townsend:** Question Comments: This looks like an amazing and worthwhile development. I'm looking forward to being able to take my kids there in ten years time and showing off a world class mtb park. I support the Wellington trails trust submission in the details.

**32 - Martin McCrudden: Question Comments:** There are some great ideas here. Trails need to be built to a variety of characteristics rather than as quick as possible and avoid just getting point A-B, build some tables, big berms, don't gravel the heck out of all trails. . they are crazy slippery in the dry! There is a huge link missing in connecting the park together, there should be a catch trail running all the way from Bail out around to Vertigo/trickle falls. I do realise there is a private land issue here, but it shouldn't be ruled out for that reason alone without a feasibility study.

**33 - Greg Thurlow: Question Comments:** Great that people are having the forward thought to sort this out in a very detailed way. A couple of things though 1) i believe polhill trails are an important feeder zone to the park and i note they exist on one of the maps. I think it would be priority to get the situation sorted out round the south side of the sanctuary in the next year rather than 10 years. The corners on the sanctuary 4wd track are quite frankly dangerous. . If its tricky to negotiate a better access then should this be an amendment to the plan ? 2) We don't need a chairlift in Makara Peak. I don't really see it working in with the principles of makara peak. the eco restoration alongside trails with a massive gondola in the middle ? an old match. how many carbon credits would we burn importing the thing from austria ? I thought the gravity style park was colonial knob. Build it there and make Porirua City Council pay for it while bcc pays for trail upkeep with that money instead. If people are too lazy to ride up then they should buy themselves an e-bike and ride up the 4wd track. Just as quick as a gondola. Downhills are better earnt anyways.

**34 - Paul Jones: Question Comments:** The master plan is awesome. Execute the plan quickly, as provides a range of positive benefits for Wellington, including: This is a fantastic recreational asset for Wellington residents, including riders, runners, and walkers. The proposed trails help fill gaps in the existing Wellington trail network, including beginner trails and more technical trails. Wellington's trail network attracts people to live and work in Wellington, and Makara Peak plays a key role within this. Developing Makara Peak's trails will help attract tourists to Wellington.

**36 - John McMillan: Question Comments:** A chairlift or shuttle service at Makara Peak would be awesome.

**39 - Matt Thomas: Question Comments:** Just keep up the amazing work with Makara Peak & it will become a biking tourist destination in its own right - just like trails in Nelson, Rotorua and Queenstown are.

**40 - Richard Hallam: Question Comments:** I'm not really sure of the jump up from grade 2 to grade 3 skill levels, but to my eye it would be great if there could be some more grade 2 beginner sections added, particularly linking the main car park and summit road area, but appreciate that with the topography of the land this may be difficult to implement. It would be good to have some simple grade 2 sections in the upper areas though. Just because people are young, old or simply inexperienced it doesn't mean they don't want to ascend the peak or have the stamina required to do this (we may have to go further and take a lot longer, but we'd still get there!)

**42 - rob howard: Question Comments:** while it will be a shame to lose Livewires I think taking some of the volume of riders off Koru is worth it. This means less experienced riders & young riders won't feel continually pressured to stop and pull over when faster rider are approaching from behind as happens now

**43 - Raymond Kemp: Question Comments:** This looks like a very well thought out plan.

**44 - Bex Houston: Question Comments:** Increased number of toilets (or even a changing rooms)

**46 - Hamish Gordon: Question Comments:** Some bigger picture thinking and including Wrights Hill in the plan would be great

**47 - Anthony Edmonds: Question Comments:** The Wellington Trails Trust endorses and supports the Draft Makara Peak Mountain Bike Park Master Plan. The Wellington Trails Trust recommends that Wellington City Council and Makara Peak Supporters execute the plan quickly, as provides a range of positive benefits for Wellington, including: 1). This is a fantastic recreational asset for Wellington residents, including riders, runners, and walkers. 2). The proposed trails help fill gaps in the existing Wellington trail network, including beginner trails and more technical trails. 3). Wellington's trail network attracts people to live and work in Wellington, and Makara Peak plays a key role within this. 4). Developing Makara Peak's trails will help attract tourists to Wellington. The plan needs to address uplift. We strongly support/recommend having a chairlift, or shuttle on Makara Peak. The Wellington Trails Trust is happy to provide help with executing the plan. This includes sourcing funding or expertise to make this happen.

**49 - Andrew Spencer: Question Comments:** I recommend that Wellington City Council and Makara Peak Supporters execute the plan quickly, as provides a range of positive benefits for Wellington, including: 1). This is a fantastic recreational asset for Wellington residents, including riders, runners, and walkers. 2). The proposed trails help fill gaps in the existing Wellington trail network, including beginner trails and more technical trails. 3). Wellington's trail network attracts people to live and work in Wellington, and Makara Peak plays a key role within this. 4). Developing Makara Peak's trails will help attract tourists to Wellington. The plan needs to address uplift. I'd strongly support/recommend having a chairlift, or shuttle on Makara Peak.

**51 - Karl Yager: Question Comments:** An uplift service needs to be strongly encouraged. This will require considerable investment from WCC with upgrading either the Allington Rd 4WD entrance or the Makara Rd 4WD entrance. An uplift service provides economic benefits to the area through encouraging people to spend longer at Makara Peak and therefore Wellington (flow on would be people requiring breakfast, lunch, dinner, snacks, drinks, bike repairs, visitors choosing to stay in Wellington longer, rest day activities, etc). WCC needs to increase funding to Makara Peak. Although funding has been increased over the years it is still run on a shoestring comparatively to other parks and facilities that provide no where near the same level of benefit to local residents as well as acting as a tourism draw card. The future potential of Makara Peak is massive therefore fund it appropriately.

**52 - Rowan Hannah: Question Comments:** Please could we have a chairlift/ shuttle option. Wellington is lacking this option anywhere and all other centers, Rotorua, Christchurch, Queenstown even Auckland have shuttle options. This could be a self funding, where users pay for passes just as is done elsewhere.

**53 - Valentino Luna Hernandez: Question Comments:** As a regular runner and biker on the tracks, I strongly support the idea of shelters, specially with the rise of night riding over the past couple of years.

**56 - Kristen O'Connor: Question Comments:** This is a great initiative that I fully endorse. In addition, groups such as PNP Cycling Club, Wellington Mountain Bike Club, Wellington Orienteering, Harriers and Xterra should be supported as part of the community engagement programme. All of these organisations bring users to the park that may or may not be familiar with it, in a safe, organised and positive way. By helping them run fantastic events, WCC ensures ongoing enthusiasm for the park and a continued source of supporters.

**57 - Mandy Hancock: Question Comments:** it would be good if the Makara Peak Supporters address uplift. either by chairlift, or shuttle. if wellington is going to be a world class MTB destination it would be good to address the bikers who are not able to ride all the way to the top, but still want to enjoy the fun of mountain biking. i know it is not for everyone, and I love riding up, even when there IS a shuttle, but it would be magic to have one.

**58 - Joe Porter: Question Comments:** Uplift service i.e. chairlift or shuttles, and more grad 5 trails to challenge riders.

**60 - John Hancock: Question Comments:** The master plan is awesome. Execute the plan quickly, as provides a range of positive benefits for Wellington, including: This is a fantastic recreational asset for Wellington residents, including riders, runners, and walkers. The proposed trails help fill gaps in the existing Wellington trail network, including beginner trails and more technical trails. Wellington's trail network attracts people to live and work in Wellington, and Makara Peak plays a key role within this. Developing Makara Peak's trails will help attract tourists to Wellington. The plan needs to address uplift. We strongly support/recommend having a chairlift, or shuttle on Makara Peak. The Wellington Trails Trust is happy to provide help with executing the plan. This includes sourcing funding or expertise to make this happen.

**62 - Martin Lewington: Question Comments:** This is a fantastic recreational asset for Wellington residents, including riders, runners, and walkers. The proposed trails help fill gaps in the existing Wellington trail network, including beginner trails and more technical trails. Wellington's trail network attracts people to live and work in Wellington, and Makara Peak plays a key role within this. Developing Makara Peak's trails will help attract tourists to Wellington. Providing economic benefits to the region.





**88 - Craig Starnes:** **Question Comments:** It's great to see some serious masterplanning underway. The draft is a comprehensive document that addresses future development and provides a comprehensive list of key recommendations. Well done. Some relatively minor concerns: 1. MPS has done an outstanding job and they should be the effective lead. The manager should be supporting them except where it's not appropriate (see next point), eg track alignment for new tracks should be by them. 2. Gaining control of additional land is something WCC should put priority on, eg links to Sth K Rd and Sth M Rd and the middle part of the park around Nikki valley. This is effectively land banking to protect future expansion and control adjoining land against inappropriate development. Purchase is preferred but easements and options to buy etc are good backups. 3. MP needs to sit in a Wgtn context and regional context. Planned trail development for all user groups needs far more planning than the 'key initiatives' in the OSAP (a poor future outlook). The next master plan for Te Kopahau (with BTB) will be a good test of how the Wgtn context is considered, and thought given to accessing adjoining areas. 4. All grade 5 tracks should be MTB exclusive (exceptions allowed for organised events). 5. I couldn't find anything re governance beyond 10 yrs. There should be a default that MPS and the community will have an ongoing involvement in ensuring the park will remain a recreation area with strong links to connecting with the environment. Good one.

**89 - Brian Bannister:** **Question Comments:** This is awesome thank you and makes me proud to be a Wellingtonian.

**90 - Richard Capie:** **Question Comments:** As noted, the overall plan looks great and super to see such commitment! Main comments are about being more ambitious (uplift!) and pace (faster!!!!) Many thanks

**91 - Kim Tottenham:** **Question Comments:** Overall I am concerned that what has made Makara Peak unique over the years will be lost in the name of a 'regional park'. I don't mind new tracks being built using machines, but to alter existing tracks that are going to remain as part of the plan (not being refigured) should be left alone. The main sort of maintenance should just be drainage, erosion care and the sight lines. I am not sure if South Karori can support a 'regional park' and all that that involves. There isn't much land for infrastructure to expand, like car parking. I understand that we, as supporters of Makara Peak will find it harder to maintain the tracks as the park gets bigger and less people available to do the work but it would be nice if the council still contributed financially/man power even if Makara peak wasn't turned into a regional park.

**93 - Robert Comeskey:** **Question Comments:** To reduce the load on the main entrance, expanded parking at the Summit Road sector should also be prioritised, giving better access to this Summit Road + South-West sectors.

**94 - Greg Thomas:** **Question Comments:** Wellington Airport endorses and supports the Draft Makara Peak Mountain Bike Park Master Plan. Wellington Airport recommends that Wellington City Council and Makara Peak Supporters execute the plan quickly, as provides a range of positive benefits for Wellington, including: 1). This is a fantastic recreational asset for Wellington residents. 2). The proposed trails help fill gaps in the existing Wellington trail network, including beginner trails and more technical trails. 3). Wellington's trail network attracts people to live and work in Wellington, and Makara Peak plays a key role within this. 4). Developing Makara Peak's trails will help attract tourists to Wellington in the medium to long term. Incorporated into any plans should be how to make these sites even more attractive to visitors through facilities and amenities.

**95 - Patrick McKenna:** **Question Comments:** if all this can be achieved it will be an amazing facility for local and visiting riders as well as walkers and runners, truly making wellington a mtb tourism destination

**97 - Julie Williams:** **Question Comments:** Makara peak should not have shuttles or a chairlift. Makara should be for quiet enjoyment and should not add to Wellington carbon footprint.

**98 - Gareth Beaumont:** **Question Comments:** I love the whole growth plan but can't but feel that in 5 years we will be wishing the plan was a 5 year plan rather than 10. This is the capital of the country and already other city centers have surpassed us on the MTB front with gondolas and alike. I'm not suggesting a gondolas but evening a shuttle service being allowed/run would entice a lot more users to the park.

**99 - Serge Peeters:** **Question Comments:** I am concerned about the plans for Karori Park. The Park should not be further integrated into the mountain bike track system. The Park main functions should remain cricket, football, running and (young) families. On a busy day there are already parking issues for current Park users. Promoting Karori Park car parks to mountain bikers will reduce car park availability for other users.

**100 - Dave Whiteridge:** **Question Comments:** I query the need for the shelters (section 6.4.4), especially at the base of the Nikau Valley. I think it's a fair expectation that riders who ride in that sector know what they're doing and will be able to handle some reasonably inclement weather, especially as there's always the option of the Bail-out. Perhaps an alternative could be to put up more information about that sector and to suggest the use of Bail-out in inclement weather, rather than investing in infrastructure that is unlikely to much (if any) use.

**101 - Davide Conti:** **Question Comments:** I would firstly like to show my appreciation for the interest and the passion in making a great plan! Secondly, I would like to express my feedback regarding the planning loss of one specific track, 'Live Wires'. I understand it is planned to have a part of it used for the built of an uphill track, but as per conversation in the major online forum of Wellington mountainbikers, the facebook group called 'Welly MTB Riders', this track is loved by many. Apparently a recent survey showed not a high usage, but I am concerned that survey might have had some involuntary bias, and this is supported but the 'general profile' of the majority of riders, confirmed but its results. My point for asking to keep Live Wires trails are the follows: -it already exists, no need for hours, finance and cutting trees to build it. -it's has a very unique mix of technical aspects, such as fast parts, steep parts, roots, little jumps etc that are loved by the advanced riders. -it is a great option for a quick, small loop, when for limited time available or even for meteorological reasons, reaching the peak is not an option. -I understand there is a plan of building a grade 4 descent track to the car park, but I do not understand why taking down an existing one, loved by many, to build then another one. This is not an efficient approach. Please WCC, please... Keep Live Wires

**102 - Russel Garlick:** **Question Comments:** Infrastructure in terms of car parking, park entrances and uplift are the priority at this stage over trail development. Trails will come over time, but the infrastructure to get people to and into the park needs to be there to support the new trails, other wise there will continue to be a choke point of the South Karori Road Car Park. It is unusual that here is no mention of uplift in this plan. Based on what is happening here in New Zealand and overseas, this is a key component of any significant MTB park. An uplift service or chairlift would be a significant attraction for the park, for both riders and sightseers , and would also reduce the load on Koru as a climbing trail into the park. A chairlift from further down South Karori Road (the overflow carpark) would help by spreading parking across the zone (riders will be fine to park further away if they don't have to ride up the hill). Another option would be to have the Chairlift going up from the Summit Road saddle (near the water tank) to the Summit. Another option would be upgrading the road for a shuttle bus concession to offered out. This could help generate revenue for the park to help with maintenance costs as well as taking pressure off the South Karori Road car park. Makara Peak is a major and significant resource for mountain bikers. It has been great to see the Council invest in the park in recent years in terms of new trail such as Peak Flow and support for the new climbing track from the bridge. In order to keep the quality of the experience up, the Council will need to continue to make significant investments to see this plan through to reality. Declaration of Interest I am currently the Chairperson of Trail Fund New Zealand, a member of the Wellington Mountain Bike Club committee, and an MTB Skills Instructor for WORD Youth MTB Adventures and JoyRide MTB Instruction. Please note that the views given in this submission are my own and do not represent any of the groups I am affiliated with.

**103 - Jenny Visser:** **Question Comments:** Makara Peaks Mountain Bike Park is a world class recreational facility which has a proven record of careful and wise planning and superb model of volunteers working closely with council. The develop of the track network has resulted in considerable rehabilitation of the surrounding land with removal of pest species and plantings; what was once a mix of gorse and burberry is now returning to native bush. Mountain biking participation is increasing significantly and the current network of tracks can become congested; increasing the number of tracks and options for beginner and medium experienced riders will result in more Wellingtonians willing to give it a go, resulting in a healthier and happier community.

**104 - Nessa Lynch:** **Question Comments:** Consider monthly or fortnightly uplift (shuttle service). Consider bike racks on busses going to Karori to alleviate pressure on car park

**105 - Euan Galloway:** **Question Comments:** Congratulations to WCC and the authors for creating this 10 year master plan. It is ambitious, but necessary for the future development of Makara Peak MTB Park - the jewel in Wellington's recreational crown. Equally necessary is that it adequately resourced (by WCC and Makara Peak Supporters) so these dreams become reality. By creating more tracks, better access will be gained for conservation (native tree planting and pest control). It must not be overlooked that these activities will also need more resources. Track marking, rest areas (with a view), shelters in remote areas and drinking water points (particularly at the summit) are features of the plan whose implementation must not be overlooked.

**106 - Ben Wilde:** **Question Comments:** Needs to be more thought into how people get to the park and how they use cars if that is how they get there. Wellington is compact and more people could be riding to the area if Makara Peak and its surrounding trails were more welcoming of pedal assist bikes. I recently rode from Miramar to Makara Peak carpark on 30 minutes on a next generation pedal assist bike. Then to the summit and returned to eastern suburbs. This technology will be a boon for getting people out of their cars and riding to and from Makara Peak if the council can accept that the technology is beneficial and not a bad thing.

**107 - Simon O'Brien: Question Comments:** The proposed changes are fantastic and I hope that WCC commit enough money and resources to make this happen within the 10 year time frame.

**108 - Iain Feist: Question Comments:** The Supporters would like to thank the WCC for their work in putting this plan together. Mike Oates, Dave Halliday and Tim Harkness from the WCC, along with Dafydd Davis and Stu Farrant from Morpurn Environmental have all been excellent through-out the process.

**109 - Georgia Vaughan: Question Comments:** Makara Peak Mountain Bike Park Master Plan - Walking Capital Submission Walking Capital believes that if WCC invests significant money in Makara Peak Mountain Bike Park over the next 10 years (24 new tracks, land purchase, car parking, 1 full time staff member) then Makara Peak must be the regional focus for all Wellington mountain biking. We believe that: All high-grade mountain bike tracks and events must be held at Makara Peak, a bike-priority park, so ordinary park users - walkers and runners - are safe in all other reserves, the Wellington Town Belt, and the outer Green Belt. Karori Park's forest must not turn into an extension of Makara Peak Mountain Bike Park. This would happen with the proposed grade 3 linking track and car park enlargement (6.4.1 Car Parking and Access - Draft Makara Peak Master Plan). Karori Park's forest must be restored to its former condition of being a safe and tranquil place for walkers and runners. Given WCC's significant financial investment into mountain biking in Karori it needs to provide safe walking-only spaces. The steeply forested hillside above the Karori Park sports ground (above the grade 2 tracks) would be an ideal location (it's a hub for Karori residents for walking and running, and the Wahine Track is the gateway to the Skyline Walkway) The DH98/K-Hole downhill mountain bike track in Karori Park's forest must be closed and a replacement built at Makara Peak, which is the safest location for this extreme sport. Construction of the DH98/K-Hole track required clearance of native plant species, impacted the root systems of adjacent native plants, and caused severe damage to soils on often very steep, erosion-prone slopes. Unless this track is closed, structures on it removed, and the surfaces planted with ecologically appropriate native species, continuing erosion, especially during high-rainfall events, could exacerbate flooding on Karori Park's sports ground. Walking Capital has concerns with the way the Draft Makara Peak Mountain Bike Master Plan has been researched and reported. Only mountain bikers and mountain biking interest groups were consulted. What about walkers and runners? The Draft Makara Peak Master Plan makes lots of assertions, which are not backed by evidence - what are the numbers? Why is this investment worthwhile when we don't know the scale of either the project or the users? The Draft Makara Peak Master Plan tries to hide the true nature of proposed developments affecting Karori Park's forest - putting additional parking in the northern car park in Karori Park, developing a crossing of Makara Road, developing tracks that link Karori Park to the crossing. The Draft Makara Peak Master Plan states - 'Developing the tracks in isolation in the northern area of the mountain bike park could lead to road-safety issues on Makara Road as a result of higher levels of use caused by making a more attractive option. Developing a crossing, in conjunction with tracks in the northern area, has the potential to increase visitor usage in this area, which could lead to increased use of Karori Park as an access and parking area.' In other words - 'it's pointless (and unsafe) developing the Summit Road Sector unless you simultaneously develop a crossing of Makara Road, linking tracks in Karori Park's forest and expanding car parking in Karori Park's northern car park.' Access and Parking are two pressing concerns for Makara Peak if it is to double its visitor numbers - Karori Park and its neighbouring forest offer an ideal solution to both problems. If WCC goes ahead with the three proposed changes to Karori Park (Makara Rd. crossing, linking tracks and parking) then it will fundamentally change the area into a mountain bike park. 98% of current Karori Park's forest users are walkers and runners and they must be considered and compensated for this drastic change - a walking-only forest would be a suitable compensation. Walking Capital would like the opportunity to speak to Council in support of our submission, and perhaps make additional comments. We will soon be completing a survey of Karori Park's forest users, so would like to present the results to Wellington City Councilors when they meet to consider the Draft Makara Peak Mountain Bike Park Master Plan. Yours sincerely Georgia Vaughan For Walking Capital

**110 - Marco Renal: Question Comments:** PNP Cycling run events at Makara Peak and donate \$5 per rider. We need more parking space, shelter from bad weather and a second easy climb to spread our riders out. Everyone climbing Koru overloads that section and causes holdups and frustrations. Great work so far and fantastic vision. Marco.

**111 - Ashley Peters: Question Comments:** We would love to see a bridge/overpass from the back of Karori park to Makara Peak (over the Makara road). This would provide a direct link from the easier tracks of Karori to the park. It provides an alternative entrance to the park (avoiding the main carpark). Thanks heaps!

**112 - Bex Houston: Question Comments:** We do not lament loosing Lazy Fern - we have only used this trail once during races in the previous 5 years. We find that the downhill traffic clashes with the uphill traffic in Koru.

**113 - Ricky Pincott: Question Comments:** Water at top, and a location for shuttling/chairlift somewhere else in Wellington as Makara isn't the best locale for this, without significant and massive influx on money and engineering

**114 - sunita Singh: Question Comments:** My concerns are to do with the environmental problems resulting from the presence of bike trails and riding within a natural and regeneration bush environment. The conflict between the two are such that strict guidelines, with measureable standards are essential to ensure absolutely that the natural environment is not damaged or limited in its growth into the future. In the absence of these controls and limits the outcome will be that the bike trails will in time severely damage the environment and reduce to a scattering of trees and vegetation rather than the ecosystem that the environment would naturally develop into. This is not stated openly nor are guidelines and measurable standards developed and detailed in this plan. Given the limited remnants of bush that remain at these lower altitudes, and especially in urban areas, it is very important that bike trails and bike riders are seen as having limits within which they can enjoy and develop this form of recreation, No recreation group can have carte blanche to develop their aspirations beyond the limits within which they exist and operate. Given that this form of recreation exists it seems feasible that it can continue but in the context of protections for the environment from the inevitable degradation that occurs as a result of the activity of the group but also as a result of activities of individuals which are clearly evident on the trails.

**116 - Bev Abbott: Question Comments:** the lack of strategic objectives for ecological restoration and conservation in the Master Plan there is no evidence that either biodiversity values or the current state of ecological restoration has been given sufficiently detailed attention in the high level planning of the routes for the 24 new sections of track

**117 - J C Horne: Question Comments:**

I have become increasingly alarmed at the adverse impacts on soils and the indigenous forests and regenerating mixed, indigenous / adventive shrublands they support, caused by unauthorised track construction mostly by mountain bikers, and by some walkers.

People and groups found to be building tracks without approval from Wellington City Council, be prosecuted, as a matter of course.

Funds ear-marked for expenditure on implementing the Makara Park Mountain Bike Park Master Plan, be redirected to closing, and restoring, in the most environmentally effective manner, the damage cited in the 'Concerns' section.

There is little concern evident in the document that this substantial proposed intrusion into regenerating indigenous, and part indigenous

ecosystems, would result in creating an extra 36 kilometres of bush edge. Bush edges along the proposed new tracks would facilitate the ingress of wind and sunlight which would dry out the adjacent ecosystems. This impact, known as the 'edge effect', would result from the fragmentation of indigenous plant communities, and also facilitate access by pest animals, pest plants and other weeds, into regenerating indigenous ecosystems, and mixed indigenous / adventive ecosystems. The objective of planting one native plant for every metre of

vegetation cleared to construct a new track in no way offsets the adverse impacts of the clearance. How many native plant species

would have to be cleared to create 18 kilometres of new track? It is impossible to calculate. The objective of planting one native plant

for every metre of vegetation cleared to construct a new track cannot possibly compensate for the losses. In addition, it is a

potentially ecologically unsound, and genetically unsound, human intervention in the process of eco-sourcing by natural means. This

involves the arrival, on the wind, or by birds, of seeds of native species. Wind also carries pollen of native plant species into indigenous ec

Top priority should be given to the control of pest plants and other weeds, and the whole range of pest animals, to allow osystems, and mixed indigenous / adventive shrublands.

Nature to proceed with the recovery of indigenous ecosystems on Makara Peak. Plans to continue to plant into existing indigenous forest, and regenerating indigenous / adventive shrublands should be abandoned, to allow the efficacy of sustained pest-plant control, and pest-animal control, and the arrival by natural means - birds and the wind - of seed and pollen, to be assessed by means of long-term studies of

a network of permanent vegetation monitoring plots established over the entire site.

In my opinion, the pleasure of planting overrides sound judgement about the way to facilitate the restoration of indigenous ecosystems. As the second paragraph in section 4.3 states, Makara Peak has benefitted over time, and will continue to benefit over time, from seed and pollen from the named, relatively close, 'high-value biodiversity areas'. The proximity of these areas obviates the need for haste in the form of planting, which may be ecologically and genetically unsound network of permanent vegetation monitoring plots established over the entire

**118 - Jonathan Kennett : Question Comments:**

Continuing with the policy of planting one tree for every metre of track built will be very challenging as most of the easy planting locations are used up and the rate of track construction looks set to increase. Much of the tree planting may need to be carried out by contractors.

It would be useful, as a matter of professional development, if all track builders (volunteer and professional) were given some training in native plant identification

**119 - Sarah Shand: Question Comments:**

Transpower seeks to ensure that the proposed development within the park does not compromise the ongoing operation, maintenance, upgrade and development of the existing CPK-WIL B line and that any work around the line is carried out safely.

While Transpower has reviewed the Draft Plan and generally supports it, Transpower considers that to avoid any adverse effects on the CPK-WIL B line from the proposed development (and construction), it needs to be carefully managed to ensure that:

? **All activities must comply with the requirements of the New Zealand Electrical Code of Practice for Electrical Safe Distances (NZECP 34:2001).** In particular, the safe separation distances in Section 2 for excavations; Section 4 for conductor to ground clearances; Section 5 for Mobile Plant; and Section 9 for people.

? **Mobile plant/machinery always maintain minimum safe separation distances from the lines.** It is important for all machinery and plant on site to remain a minimum of 4 metres clearance from the lines at all times.

? **Excavations do not destabilise towers.** Excavations too close to towers can destabilise them, potentially putting the whole line at risk. It is important that any earthworks comply with the required safe clearances specified in Section 2 of NZECP34: 2001.

? **The CPK-WIL B line and Towers 12, 15, 16 and 19 remain accessible at all times.** The CPK-WIL B line and Towers 12, 15, 16 and 19 must remain accessible for maintenance at all reasonable times, or emergency works at all times, during and after construction activities.

**Dust does not compromise the operation of the CPK-WIL B line.** Dust build up (in particular dust/dirt that is small granular portions of stone which can be very abrasive) on the conductors, insulators and towers can result in flashovers<sup>1</sup> or cause the infrastructure to wear/degrade at a faster rate. Dust is also an issue where unsealed access roads cross beneath or parallel to the lines.

? **All trees and vegetation are planted so that at maximum growth they comply with the Electricity (Hazards from Trees) Regulations 2003 and cannot fall within 4m of the CPK-WIL B line**

Transpower is currently in the investigation phase of the CPK-WIL B Reconductoring Project. The purpose of this upcoming project is to re-conductor (replace the conductors (wires)) of the CPK-WIL B line between Wilton Substation and Tower 26 (near Durham St, Brooklyn). This will include reconductoring all line spans within the park. Some maintenance works to the towers and Transpower's access tracks in the park may also be required to bring them up to today's standards of serviceability.

Reconductoring is a normal part of Transpower's work to maintain and develop the grid. In this case, the need for the work is driven by the condition of the conductor that is reaching end of life.

It is possible that at the time of works Transpower will require partial or full closure of particular tracks in proximity to the transmission line for certain durations. Transpower intends to begin discussions with the Council on this particular project in the new year, including how works within the park can best be managed. We also expect to have discussions with the park users and others potentially impacted by the project (along the rest of the line) as part of our normal communications and stakeholder planning around such work.

At this stage, it is proposed the reconductoring project will commence in the summer of 2017/2018. Given the timeframes, of our project and the intention of Council to develop tracks within the park over the next 10 years there is an opportunity to co-ordinate these works for the benefit of both parties and minimise disruption for users of the park.

**120 - Chris White: Question Comments:**

While I can accept that the park is not really suitable for a permanent uplift facility, it would be good to see provision made for periodic shuttle days.

**121 - Kit Withers: Question Comments:**

My submission is on ensuring provisions for walkers.

I've planted a 100s of native trees in the park since it opened & regularly prune some of the tracks near the Allington Rd entrance. I always give way to bikes. Only once or twice have I had a biker be rude to me.

I think a few signs saying GIVE WAY TO BIKES would be helpful

**122 - Rosamund Averton: Question Comments:**

The Master Plan is ambitious and it disappoints me that so much WCC funding is being used to formalise this great facility. I believe that the incremental development of the park, with emphasis on re-vegetation and without any further new trails would suffice. Therefore I cannot support this "Master Plan" which fails to acknowledge the needs of many pedestrians both youthful and ageing.

**124 - David Fowler: Question Comments:**

No electric bikes in the park whether designated as mountain bike or other.

**125 - Rachel Cassey: Question Comments:** a mix of grades for all ages and levels

**126 - Dean Johansson: Question Comments:** It's an impressive plan, a coherent network of tracks that will use the topography of Makara Peak to the best effect. It's nice to see a plan for expansion of the park that acknowledges and continues with the principles that have guided Makara Peak from the start, reinforcing the importance of conservation and habitat restoration and planning tracks that will be low impact in their construction and maintenance... singletrack under forest canopy. It's also nice to see that historical and cultural aspects of Makara Peak will be explored in the park. The shelters and picnic spots are a nice touch as well.

**127 - Bernard o'shaughnessy: Question Comments:**

Introduce user pays bikers pay a yearly fee like dog owners.

Tracks are doing damage to the environment.

Next they will want a café at the park.

Does CEO want to sell swimming pools to pay for this?

What about the dunnies?