

# Summary of submissions on the proposed Matairangi Mt Victoria Bike Trail



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## Part one- Who were the submitters?

### Consultation

Consultation on the proposed Matairangi Mt Victoria Bike Trail was carried out between 25 January and 25 February. The proposal was communicated through social media, flier drops to local residents, attendance at local community meetings and emails to key stakeholders. Signage detailing the proposal was installed at the proposed site. Details of the proposal were on Wellington City Council's [Kōrero Mai/Let's Talk page](#).

### Submitters

There were 367 responses in total. Submissions were made online, through email. We received 9 submissions from organisations and 358 from individuals. Refer to **Appendix A** for a list of organisations and individuals. 9 submitters made an oral submission. As feedback was freeform, and by email, we did not collect any demographic information<sup>1</sup>.

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<sup>1</sup> Demographics were not collected and therefore the representability of this sample cannot be discerned.

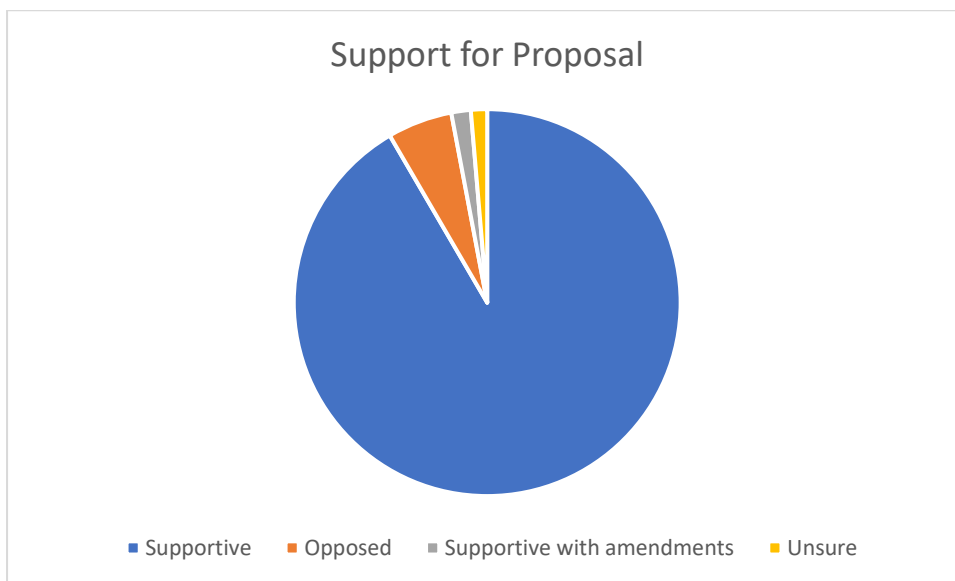
## Part two – Analysis of the submissions

### What we asked

Submitters who had been directed to the 'New Mount Vic Mountain Bike Trail' Kōrero Mai/Let's Talk page were asked to give feedback or ask any questions through email.

### Support for proposal

Support for this proposal<sup>2</sup> was stated in the email feedback. We were unsure of five submitters standpoints, which were listed as 'Unsure'. 92% (337) of submitters were Supportive, 5% (20) were Opposed, 2.5% (6) were Supportive with amendments, and 1.5% (5) were Unsure.



Supportive	Opposed	Supportive with amendments	Unsure
337	20	6	5

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<sup>2</sup> **Note:** High levels of support have been shaped by participations of mountain bikers.

### Themes in our submissions

We compiled themes into a spreadsheet, which were then imported into a qualitative data analysis tool called MAXQDA. We categorised segments of each submission into theme categories, and then exported and analysed the results. While theming each submission, we became increasingly familiar with the themes we noticed in the data. We were therefore able to dedicate time to consider each submission carefully and produce accurate and representative themes.

## Content of Themes

*Ranked from highest number of submitters. Themes are hyperlinked to their corresponding section in the document.*

[Good-mid range \(195\)](#)

[Increases Wellington's reputation for tourism \(101\)](#)

[Great addition to other tracks \(84\)](#)

[Economic benefits \(72\)](#)

[Reduces walker/biker conflict \(66\)](#)

[Positive mental/physical health impacts \(65\)](#)

[Location benefits \(64\)](#)

[Reduces traffic \(55\)](#)

[Pests, Weeds, Planting, Maintenance \(52\)](#)

[Suggestions + requests \(45\)](#)

[Safety \(38\)](#)

[Trails Wellington \(38\)](#)

[Benefits for Eastern Suburbs \(33\)](#)

[Environmental protection/Kaitiaki work \(32\)](#)

[Benefits for Children \(32\)](#)

[Benefits for CBD \(29\)](#)

[Natural environment \(27\)](#)

[Accessibility/Inclusivity for all people \(24\)](#)

[Commute \(18\)](#)

[Inconsistent/Consistent with WCC plans/strategies \(16\)](#)

[Low carbon/Environment \(16\)](#)

[Trail intersections \(15\)](#)

[Women \(13\)](#)

[Signage \(10\)](#)

[Older adults \(9\)](#)

[Disabilities \(5\)](#)

Supportive comments

Themes have been grouped into 7 larger themes: *'Great addition to track network'*, *'Economic benefits'*, *'Location'*, *'Natural environment'*, *'Accessibility/Inclusivity for all people'*, *'Physical and mental health benefits'*, *'Effectiveness of Trails Wellington'*.

Theme	No. of submitter comments	Exemplar	Officer response
<i>Great addition to track network</i>			
<p><b>Good-mid range</b>            This was the most prominent theme in the submissions. Current tracks on offer at Matairangi are too technical and intimidating for new/beginner riders. The new Matairangi/Mt Vic track would cater to a wider range of abilities of riders and provide a space for new riders to progress. In particular, for families, women and children.</p>	<b>195</b>	<p>“A new intermediate trail focusing on flow would help balance the park's offerings, with many other trails being a higher grade and focusing on more technical sections.” Callum Macaskill</p> <p>“The current network of trails however is right at (or above!) my skill level and so to have another trail that is of Grade 3 level would be an incredible asset to the city.” Greg Lynch</p> <p>“A trail that is fun, which advanced riders, as well as kids and families can ride together and progress on will have such a positive impact.” Evan Powell</p> <p>“It will allow more women, girls and new cyclists to make better use of Matairangi.” Anne Dowden</p>	Noted

<p><b>Great addition to other tracks</b> This track will be a great addition to the existing trails on Matairangi Mt Vic. It will be a real asset to Wellington's trails.</p>	<p><b>84</b></p>	<p>“This track sounds amazing and will be a real asset to the mountain biking we have in Wellington.” Sam Barnett</p>	<p>Noted</p>
<p><i>Economic benefits</i></p>			
<p><b>Increases Wellington's Rep- Benefit for Tourism</b> Wellington as an MTB destination is competing with Nelson, Queenstown and Rotorua- needs to 'up its game'. Trail will attract tourists, and people to live and work in Wellington. Important for businesses, and to maintain a thriving city.</p>	<p><b>101</b></p>	<p>“Wellington is known as a MTB destination by residents and those visiting. But other cities such as Nelson, Qwtn, Rotorua are also catering for MTB and walking. Consequently, Wgtn needs to keep lifting its game to remain attractive to residents and visitors.” <i>Nigel Jefferies</i></p> <p>“A city with good cycle networks creates a world-class reputation.” <i>Stephen Parker</i></p> <p>“Wellington is a fantastic city to live in. On top of the great cafes, restaurants, bars, museums and theatre we have in our capital, we have great access to the outdoors with a strong network of tracks (walking and biking) over the city. These tracks help encourage people into the outdoors, and provide a fantastic, healthy escape from the hustle of the city.” <i>Tahdg Walker</i></p>	<p>Noted</p>
<p><b>Economic benefits</b> No cost to the ratepayer, this trail is fully funded by Trails Wellington. Will attract visitors that are valuable for local businesses.</p>	<p><b>72</b></p>	<p>“Wellington needs new and exciting attractions to stimulate visitor interest and provide opportunities for our</p>	<p>Noted</p>



<p>Trail is critical for liveability as Wellington’s population increases and intensifies.</p>		<p>economy and amenities to progress.” <i>Troy Purcell</i></p> <p>“By having a higher number of cyclists in the area the trail will also be valuable to our business. The more people that are riding bikes, the more bikes there are to service and the more sustainable our business is.” <i>Get Lost Cycling</i></p>	
<i>Location</i>			
<p><b>Benefits for Eastern Suburbs</b> Easy to access, especially for residents of the Eastern suburbs. Accessible for those in surrounding suburbs to quality trails without having to drive. It also makes use of the lesser utilised Eastern side of Mt Vic and provides a good descent to the Hataitai/Eastern suburb side. Great commute option for those travelling into the CBD.</p>	<b>33</b>	<p>“Mount Victoria has long been the central feature in Wellington’s growth into one of NZ’s prime Mtb locations. It is known for it’s easy access from the central city, beautiful views and as a key location for people in the surrounding suburbs to access quality trails without having to drive.” <i>Brian</i></p> <p>“This trail will offer an off-road commuting option for residents of the Eastern Suburbs when commuting back from the city.” <i>Tania Anderson</i></p>	Noted
<p><b>Benefits for CBD</b> Proximity to the city makes Wellington an attractive MTB destination, and a place to work and live. Brings people into the city, benefitting our local businesses. Trail creates access to experience the town belt and natural bush for CBD workers during their lunch break or commuting to and from work.</p>	<b>29</b>	<p>“The natural bush and topography will make this a spectacular trail minutes from the central city.” <i>Karl Jones</i></p> <p>“It’s a fantastic option for bringing people back into the city for example after riding we’ll go and support</p>	Noted

		<p>another local café in the cbd." <i>Nigel Pounds</i></p> <p>"The central location of Matairangi means that this area offers easy access to CBD workers for the like of lunchtime or after work rides." <i>Mike Molony</i></p>	
<p><b>Commute</b></p> <p>The trail creates a commuting option to and from the Eastern suburbs to CBD. This brings cyclists off the road, reducing traffic and providing a safer commute for both cyclists and drivers.</p>	18	<p>"A purpose-built trail would be a great addition for both recreation and safe commuting." <i>Tighes Nutsford</i></p> <p>"This trail will offer an off-road commuting option for residents of the Eastern Suburbs when commuting back from the city." <i>Thomas Adamson</i></p>	Noted
<i>Safety</i>			
<p><b>Reduces walker/biker conflict</b></p> <p>Trail will be dedicated to mountain bikers, reducing collisions between walkers and riders.</p>	66	<p>"Takes riders off walking tracks - where crashes are more likely." <i>Nicole Lew</i></p> <p>"The Haitaitai side of Matairangi does not have a lot of trails on it. This, coupled with the trail being professionally designed and built (with input from the Council), means that there will be little/no conflict with other user groups like walkers." <i>Trails Wellington</i></p>	Noted

		<p>“The proposed trail has good separation from motor vehicles and walkers.” <i>Luke Southorn</i></p>	
<p><b>Reduces traffic</b> The new trail will take pressure off the western side of Mt Vic, moving bike traffic to the new trail and easing congestion of other trails.</p>	55	<p>“It will strengthen the network on Matairangi for all users by moving bike traffic from the western side of the maunga, freeing up many of the trails shared by riders, walkers and runners.” <i>Quintin Tauhau</i></p> <p>“The area is already popular and providing more routes will have a positive impact and reduce trail congestion.” <i>Elyse Armstrong</i></p>	Noted
<p><b>Increases safety (general comments)</b> Grade 3 is an intermediate level where riders can safely progress, without trying a grade that is too far above their level and possibly getting injured. The new trail will help spread riders out over the trails and help reduce other trails becoming overused or damaged. Also helps prevent the creation of illegal trails.</p>	38	<p>“Professional design and build of the proposed trail will assist immensely with a positive rider experience including safety, reduce erosion and degradation of the trail surface, and greatly assist maintenance over the trail life.” <i>Jono Gulland</i></p> <p>“I am also a physiotherapist working in a private practice clinic and frequently see injuries to MTBers from falling off. I do believe that this is often because cyclist are trying trails above their level of experience. Having a further 'flow' trail close to the city would reduce the amount of injuries, increase the skill levels of riders and ultimately improve</p>	Noted.

		<p>the riding experience of users.” <i>Greg Lynch</i></p> <p>“With more dedicated trails, the likelihood of “ad-hoc trails” proliferating spontaneously may be less. This is particularly the case at Matairangi (Mount Victoria) and may result in higher levels of safety, less accidents and less claims on ACC.” <i>Dirk Van Seventer</i></p>	
<p><b>Trail intersections</b> Submitters emphasise the importance of safe track design so that trail intersections are managed for minimal collisions/incidents.</p>	<p><b>15</b></p>	<p>“A purpose-built trail that is designed to manage intersections etc on Mt Vic is a great idea.” <i>Euan Howden</i></p> <p>“As a walker on Mt Victoria as well, minimising track crossing and good signage are also important to me.” <i>Jane Lamb</i></p> <p>“It should also reduce biker traffic on the existing eastern trails and make it safer for cyclists, pedestrians and road users, as at the moment riders tend to emerge out on to the road and onto walking paths unexpectedly.” <i>Peter Sandston</i></p>	<p>Noted. The number of intersections have now been reduced from the original 5 proposed to 2. For the remaining 2, officers will work with Trails Wellington to ensure the intersections are built in a safe manner and clearly sign posted. They will be designed to improve safety and minimise conflict.</p>
<p><b>Signage</b> Signage is essential for safety and usability of the trail, to protect walkers and riders from collisions.</p>	<p><b>10</b></p>	<p>“This would be great especially if well signposted to keep riders and walkers aware of use.” <i>Brian Harris</i></p>	<p>Noted. The track will include clear signs for walkers and mountain bikers at each</p>

<p>Accessible signage is especially important for blind, low vision, mobility impaired and older people.</p>		<p>“Recommendation 1: DPA recommends that safety guidance be provided through clear signage and written information to all cycle trail users around respecting the rights and needs of all pedestrians and other footpath/walkway users, especially at the entry and exit points on the track and wherever there is reasonable proximity between the trail and any pedestrian access ways. This is to ensure that there are no collisions between pedestrians and mountain bikers cycling at speed within these locations.” <i>Chris Ford, Disabled Persons Assembly</i></p> <p>Careful planning for trail crossings would be my main concern, good signage, and the development of the finish area so that there's a suitable option to link back to other trails. <i>Dan Sharpe</i></p>	<p>intersection and at the beginning and end of the trail.</p>
<p><i>Natural environment</i></p>			
<p><b>Kaitiaki work: Pests, Weeds, Planting, Maintenance</b> Utilising the land and opening it to the public will mean maintenance of the track, and with that comes native plantings, management of pests and weeds, and increased maintenance of the surrounding area. Submitters reference the success of trapping and</p>	<p>55</p>	<p>“The track will also improve access for pest control and native bush regeneration.” <i>Callum Strong</i></p> <p>“I believe much of the Eastern side of Mt Victoria/Matairangi is currently</p>	<p>Noted. Officers will work with the community and Trails Wellington to ensure an ongoing plan for weeding, planting and track maintenance. Officers will work with Trail Wellington on a formal agreement under which they operate.</p>

<p>planting in other trail areas like Waimapihi and Mākara Peak.</p>		<p>underutilised and is covered in non-native flora (large pine/macroparpa, decorative cherry and other exotic trees). Creating a new MTB trail is an excellent use of this space and opens up access for additional native planting.” <i>Stuart King</i></p> <p>“My experience with the Polhill trails is that the development of the track also benefits the environment with better weed control and native plantings as bike enthusiasts are encouraged to support the long-term maintenance of the trail and its surrounds.” <i>Grant Bryden</i></p> <p>“We are firm believers that providing people with controlled, fun and engaging recreational opportunities in the outdoors will result in further kaitiakitanga from a broader slice of our community.” <i>Tania Anderson</i></p> <p>“Having an accessible trail will make for a more inclusive place and encourage users from a wider network. With this will come increased kaitiakitanga from the users, they will want to protect, enjoy and preserve this asset for generations to come.” <i>Khiry Hewitt</i></p>	<p>The findings of the ecological assessment will be included in the detailed design.</p>
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<p><b>Environmental protection</b> Submitters emphasise the importance of ensuring the trail is created and maintained in a way that minimises disruption to the natural environment.</p>	<p><b>32</b></p>	<p>“I support the trail and encourage consideration of ensuring the trail is routed in a way that maintains as much of the local flora as possible, with minimal removal of vegetation, and encourage introducing increased planting of native flora to support soil retention and habitat for local native birdlife.” <i>Chris Birkinshaw</i></p> <p>“There is also some good regenerating bush on the east side of Mt Vic, so please ensure that this is not damaged in creating a new bike trail.” <i>Joanna Newman</i></p>	<p>Noted. The final route will be carefully selected so that it avoids harming the natural environment. The trail will now avoid much of the regenerating bush area.</p> <p>Furthermore, the ecological assessment will provide further guidance on the detailed design.</p>
<p><b>Natural environment</b> The track opens up an area of regenerating bush for the public where they can interact with nature and have a richer experience of the biodiversity of Mt Vic and the Town Belt. This trail will encourage people to interact with, and care for the natural environment.</p>	<p><b>27</b></p>	<p>“Opens up an underutilised area of the town belt for recreational use as there are no formal tracks in that area for walking or riding.” <i>John Cleveland</i></p> <p>“Mountain biking is an amazing gateway to understanding more about pest control, native species, and our biodiversity. It's hard to get the next generation into these topics in a meaningful way, but mountainbiking, rather than damaging the environment, contributes a lot to our biodiversity - see waimapiphi/polhill trail builders, Makara peak supporters and waiu hill.” <i>Dan Webster</i></p>	<p>Noted.</p>

		<p>“The benefits are huge – not just for MTB riders but encouraging participation, wellbeing and a connection with nature across our city.” <i>Ben Bielski</i></p>	
<p><b>Low carbon/Environment</b> The trail will provide a low-carbon, scenic commuting option for those going to into the city or Eastern suburbs. The trail’s central location will increase those cycling to the trail, rather than driving out to other trails like Waimapihi, reducing carbon emissions.</p>	<p><b>20</b></p>	<p>“In general, cycling is undergoing a boom. It’s a legitimate transport option for a low carbon future and beneficial to the environment. If this track is built it is very likely to be used by some cycle commuters. A city with good cycle networks creates a world-class reputation.” <i>Stephen Parker</i></p> <p>“Wellington's trail network is huge asset. It is consistent with our desire to be a compact, low-carbon city with easy links to nature.” <i>Patrick Morgan</i></p>	<p>Noted.</p>
<p><i>Accessibility/Inclusivity for all people</i></p>			
<p><b>Benefits for Children</b> The trail is a mid-range level that children can begin to learn on. It also provides a space for children to learn with WORD (Wellington Off-Road Riding Department). The central location makes the trail more accessible to children (not having to rely on caregiver transport) and encourages healthy recreation.</p>	<p><b>32</b></p>	<p>“It will be great for kids as well, getting them outside being active.” <i>Sefton Paske</i></p> <p>“The current trails are suited for grade 4+ so this would be brilliant for younger children riding and learning and progressing through WORD.” <i>Cilla Bennett</i></p>	<p>Noted.</p>



		<p>“Children’s sport has become increasingly competitive and I view mountain biking as a sport that once kids start they can enjoy for life. It is a foil to the stressful digital world our kids are often immersed in.”</p> <p><i>Catherine Gerard</i></p>	
<p><b>Women</b></p> <p>The mid-range level of the trail allows women to begin to build riding skills without being intimidated by the more technical tracks. This is said well by submitter <i>Nicolette Levy</i>: “There is a pool of mountain bikers (particularly older women) who enjoy it for the exercise in the fresh air and bush, but do not seek adrenaline rushes at every bend.”</p>	<p><b>13</b></p>	<p>“This will be the ideal trail for groups like WORD (children riding) and Revolve (Womens’ riding) to teach people to mountain bike on.” <i>Blaire Brooker</i></p> <p>“My wife enjoys mountain biking, but not the narrow and rooty trails forming much of Mt Vic. For her it will open up a new riding area.</p> <p>My daughter is just starting to ride trails. For her, it will be an opportunity to learn and progress in a setting close to the city centre.” <i>James Burgess</i></p> <p>“It will allow more women, girls and new cyclists to make better use of Matairangi.” <i>Anne Dowden</i></p>	<p>Noted.</p>
<p><b>Older adults</b></p> <p>The mid-range level of the track opens up Mt Vic to older adults who may not be suited to more technical tracks.</p>	<p><b>9</b></p>	<p>“This new trail gives old and young the opportunity to get outdoors on their bikes and enjoy what Wellington has to offer.” <i>John McMillan</i></p>	<p>Noted.</p>

		<p>For some active people, biking has benefits over running or walking due to lower joint impacts and can be undertaken at more advanced age.” <i>Dirk Van Seventer</i></p> <p>“I don’t know the demographic you expect to use the trails, but I am one of a number of people in their 70s who regularly ride on Mt Vic. This would not be a facility for young hoons alone!” <i>Ollie Gilbert</i></p>	
<p><b>Disabled people</b> The track should be made as accessible as possible for disabled people. Widening the proposed trail, and installing appropriate signage are steps towards a more accessible trail.</p>	5	<p>“Disabled people are people who have as much of an interest in the sport of mountain biking both as spectators and participants and the proposed Mount Victoria Mountain Biking Track should be made as accessible as possible.” <i>Chris Ford, Disabled Persons Assembly NZ</i></p> <p>‘the wider the better.’ John Coulter</p>	<p>If the trail was widened, then the damage to the environment and landscape would be significantly higher. With larger cuts into the land and more vegetation removed. There is further discussion on this in the paper.</p> <p>Officers recommend using the Open Space and Recreation Strategy and the Open Space Access Plan to investigate and then develop a fully accessible trail for people with disabilities.</p>
<i>Positive mental/physical health impacts</i>			
<p><b>Mental and physical health</b> Submitters outlined the mental and physical benefits of mountain biking: -Builds a sense of community -Promotes exercise</p>	65	<p>“Recreational activities like mountain biking are hugely important for the health and wellbeing of our community.” <i>Cesar Williams</i></p>	Noted.

<p>-Encourages a connection with nature -Helps develop confidence</p>		<p>“The benefits of exercise, particularly in the natural environment are well documented and the development of any additional resources should be encouraged.” <i>Andy Woodwark</i></p> <p>“I am thankful for the positive impact that mountain biking brings to my overall well-being - mental and physical. It has contributed to a significant turn around in my physical fitness, providing me time and space to be with friends in a very healthy environment which in turn positively impacts my mental health.” <i>Quintin Tauhau</i></p>	
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<p><i>Effectiveness of Trails Wellington</i>  Submitters expressed their confidence in Trails Wellington to professionally build and maintain the track, emphasising their previous successes.</p>	<p>38</p>	<p>“With an excellent record in its first year in 2021, Trails Wellington and its community have proven capable of responsible trail development and opening up mountain biking to the wider community. Having participated in some of this development and seen its benefits, I am confident that the Pyramid Scheme mountain bike trail proposal will prove a similar success.”  <i>Jude Murdoch</i></p> <p>“I have every confidence Trails Wellington will design, build and maintain the proposed new MTB trail on Matairangi and continue to improve the trails that have grown somewhat organically over the years.” <i>Jono Gulland</i></p>	<p>Noted.</p>
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Concerns and Opposing Comments

Themes	Opposing comments	Officer response
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<p>Already to many mountain bikers on Mount Victoria causing harm to walkers</p> <p>Submitters raised that there was already adequate provision for mountain bikers and that it is causing danger for walkers. They argued that this trail would cause the further exclusion of walkers and runners in the area as many people feel unsafe walking around the area.</p> <p>They were worried that it was going to become a mountain bike only area.</p> <p>Poor behaviour of mountain bikers towards pedestrian safety was an issue raised.</p>	<p>Mount Victoria should be preserved as a walking trail not a playground for bike enthusiasts. It is already dangerous to walk through the green belt because of bike riders – we do not need more trails for them. <i>Denise and Martyn</i></p> <p>It's already tricky to successfully Walk on this green space without coming across riders going flat out. Yes it's a shared space but feel it's becoming more dominated by mountain bikers by the day. I feel the way it's going it's going to end up a mountain bikers only area. The area should be for everyone and to be able to safely navigate the area. How about some new foot traffic only tracks, thought not! <i>Robb Morrison</i></p> <p>I am opposed to the proposal for a new mountain bike trail because I believe that there are already too many mountain bike trails on Matairangi. <i>Paul Van Houtte</i></p> <p>There are a lot of bike tracks on Mt Victoria already and little consideration given to the needs and enjoyment of the other users of the area <i>Gill James</i></p>	<p>The tension between mountain bikers and walkers on Mount Victoria is something officers are aware of and are working to address with changes to the intersections on the western side of the trail.</p> <p>Council will work with Trails Wellington to continue closing illegal mountain bike trails.</p> <p>It is possible that the new trail will move downhill mountain bike traffic to the eastern side of the mountain, helping to reduce mountain bike and walking congestion on the western side. See a further discussion about this in the paper.</p> <p>Officers recommend reviewing the prioritisation of walking and biking trails on Matairangi as part of the Open Space Access Plan review.</p>
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<p><b>Environmental Damage</b></p> <p>Submitters raised that the track would be harmful to the environment. They pointed to the western side of the track as being an example of the damage that can be done. That the eastern side of the track is the only bit that hasn't been harmed. Some submitters also raised that the regenerating bush area should be avoided.</p>	<p>'Any further development of tracks is only going to continue the destruction of this precious area of nature we are so lucky to have close to the city centre.'</p> <p><i>Laura Woodward</i></p> <p>'Does the council want to destroy the environment our native species need?'</p> <p><i>Nigel Allan Hefford</i></p> <p>This eastern flank is the last part of Mt Victoria that hasn't been wrecked by mountain bikes.</p> <p><i>Dean Winder</i></p> <p>Introducing tracks to this area will harm this habitat oasis. Foot traffic will bring invasive species into the area, as can be seen along with other established walking and biking tracks on Vic in the form of Tradescantia, a succulent perennial plant that is an environmental weed, causing significant problems under trees and in bush reserves throughout the North Island.</p> <p><i>Dave Houghton</i></p> <p>This track will involve major work along the eastern side of Alexandra Road including the removal of native trees some planted fairly recently and only now looking good... My neighbour and his family have been restoring the stream that comes down in this area and planting appropriate native trees (which I believe were supplied by the council). If the track goes ahead it should not interfere with this area.</p> <p><i>Gill James</i></p>	<p>The final route will be carefully selected so that it avoids harming the natural environment. The alignment has been changed so that it now avoids much of the regenerating and replanting area. Furthermore, the ecological assessment will provide further guidance on protecting the health of the flora and fauna.</p> <p>The area is not a significant ecological area.</p> <p>Council will work with the community to ensure weeding and planting takes place to support the natural environment.</p>
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There are better uses of Trails Wellington money and this puts a burden on volunteers.

One submitter raised that Trails Wellington should be spending their money on better maintaining and improving the current tracks rather than building a new trail. He suggested that a bridge that allowed walkers to walk underneath and mountain biker above would help avoid near misses and was a better use of money. He also questioned Trails Wellington ability to maintain the track as it would put a strain on their volunteer base.

Money would be better spent maintaining and improving the wide range of trails already available on Matarangi..... Previously clubs have pitched the idea of structures to link existing trails across walking paths and I support money being spent on this rather than another basic flow trail. The kind of structure I mean is like a bridge that would link the downward mtb trail which allowed for walkers to walk underneath and avoid some of the near misses and conflict that currently occurs.... so many machine built flow trails as while they are a fast build they require a lot of maintenance, which Wellington's volunteer base will struggle to stay on top of. *Chris Bramwell*

Noted. Officers are comfortable that Trails Wellington are a sustainable and growing organisation. The proposal has been brought by them.

<p><b>Consultation process and lack of information</b> Submitters raised that there was a lack of information about the proposal and the consultation was a poor process.</p> <p>A couple requested more information, such as a feasibility study, a visual impact assessment, a traffic management assessment and a ecological and landscape assessment was needed.</p>	<p>I am concerned about the lack of information regarding this track proposal. I can't provide an informed decision without more detail. <i>Nina Spence</i></p> <p>We are also concerned of the notification being given as a leaflet drop and feel that both homeowners and residents of the area should be notified and any negative implications of the proposed track pointed out. <i>Gareth Delux</i></p> <p>There is a dearth of information provided about this track and its expected impacts, other than a very substandard map which has no identifying markers on it so that people can understand easily where it goes. <i>Gill James</i></p> <ul style="list-style-type: none"> <li>• Feasibility study: How was the need for this cycle trail identified? Is there a need? Could this trail not start above the bus tunnel rather than near the Mt Vic lookout? Were other options considered? How many users of the track are anticipated and at what times of the day?</li> <li>• Visual impact assessment: Do you have plans or information on the visual impact of the mountain bike trail from streets such as Hapua Street that face Mt Victoria.</li> <li>• Ecological assessment: As mentioned above, there is abundant wildlife in the area, has the impact on this been assessed?</li> </ul> <p><i>Warren Forster</i></p>	<p>Noted. Consultation included signs on Mount Victoria, officers attending a residents association meeting, leaflets to nearby residents, emails to interest groups and information on the council website and social media channels. A map of the proposed trail was provided. A breadth of other information was not included.</p> <p>Council has commissioned a traffic management assessment, and an ecological assessment. A feasibility study has not been completed as this is a Trails Wellington proposal. However, the number of submissions in support suggest that there is a desire for more accessible tracks in Mount Victoria. The visual impact has also been assessed in the paper.</p>
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**Not consistent with councils plans**

A few submitters raised that the proposal was not consistent with the Wellington Town Belt Act, the Mount Victoria Masterplan, and the Open Space Access Plan.

Living Streets Aotearoa does not support the construction of this trail, as its construction would be contrary to the principles of the Wellington Town Belt Act 2016, specifically (1)(b)(ii)-(iv).. In particular, its construction would cause damage to the healthy native ecosystem on the eastern side of the ridge, directly contrary to principle (1)(b)(iii) of the Act. ....In our view, in regard to Principle (1)(b)(v), there is already more than adequate provision for mountainbike (MTB) users on the slopes of Matairangi - Mount Victoria. ... Further, the construction of such a trail as a bike priority trail rather than a shared use path would represent a further exclusion of walkers and runners from the shared enjoyment of the Town Belt envisaged under the Act, and diminish the accessibility to all envisaged under (1)(b)(iv). *Living street Aotearoa*

The Open Spaces Plan principle is that "track will be shared use by walkers and cyclists wherever this is appropriate. Tracks will be open for biking unless otherwise stated." The proposed track will be closed to walkers, the opposite of the intention set out in the Open Spaces Plan. The proposal does not meet this principle and should be rejected on that ground alone. ... There was a presumption in the Masterplan that there would be no new tracks on Mt Victoria because there were so many already. The Mt Vic Masterplan retains existing tracks for variety. The Mt Vic Masterplan continues the principle of shared use tracks.

*Ellen Blake*

Officers assessed the proposal against the open space access plan and the Wellington Town Belt Act and Wellington Town Belt Reserve Management Plan and found that it was consistent. See further discussion about this in the body of the paper.

<p><b>Designation of the track as shared use</b>  A couple of submitters raised that the track should be designated a shared used track. And that this designation would be more consistent with the Open Space Access Plan.</p>	<p>The Open Spaces Plan principle is that "track will be shared use by walkers and cyclists wherever this is appropriate. Tracks will be open for biking unless otherwise stated." The proposed track will be closed to walkers, the opposite of the intention set out in the Open Spaces Plan. The proposal does not meet this principle and should be rejected on that ground alone. <i>Ellen Blake</i></p> <p>... in our view it should be designated as a shared use path. due to its gradient and its placement, it should be a shared use track rather than a bike priority trail.  <i>Living Streets Aotearoa</i></p>	<p>This proposal has been brought to council by Trails Wellington for a mountain bike priority track that they build and maintain.</p> <p>It is consistent with the Open Space Access Plan which has an action to look for opportunities within Mount Victoria for a mountain bike priority track.</p>
<p><b>Behaviour training for mountain bikers</b>  Living streets Aotearoa raised that mountain bikers should have training to modify their behaviour</p>	<p>Therefore, we believe the onus is on the members of Trails Wellington and other MTB groups to educate their members on appropriate behaviour when encountering pedestrians, and for the Council to be prepared to take enforcement action against MTB users who persistently endanger pedestrians.  <i>Living Streets Aotearoa</i></p>	<p>Noted. Trails Wellington provide a variety of mountain bike education programmes.</p> <p>Officers recommend looking further into how we can reduce mountain bike and walking tensions with the review of the Open Space Access Plan.</p>

<p><b>Resident concerns about noise, and visual impact.</b> Local resident submitters raised that the new track will mean noise and visual disturbance for them. That the track entrance would be a busy congregation point and is close to residents. They argued for the track entrance to move towards the hospital jump area.</p>	<p>'Our main concern is noise coming from track users. The terrain of the area where the trail start point is proposed has a natural shaped horseshoe type terrain which is very sheltered and quiet. We live very near the proposed entrance site and this will undoubtedly increase the noise pollution heard from our home.' <i>Gareth Delux</i></p> <p>I urge you to please start the track South of the pedestrian component of Hapua St, as the track will be close to our houses, bring increased noise and alter the peaceful environment of our location. <i>Suzi Hume</i></p> <p>As residents of Hapua Street, we are a little concerned about the potential impact of this proposal on views, noise and wildlife <i>Warren Forster</i></p>	<p>It is likely that some of the track will be able to be seen by residents. However, you can already see part of Alexandra Road and the Matairangi Nature trail.</p> <p>It is possible that some noise will be able to be heard from the track entrance. However, it is at most 70m away from the closest residential house. This area is already a natural meeting area next to the public toilets. This issue is addressed further in the paper.</p> <p>Furthermore, careful planting can ensure that noise and visual disruption is minimal.</p>
<p><b>A resident raised that it would dissect a pre-existing track</b></p>	<p>The proposed entry to the track will also dissect a pre-existing walk access track which has been in use for approximately 10 years.</p>	<p>Noted. There is an illegal track that comes off the start of the track.</p>
<p><b>The trail should be safer, easier and wider.</b> A couple of submitters raised that this trail would still be dangerous and that we should be building safer trails and easier trails for beginners. One submitter suggested that an intermediate track was not easy enough.</p>	<p>'Jumps = injuries, lets build something safer but still fun.' <i>Arran Whiteford</i></p> <p>There needs to be a greater balance with providing more less technical off road tracks in the region. I feel there are already enough grade 3 and above tracks around the region without more being added. <i>Stefan Vluggger</i></p>	<p>Noted. The Open Space Access Plan supports a variety of types of mountain bike tracks. This track is a step towards a more accessible and easier trail in the Mount Victoria area. The steep topography will not support a lower grade trail.</p>

## Suggestions and Requests

These submissions have been categorised as suggestions to be addressed/considered.

Suggestion/request	Submitter	Officer response
<i>Relevant to current proposal</i>		
<p><b>Traffic and carparking</b> Some submitter raised that the track could increase traffic and reduce car parking in the area.</p> <p>It was also raised that ending the route at SH1 was dangerous.</p> <p>Other submitters suggested elements to consider to improving traffic safety in the area.</p>	<p>I would recommend finishing the track at the skills area, it would be safer than ending at a SH and also easier for people to get back up to the road and back onto the other tracks. Give shuttle cock some TLC and improve it so people wanting a more technical ride to finish can go down there. <i>Jill Ford</i></p> <p>There needs to be a safe, seperated (from cars) and clearly marked one-way uphill MTBing route to the start of this track. More inexperienced, young and timid cyclists using the road will be dangerous. . <i>Anna Dowden</i></p> <p>Alexandra road is narrow with little shoulder for walkers or bikers to pull out of the way of vehicles. There has been little improvement to this over the past twenty years. Increased bikers will mean increased shuttles and vehicles and trailers for mountain bikers. Has this increase in traffic been considered? I would like to see significant improvement to this road such as speed reducing strategies and improved shoulder before I could support additional users accessing this green space. <i>Nicky Beamish</i></p> <p>I also think that the road crossing design will need careful consideration, as it effectively forms a cross roads with Alexandra road and the summit road junction at the same point, and a regular bus service passing through. So we don't want either vehicles or bikes crossing that junction quickly, and sight lines need to be unobstructed. <i>David Harkness</i></p> <p>Further suggestions;</p> <ul style="list-style-type: none"> <li>• additional traffic calming measures added to Alexandra road</li> <li>• safer and clearly marked crossings added across Alexandra Road</li> </ul> <p>Areas I have concerns about the speed and visibility of traffic include:</p>	<p>A traffic assessment has been commissioned and is underway. It is looking at some of these concerns raised and how to mitigate them.</p> <p>The end of the trail has been moved to the Mount Victoria skills area to reduce the potential hazard on to SH1 as raised by the submissions.</p>

	<ul style="list-style-type: none"><li>• The crossing by the Croquet club/Table Tennis clubs</li><li>• The crossing by the SPCA carpark - this is fairly blind and I've often come across vehicles travelling at excessive speeds.</li><li>• The crossing at the saddle (top of Hataitai Zigzag) - again, this is a blind corner that often sees vehicles moving at excessive speeds.</li></ul> <p>I understand Alexandra road is also used by car clubs for race events, I support their continued use of the road and their events – <i>Stuart King</i></p>	
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<p><b>Tree planting, weeding and maintenance</b>  Submitters raised that the trail should include a plan for tree planting, weeding and maintenance of the track.</p>	<p>‘While my submission supports the network I would also like to see the council ask the trail builder to collaborate on tree planting projects’. <i>Stephen Parker</i></p> <p>‘I expect it will replace and replant any vegetation affected.’ <i>Patrick Morgan</i></p> <p>‘There is no mention of who will maintain this trail if it is built. Word on the street is Mt Vic is sorely in need of a regular maintenance crew so will adding another trail compound this issue? Having trails added or ‘rebuilt’ without a plan for care over the life of the trail concerns me; increases the workload of volunteers. Perhaps trails Wellington can commit to ongoing maintenance of this trail if they are pushing hard for it?’  <i>Andrew Jackson</i></p>	<p>Officer will work with the community to ensure a plan for tree planting and weeding will take place.</p> <p>Officers will work with Trails Wellington on a formal agreement around the ongoing maintenance of the track.</p>
<p><b>Specific suggestions to the trail</b>  Submitters made many suggestions to improve the trail. Some examples are provided.</p>	<ul style="list-style-type: none"> <li>- please no blind step-up jumps with narrow landing next to a rough rock wall like on Hippies (a blue trail as well)</li> <li>- please avoid designs with hard short-distance braking after a speed-carrying feature into a berm or turn as these get destroyed very fast and ruin the flow in case of large maintenance intervals</li> <li>- table-top jumps series, progressively getting longer, are highly encouraged - <i>Alex Arefin</i></li> </ul> <p>Ensure the trail stays as grade 3 with an independent assessor, <i>Stefan Vluggen</i></p> <p>Please ensure it is as described a flow trail and does not end up with jumps or drop offs...Less ambulances and more fun and fitness. <i>Rebecca Hall</i></p> <p>One thing to note is that a road shoulder for runners needs to be preserved on the outside of the corner up from the SPCA access. Maybe a sidefill embankment for the mountain bike track if its roadside at that point. <i>Martin Roberts</i></p>	<p>Officers will work with Trails Wellington on the finishing elements of the track proposal. The intension is that it will be an intermediate level grade 3 track as it is intended, that is safe for intermediate mountain bikers to use.</p>

<p>Detailed ecological assessment</p> <p>Stu Farrets submission raised detailed ecological impact assessment advice.</p>	<p>In terms of alignment, I have considered a few deviations from the currently proposed trail in the lower section from above the Veladrome (at or about SPCA) to the skills area. This section cuts across the headwaters of three intermittent streams and includes some areas of quality regenerating bush which has benefited from ongoing pest control and hand weeding of species such as sycamore, climbing asparagus and Karaka. Having met with trail planners I think there are some clear opportunities to come up with a final detailed alignment that can work with the terrain and ecological conditions to create an awesome asset for the park.</p> <p>In terms of progression of detailed trail design I would raise the following objectives;</p> <ul style="list-style-type: none"> <li>• Avoid impacts on established indigenous tress (nikau, mahoe, tree fern, parsonsia) and less established plantings where applicable.</li> <li>• Restrict impacts on indigenous trees to those which are considered locally exotic (Karo, Karaka, Northern Hoheria) or fast growing common species (Kawakawa, Rangiora)</li> <li>• Use track alignment to intentionally remove existing weed species (Blackberry, Sycamore, Japanese honeysuckle, Holly, Wattle etc etc)</li> <li>• Avoid tracks causing unintended downstream impacts on freshwater through avoiding concentrated flow paths and integrating soakage basins at appropriate locations. The more recent 'Trevor' track is a good example of where seemingly small trails can result in reasonably significant changes to runoff and downstream impacts</li> <li>• Ensure weed management plan includes post construction phase as new light wells into cut track will cause weed invasion (see 'Trevor').</li> </ul> <p>The following opportunities should be considered in detailed design;</p> <ul style="list-style-type: none"> <li>• Try to find alignment that give sufficient 'height' to incorporate an upgraded 'Trevor' into lower reach as opposed to cutting new trail through catchment of Badminton Hall (stream has high indigenous fish values)</li> </ul>	<p>Officers met with Stu on site and have altered the track alignment to be consistent with Stu Farrets recommendations.</p>
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	<ul style="list-style-type: none"><li>• Avoid cutting through gully around 'Shuttle Cock' (i.e use Trevor) as this will likely impact on existing intermittent stream and downstream fish population</li><li>• Cut and remove existing mature Holly trees where trail goes through area of poplars (near Rugby club)</li><li>• Drill and poison existing sycamores on slope opposite SPCA carpark</li><li>• Control Japanese honeysuckle and blackberry (and other exotic weeds) where in proximity to track</li><li>• Transplant all ferns (and smaller natives) along alignment and replant in proximity</li><li>• Incorporate existing mature indigenous trees (some large Mahoe) into trail as visual features</li><li>• Use increased light from track clearance to plant key indigenous species (work with Anita on optimal species) with emphasis on long term ecological corridor through from west side to east.</li><li>• Manage runoff from track and integrate planted (carex spp) sediment basins at gully heads. These can support infiltration as well as biodiversity (ephemeral forest wetlands)</li></ul>	
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<p><b>Events</b> A submitter raised that they host events in the area and they do not want the new track to affect this.</p>	<p>The most significant is the Vosseler which is run every May. This 5 k loop starts and finishes close to Constable street and heads past the velodrome, across Alexandra road, through Charles Plimmer park, and past the SPCA. The juniors and children's course are different &amp; shorter but run on the same date. This event is attended by several hundred athletes from local regional harrier clubs. We also host 3 other traditional club races on both the western and eastern side of mount Victoria We would definitely request closure to mountain bikes for the Vosseler I can submit maps if you wish to consider <i>Paul Hewitson</i></p>	<p>The new track proposal will not impact on how these events run. The track can be closed through the normal permission process.</p>
<p><b>Name proposal is gimmicky</b> A submitter raised that the name that is being used by Trails Wellington, 'pyramid scheme' is gimmicky and that another name that has more mana should be used.</p>	<p>One aspect about this trail that I do not agree with is the current name 'pyramid scheme' I believe that this name does not reflect any of the mauri or mana, Matairangi holds. I believe that the name should reflect what the trail adds to the mountain. Not a punny gimmick. <i>Khiry Hewitt</i></p>	<p>Officers will work with the community in accordance with Te Māpihi Maurea (Wellington City Council Naming Policy) to look for an appropriate name.</p>
<p><i>Outside of current proposal</i></p>		
<p>Several submitters raised ideas or issues that were outside the scope of this trail. Including:</p> <ul style="list-style-type: none"> <li>- I think it is important that a bike path be made from the rugby club to Alexander Rd. <i>Helen</i></li> <li>- I would love to see a climbing trail added on the Eastern side to enable the trail to be used without crossing the road. <i>Stuart King</i></li> <li>- As an aside I would encourage the Council to consider making a portion of Alexandra Rd from the SPCA up to the Lookout Turn-Off a closed section in Weekends or a routinely closable section to be used for walking, cycling and general recreation. <i>Max Uivel</i></li> <li>- While you're at it I think the Miramar peninsula road is an opportunity to create a very scenic extension to recreational riders especially if it could be closed on weekends or made one way for vehicular traffic. <i>Geraldine</i></li> <li>- In time, this area could also include a coffee cart park, toilets, and bike wash area <i>Anna Dowden</i></li> <li>- I would expect most people to enter the trail having ridden Hippies. I think there needs to be a less steep link track than the one that comes out by the toilets to bring people up to the ridge (my kids have to get off and walk this bit) so perhaps a straight on gradual climb, rather than the steep left hand turn <i>David Harkness</i></li> </ul>		<p>These suggestions are out of scope of this proposal. They should be considered as part of the Open Space Access Plan Review.</p>

