

Open Space Access Plan - Implementation Plan

Renewals

Renewals are defined as maintenance on the existing tracks within the open space network.

The renewal work involves the resurfacing, reshaping, water management, and sometimes realignment of the existing tracks across the city's open space network. In the first 2 years, the Skyline Walkway, Town Belt, Outer Green Belt, and Northern Reserves are highlighted as priority areas, including some other walkways and suburban areas.

The existing open space track network continues to grow with over 340 kilometres. It is anticipated that approximately 80 percent of existing tracks will involve some form of renewal work within the next 15 years. The high standard tracks, eg urban network, will receive a higher frequency of standard of renewal than more remote tracks.

Funded upgrades

Upgrades are defined as new track initiatives within the open space network.

The implementation plan identifies specific projects or activities that will be developed and/or planned across the open space access network. Where no actions are proposed within a specific sector the current level of service and renewal work will continue.

Track category tables			
Links with management plans		Network component	
A = Northern Reserves Management Plan		<i>P = Primary Access Ways</i>	
B = Botanic Gardens of Wellington Management Plan		<i>L = Local Facility Networks</i>	
C = Suburban Reserves Management Plan		<i>S = Secondary Connectors</i>	
D = Town Belt Management Plan		<i>R = Recreation Nodes</i>	
E = Roll over from previous Open Space Access Plan		<i>F = Mount Victoria - Matairangi Master Plan</i>	
Track type			
Pedestrians		Cycling	
1 = Path	2 = <i>Short Walks</i>	<i>C1 = Beginner</i>	<i>C2 = Easy</i>
3 = Walking Tracks	4 = <i>Tramping Track</i>	<i>C3 = Intermediate</i>	<i>C4 = Advance</i>
5 = Route		<i>C5 = Expert</i>	<i>C6 = Extreme</i>

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
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No Sector Allocated

Planning	Accessibility - Listing the number and locations of paths and walkways that have sealed surfaces and flat pathways for mobility users and other disabled users	✓		
	Accessibility - Review whether more accessible tracks need to be constructed	✓		
	Accessibility - Update signage designs for the disabled within the Signage and Wayfinding Guide document	✓		
	Investigate opportunities to develop more formalised commuter link tracks through the open space network eg Haitaitai to City track via Mount Victoria / Matairangi (potential to fund this via Transport initiatives)	✓		
	Revisit if Berhampore Golf Course can be opened to mountain biking and cycling (presently this is closed to them both)	✓		
	Develop operational process for working with volunteers and enthusiasts who want to build, maintain tracks and trails, including training opportunities	✓		
	Continue investigating (and developing) web base technologies to better inform users of linkages and tracks throughout the open space network	✓		
	Studies of horse access to tracks (based on demand) with limited and controlled 4WD access).	✓		
	Make people aware of nature through recreational activities. (From Our Natural Capital) Explanation: Track use and trail builders spend time in the natural environment. We can build on these activities to link them more strongly with our biodiversity outcomes. We acknowledge the importance of allowing people to access these areas, while needing to protect our ecologically significant areas from further fragmentation. We will work to resolve the tension between these two activities and find a balance that allows for both. We want Wellington as a sought-after destination for international and domestic visitors because of its amazing combination of natural areas and thriving wildlife within a vibrant city. Healthy ecosystems and accessible natural areas will be seen as an inseparable part of our economic growth.	Ongoing		
Development				

Sector 1 - Spicer and Tawa West

1.1 Planning	Investigate track linkages from Pikitanga to new subdivision off Bing Lucas Drive. A L	Ongoing work		
	New track from Tawa to Spicer Forest via Tawa Bush Reserves. Includes connection from Ohariu Valley Road to Colonial Knob. E 3 S	✓		
1.2 Development	Develop tracks suitable for horse riding in Spicer Forest with long-term links to 944 Ohariu Valley Road.	✓		
	New track from Spicer Forest to 944 Ohariu Valley Road. A, R	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
Sector 2 - Ohariu				
2.1 Planning	<p>Skyline extension - Investigate a possible track link between Churton Park, Ohariu Valley Road, Old Coach Road and Spicer Forest. Could result in two or three tracks, mostly over private land. Will involve creating new tracks. A 3 P</p> <p>Planning/Development - Tracks along Stebbings Stream and to Ohariu Ridge. Private land. Long-term project. New track. Consider links to Glenside. Requires reserve contributions</p> <p>Planning - Connecting track along Marshall Ridge ("Stebbing's Valley") in Churton Park Subdivision and Glenside to Redwood.</p> <p>Develop a link track between Lakewood Reserve and the proposed neighbourhood centre. A 2 L</p>	All ongoing work		
3. Kaukau				
3.1 Planning	<p>Linking tracks from new subdivisions to Old Coach Road - Will involve creating a new track. C 2 L</p> <p>Investigate opportunities for tracks from Vasanta Avenue and Satara Crescent (northwest Ngaio) areas into the Outer Green Belt. C 2 L</p>			✓
3.2 Development				✓
4. Otari Wilton's Bush				
4.1 Planning	<p>Identify and test new interactive trails possibly using new technology. In particular a family trail and an ethno-botanical trail. B</p> <p>Investigate improving transport and wayfinding to Otari-Wilton's Bush. B</p> <p>Provide advocacy and signage advising dog walkers of their responsibility and mountain bikers that the area is closed to biking. B</p> <p>Investigating linking Otari-Wilton's Bush with Te Araroa National Walkway. B</p>	✓	✓	✓
4.2 Development	<p>Construct a central pathway through the collections with viewing points and links onto the Circular Walk and Nature trail as proposed in the Landscape Development Plan B 2 L</p> <p>Develop "up close and personal" walks through Phormium "Goliath" a lancewood forest "thicket" and a divaricate tunnel. B 2 L</p> <p>Develop a walking circuit through the beech collection from the north Picnic Lawn. B</p> <p>Reconfigure the pedestrian entry from Wilton Road car park to the existing visitor Information Centre, Te Marae O Tane. B 2 L</p> <p>Continue to develop the Nature Trail and Treasure Trail as the main educational trail with interpretative signage, plant labelling of all common trees and curriculum-based self-guiding material B 2 L</p> <p>Increase number of road signs from central city to Otari</p>	✓		✓
		Ongoing		✓
		✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
5. Makara Peak				
5.1 Planning	<p>The following to be considered as part of master planning for Makara Peak:</p> <ul style="list-style-type: none"> investigate a track link at the Chamberlain Road/Victory Crescent Reserve in partnership with Makara Peak Mountain Bike Supporters.C L investigate a track connection between Woodhouse Avenue, Hazelwood Avenue, and Fiona Grove to diversify values of this reserve. C L Complete the link between the end of the formed part of South Makara Road and the south coast. There is a 4WD track the whole way but the southern section passes over Terawhiti Station and does not follow the unformed legal road all of the way. An easement for access needs to be negotiated with the landowner. C S <p>South Karori Road to South Makara Road (east west) and/or Makara Peak E</p>	Ongoing	<p>✓</p> <p>✓</p> <p>✓</p>	
5.2 Development	<p>Skyline through Makara Peak car park to Salvation (track), more street signage needed C L</p> <p>Continue to work with key stakeholders in developing Karori Park and environs park. Improve the track network and connectivity in Karori Park by: C L (various track types)</p> <ul style="list-style-type: none"> developing a more accessible link at the rear of the park and investigating a link to the Makara Saddle reviewing and, where appropriate, rationalising the track network within the hill slope areas above the main park improving connections between the Mud Cycles facility, the wider park, and Makara Peak Mountain Bike Park, including an easy (grade 2) mountain bike trail in Karori Park review the configuration of the dog exercise area to complement the above proposals. <p>New linking walkway through Homewood Crescent Reserve. Involves street-to-street linkage through an urban reserve</p>	<p>✓</p> <p>Ongoing</p> <p>✓</p>		
6. Wrights Hill & Zealandia (aka Karori Sanctuary)				
6.1 Planning	<p>Consider the local parks network, in the area along the ridge from Karepa Street to the southern end of Mitchell Street as part of any future residential development/intensification. C 2 L</p> <p>If the Highbury Road site is no longer required for water and drainage purposes, manage and vest as reserve. Existing infrastructure to be managed in conjunction with the site as a reserve. Potential in the long-term for walkway access through Highbury Road Reservoir land. Large unstable pines will need to naturally fall first and land formally vested and managed as reserve before any track development. C</p>	<p>Subject to future proposals</p> <p>Subject to future proposals (approach Wellington Water in the first instance)</p>		
6.2 Development				

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7. Te Kopahou / Careys Gully

7.1 Planning	<p>Skyline Track through Careys Gully - Include a review of the four-wheel drive guidelines. Assess track conditions C 2 S</p> <p>Identify opportunities to develop track links as part of any future subdivision of the private land between Ohiro Road and Mitchell Street. C 2 S</p> <p>Brooklyn War Memorial - Investigate better signs/wayfinding from Mitchell Street, and opportunities to better promote the site and site history. C 2 S</p> <p>Initial planning for part of the Rural Coastal Connection. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, Meridian). Consider separating uses (pedestrian/vehicles) in parts between Owhiro Bay and Sinclair Head (as called for in the South Coast Management Plan). Upgrade signage on existing tracks R 2 S.</p> <p>Further track work in this area will be considered as part of a future master plan.</p>	<p>✓</p> <p>Subject to future</p> <p>✓</p> <p>Partly started, Ongoing</p> <p>✓</p>		
7.2 Development	Mitchell Street Play area - Consider signs to direct users to Elliot Park for kick-about space. C	✓		

8. Grenada North/Belmont Regional Park/Tawa

8.1 Planning	<p>Work with the landowners between Redwood Bush, Tawa Reserves and the Outer Green Belt to negotiate access for walking and cycling as part of the subdivision of Upper Stebbings Valley. A 2 L</p> <p>Work with Friends of Tawa Bush to develop link between Wilf Mexted and Woodburn Reserves and into Willowbank Park. A 2 L</p> <p>Investigate the establishment of a cross-valley link between Glenside and Grenada Village via Mark Avenue extension. A</p>	All ongoing		
8.2 Development	Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully C 2 S	Ongoing		

9. Newlands, Johnsonville and Churton Park

9.1 Planning	<p>Investigate the development of a link between Horokiwi and Belmont Regional Park. New tracks between Horokiwi Road and Lincolnshire Farms (include Reservoir Ridge). Planning required in relation to reserves agreement. A 2 L</p> <p>Finalise route options to complete the Harbour Escarpment Walkway - subject to obtaining landowner access. A 2 L</p> <p>The Council and the landowner at Stebbings Valley have an agreement that includes establishing new tracks in new reserves that will be developed and opened to the public as the private development progresses.</p> <p>Planning/Development - New track from the Mark Avenue end of Seton Nossiter Park to Middleton Road - Involves a connection over motorway.</p>	<p>✓</p> <p>✓</p> <p>Ongoing</p> <p>✓</p>		
9.2 Development	Complete the Harbour Escarpment Walkway from Waihinahina Park in Memory of Dennis Duggen to Ngauranga. Includes short section of new track at Brandon's Rock (Council land), new link from Gilbert Bush reserve to Waihinahina Park, and Gilbert Bush Reserve via Bellevue subdivision to Brandons Rock. A 2 P	✓		

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10. Trelissick Park and Environs				
10.1 Planning	Planning - New connecting track from Magazine Store to Fort Buckley. Railway (OnTrack) land	✓		
	Investigate a new track link from Highland Park into the park to provide a second park entrance from Wadestown. C 2 S	✓		
	Investigate a link from Homebush Park around to Tyers Stream Reserve as part of future subdivision of land above Jarden Mile. C 2 L			✓
	Investigate a future track link between the Hutt Road and Khandallah via Cashmere Park. C			✓
	Investigate the need and feasibility of a track between the Kaiwharawhara Park sportsfield and the Bridle Track. C 2 R	✓		
10.2 Development	Develop a second walkway access off Homebush Road. C 2 L		✓	
11. Te Ahumairangi Hill				
11.1 Planning	Creswick Terrace play area. A second access from higher up on Creswick Terrace could improve access and better connect the park to the local walking route network. Investigate cost/benefit. C 2 L			✓
11.2 Development	Focus on street signage from the central city for pedestrians	✓		
12. Botanic Garden				
12.1 Planning	Encourage use of Botanic Garden as a pedestrian commuter route and assess the potential for improving interpretation on some of these major routes. B	Ongoing		
	Redesign and improve wayfinding between Bolton Street and the entrance into the Botanic Garden, Bolton Street Cemetery and Anderson Park off Kinross Street. B	✓		
	Improve walking links between Kelburn Park and the central city, including signs. D		✓	
12.2 Development	Street signage from the central city to Main Gardens and Bolton Street Cemetery for pedestrians		✓	
13 Central City -				
13.1 Planning	Investigate the development of a track between Kelburn Parade and Aro Street with a possible link to the top of Semellof Terrace. D 2 S		✓	
13.2 Development	Update and increase the number of signs within the central city, as well as smart technologies and websites that direct people towards the open space network, including Pohill Gully, Central Park, Mount Victoria/ Matairangi, as well as major sporting hubs, eg Wellington Regional Aquatic Centre, ASB Sports Centre, Makara Peak Mountain Bike Park and other key sports parks	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
14 Mt Victoria / Matairangi				
14.1 Planning	<p>One of the key recommendations of the Matairangi/Mount Victoria Master Plan is to develop a three-tier track strategy as follows:</p> <ul style="list-style-type: none"> • First tier - Commuter and tourist routes to be developed (where practically achievable) to NZ Standard Walking Track and Short Walk Standards, and have easy wayfinding via the track quality, construction and signage. • Second tier - Park walks at a variety of standards, but leading to key areas of open space and views. These will largely be differentiated by signs. • Third tier - All other tracks in the park. These would have no signage for walking, but have low-profile mountain bike grade signs where required (as currently used), and be for use by those seeking a walking adventure as well as orienteering, mountain biking and running. <p>Further recommendations of the master plan include:</p> <p>Use of a range of techniques to signal the status of tracks. Tracks could be colour themed to be legible for wayfinding, and the use of different surface standards could also indicate main routes.</p> <p>There are three main tracks that should be treated as key routes - the commuter route (Hataitai to City), the route to the Mount Victoria Lookout from (most likely) Majoribanks Street, and the Southern Walkway.</p> <p>Investigate potential to improve main tracks to meet New Zealand Track Standards.</p> <p>Retain the number of tracks as this provides variety.</p> <p>Develop the pedestrian journey to the Mount Victoria Lookout, as well as connections across Alexandra Road from the car park to the path that connects you to the lookout.</p> <p>Specifically: Investigate upgrading the route from the lookout to Oriental Parade to walking track standard providing an optional loop walk for visitors.</p> <p>Explore stair/path system (cycle, buggies, walking) up to the Byrd memorial, and pedestrian crossing points on the road at its base.</p> <p>Improve pedestrian pathway around the edge of road up to the lookout car park area.</p> <p>Consider geocells on the Hataitai commuter route to assist with water management and steep slopes.</p> <p>Seal Te Ranga a Hiwi track to provide an accessible path</p> <p>Plan for ongoing legal access from Chest Hospital north to Southern Walkway. Presently Crown land - Legal exercise.</p>	Ongoing		<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p>

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
14.2 Development	Create a loop walk (meeting NZ Track Standards) from Courtenay Place via Majoribanks Street up to Mount Victoria Lookout then down to Oriental Bay and back into town. This will require the creation of an obvious gateway to the park and signage from the city). P E		✓	
	Develop a main park entrance at Majoribanks to connect with central city P 2 E	✓		
	Develop Pirie Street as other main entrance (as per Mount Victoria/ Matairangi Master Plan) P 1 E		✓	
	Develop relevant sections of the Summit Walkway and the Southern Walkway to a higher standard to recognise value of Te Ranga a Hiwi. P 1 E		✓	
	Develop tracks beside Alexandra Road to keep walkers, runners and people on bikes away from traffic. P 2/3/4 E	✓		
	Develop tracks (footpaths) beside Lookout Road to connect the upper lookout car park with the Centennial Memorial. P 1 E	✓		
	Realign intersections between mountain bike and walking tracks to create an oblique angle with a slow-down formation on the mountain bike track to reduce the risk of high speed collisions. Where this is not possible, ensure that "black diamond" mountain bike tracks do not intersect with the main commuter and tourist track within the park. P 3/4 E	Ongoing		
	Develop more single-track mountain bike tracks and endeavour to separate walkers and bikers in some areas - where appropriate. D 2 P	Ongoing		
	Upgrade the Hataitai to City Track as a major commuter route for walkers and cyclists. D	Ongoing		
	Improve walking access along the summit ridge between the lookout and the Centennial Memorial. D 2 L	✓		
	Treasure Island Grove/Kainui Reserve - Install better signage identifying the park and the track route through the park. C 2 L	✓		
	All tracks would be indicated as shared between cyclists and walkers with access to online mapping systems.	✓		
	Place names and signage in Te Reo/English where practical.		✓	
	Name open spaces to reflect history and location in consultation with mana whenua.	✓		
	Colour wayfinding systems with symbols.	✓		
	Icon wayfinding system.	✓		
	Unsigned unless marked and graded mountain bike route.	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
15 Mt Albert / Island Bay				
15.1 Planning	Sinclair Park and track links - review signage. C Assess the proposed tracks links between Newtown and the central city to ensure they integrate with the Town Belt track network and minimise conflict with Town Belt users. Potential commuting access, D 2	✓	✓	
15.2 Development	Enhance track connectivity between Tawatawa Reserve and adjoining privately-owned land of			✓
16 Miramar Peninsula				
16.1 Planning	Link Defence land to Centennial Reserve across Massey Memorial (east-west). Consider links to Scorching Bay Reserve. E 2 L (subject to proposed Te Motu Kairangi Park proceeding and master planning) Carter Park - Investigate feasibility (in particular safety and suitability of the start of a track and the run out at the bottom) of a Grade 5 mountain bike track at Carter Park. C C5 Centennial Park - Continue to support the Miramar Tracks Project Group by considering the best way to assess possible remnants of a dam C 2 L Planning - Monorgan Road Play Area. Consider installing footpath to play area	✓ ✓	✓	✓
16.2 Development	Churchill Park and Play Area - Confirm alignment of Great Harbourway track. C 2 P	✓		
17 Western Rural and Coast ("Rural Area")				
17.1 Planning	See below			
17.2 Development	See below			

Unfunded projects

Where timelines have been provided they are indicative only

Sector	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
No Sector allocated	Implementation of signage along the Great Harbourway	✓		
Sector 4	The east-west connection initiative ideal is a track from Thorndon to Makara - including the Old Māori Trail through Kilmister Block. New track from David Crescent to Johnston Hill.			
Sector 6	Development - Upgrade the St John's Pool track and links to it. Include interpretative signs on the St John's Pool Track. Include upgrading track from Messines Road to St John's Pool. Also include a new track from St John's Pool to Birdwood Bush and Appleton Park. The track to Appleton Park is part of the Kaiwharawhara Stream initiative. Possible bridges. Consider dual use. Investigate re-opening Hape Stream, Silverstream and ridge over spot heights 408 and 418 with legal access. Currently overgrown but has co-operative owner. Linkages with Sector 7 required.			✓ ✓
Sector 7	Investigate new track proposal that will extend purpose built walking/running/cycling tracks from Aro Valley to the south coast - Brooklyn Trail Builders initiative. Should be investigated as part of the Te Kopahou Master Plan	✓		
Sector 8	<i>New tracks in the Woodburn Drive area. Include signage. Provide link to Belmont Regional Park.</i>			
Sector 9	<i>New track from Trilids Lane to Churton Drive. Access through reserve from Trilids Lane to just north of the intersection of Chisbury Street and Churton Drive. Very steep gradient. Purpose is for school children to avoid traffic down Halswater Drive.</i> Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully. A 2 L - Subject to subdivision development			
Sector 10	New connecting track from Ngaio Gorge Road to Kaiwharawhara Stream. Easement over private land required			
Sector 17	Advocate for the implementation of the Rural Coastal Connection initiative. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, and Meridian). Install interpretation (brochures, onsite) and continued coastal orientation signs. Consider Quartz Hill link, Snowdens Road and Te Ika a Maru Bay. E 2 Implement the Karori Stream track initiative. Consider river crossings involved Potentially only 1.5 hours' walk from road end to coast. Include feasibility study of potential for four-wheel drive trips from Owhiro Bay to Karori. Look at demand/options/pros and cons. E Implement the East West Connection initiative to Makara coast from Makara Peak to Skyline. Subject to availability of suitable access. Include signage. Possible link through to Trelissick Park and Kaiwharawhara, (which was thought to be the traditional access to the west coast. E			