

**ORDINARY MEETING**

**OF**

**CITY STRATEGY COMMITTEE**

**AGENDA**

**Time:** 9:30 am  
**Date:** Thursday, 21 September 2017  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Lester  
Councillor Calvert  
Councillor Calvi-Freeman  
Councillor Dawson  
Councillor Day  
Councillor Eagle  
Councillor Foster  
Councillor Free  
Councillor Gilbert  
Councillor Lee  
Councillor Marsh  
Councillor Pannett (Chair)  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**NON-VOTING MEMBERS**

Te Rūnanga o Toa Rangatira Incorporated  
Port Nicholson Block Settlement Trust

**Have your say!**

*You can make a short presentation to the Councillors at this meeting. Please let us know by noon the working day before the meeting. You can do this either by phoning 803-8334, emailing [public.participation@wcc.govt.nz](mailto:public.participation@wcc.govt.nz) or writing to Democratic Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number and the issue you would like to talk about.*

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## AREA OF FOCUS

The role of the City Strategy Committee is to set the broad vision and direction of the city, determine specific outcomes that need to be met to deliver on that vision, and set in place the strategies and policies, bylaws and regulations, and work programmes to achieve those goals.

In determining and shaping the strategies, policies, regulations, and work programme of the Council, the Committee takes a holistic approach to ensure there is strong alignment between the objectives and work programmes of the seven strategic areas of Council, including:

- Environment and Infrastructure – delivering quality infrastructure to support healthy and sustainable living, protecting biodiversity and transitioning to a low carbon city
- Economic Development – promoting the city, attracting talent, keeping the city lively and raising the city's overall prosperity
- Cultural Wellbeing – enabling the city's creative communities to thrive, and supporting the city's galleries and museums to entertain and educate residents and visitors
- Social and Recreation – providing facilities and recreation opportunities to all to support quality living and healthy lifestyles
- Urban Development – making the city an attractive place to live, work and play, protecting its heritage and accommodating for growth
- Transport – ensuring people and goods move efficiently to and through the city
- Governance and Finance – building trust and confidence in decision-making by keeping residents informed, involved in decision-making, and ensuring residents receive value for money services.

The City Strategy Committee also determines what role the Council should play to achieve its objectives including: Service delivery, Funder, Regulator, Facilitator, Advocate

The City Strategy Committee works closely with the Long-term and Annual Plan committee to achieve its objectives.

**Quorum:** 8 members

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## **1 Meeting Conduct**

### **1.1 Apologies**

The Chairperson invites notice from members of apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### **1.2 Conflict of Interest Declarations**

Members are reminded of the need to be vigilant to stand aside from decision making when a conflict arises between their role as a member and any private or other external interest they might have.

### **1.3 Confirmation of Minutes**

The minutes of the meeting held on 14 September 2017 will be put to the City Strategy Committee for confirmation.

### **1.4 Public Participation**

A maximum of 60 minutes is set aside for public participation at the commencement of any meeting of the Council or committee that is open to the public. Under Standing Order 3.23.3 a written, oral or electronic application to address the meeting setting forth the subject, is required to be lodged with the Chief Executive by 12.00 noon of the working day prior to the meeting concerned, and subsequently approved by the Chairperson.

### **1.5 Items not on the Agenda**

The Chairperson will give notice of items not on the agenda as follows:

#### ***Matters Requiring Urgent Attention as Determined by Resolution of the City Strategy Committee.***

1. The reason why the item is not on the agenda; and
2. The reason why discussion of the item cannot be delayed until a subsequent meeting.

#### ***Minor Matters relating to the General Business of the City Strategy Committee.***

No resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the City Strategy Committee for further discussion.



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**2. Strategy**

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**THE MAYORS TASKFORCE ON HOUSING - INITIAL ADVICE**

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**This report is not available and will be distributed under a separate cover.**



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### **3. Monitoring**

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## **HEALTH SAFETY + SECURITY REPORT**

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### **Purpose**

1. This report reviews the Council's health and safety performance and activities for the year ended 30 June 2017. The format and content of this report remains the same as previous reports. The findings of the review being undertaken on the Elected Members' Due Diligence Obligations as defined in the Health and Safety at Work Act 2015 (HSWA) will recommend any changes to future reports, if necessary.
2. A due diligence step under the Health and Safety at Work Act 2015 (HSWA), for ELT and Councillors is to receive and review health and safety information on Council health and safety performance.

### **Summary**

3. The report comprises two sections Narrative and a Dashboard.
  - The Narrative provides qualitative commentary on activities that have occurred in the last twelve months, and are presented in three groups:
    - i. Risks
    - ii. Relationships
    - iii. Resources
  - Dashboard provides quantitative lead and lag indicators. Lag indicators are backward looking and relate to incidents, hazard source, incident profiles and risk assessment. Lead indicators are positive performance indicators.

### **Recommendation/s**

That the City Strategy Committee:

1. Receive the information.

### **Discussion**

#### **4. Critical Hazard / Risk Category Reviews**

The Council has 29 hazard categories where the risk of harm could occur to Council workers, and those in the vicinity of Council workplaces. The 29 hazard categories are maintained and monitored in the Council-wide hazard/risk register. Business units are required to create specific hazard/risk register based on their operations and the Council-wide controls.

An objective of the Council's 16/18 Health and Safety Plan is to reduce health and safety risks as more robust risk controls are developed and implemented. Eight (*out of 29*) priority hazard / risk categories were identified to be reviewed over a

two-year period using a recognised risk analysis methodology 'bow-tie' risk assessment. The top eight categories are:

<b>Category</b>	<b>ELT 'Lead'</b>
1. Personal confrontation / Working Alone	Nicola Brown
2. Vehicles on/off road (including bicycles)	Barbara McKerrow
3. Work at height	Kevin Lavery
4. Health and impairment	Nicola Brown
5. Hazardous substances	Kane Patena
6. Work with or in vicinity of services	David Chick
7. Asset failure	Andy Matthews
8. Other mobile Equipment	Barbara McKerrow

The priority categories were identified as a result of:

- Incidents reported against specific hazard categories (1Jul2015 to 30Jun2016)
- Incident investigations completed and failed hazard controls identified (1Jul2015 to 30Jun2016)
- Priorities identified by Council health and safety representatives
- Categories with high potential consequence.

In the twelve months ended 30 June 2017, Council's H+S team have facilitated four 'bow-tie' risk assessment workshops involving cross-Council representation, including senior managers, health and safety representatives and workers to test existing controls and where necessary the identification of new controls to eliminate or minimise the risk of harm to our workers.

The following summarises the status of the risk assessment process on the first four categories:

1. Personal Confrontation /Working Alone (Sep. 2016)
  - H+S Steering Group and ELT endorsement of updated controls.
  - Council-wide hazard register updated, Standard Operating Procedures developed and communicated across all business units
  - Risk profile template completed and presented to ELT. A copy of the completed risk profile template is attached. It provides the components of the bow-tie risk analysis methodology and status of Council-wide controls. Refer Appendix 1.
2. Vehicles on/off road (Nov. 2016)
  - Work continuing with Procurement to establish further controls regarding the procurement of fleet vehicles, prior to finalising the Council-wide hazard register, Standard Operating Procedures and communications.
  - Risk profile template to be completed.
3. Work at heights (Mar. 2017)
  - Council-wide register updated, Standard Operating Procedures developed.

- Seek endorsement from Sponsor to final controls.
  - Seek endorsement from H+S Steering Group and ELT prior to communicating across all business units.
  - Risk profile template to be completed.
4. Health and Impairment (June 2017)
- Outcomes from the workshop (21 June) are being collated before further work proceeds.
  - Risk profile template to be completed.

Future Health and Safety Reports to Finance Audit and Risk Subcommittee will include completed Risk Profile templates for review and consideration by the Subcommittee.

5. Specific areas of risk – Dust, silica, asbestos - Asbestos Regulations

To comply with the Health and Safety (Asbestos) Regulations 2016, Council have a duty to identify asbestos within our workplace and to prepare and review asbestos management plans by April 2018. A desk top assessment of all assets has been completed. With this information quantified, Council have now been able to develop:

- a Council-wide asbestos register (containing over 800 assets)
- a Council-wide asbestos management plan
- a draft asbestos management plan template that can be used by business units for their asset specific portfolio
- a priority order of assets that will be surveyed for asbestos over the next three to five years.

Council's H+S team are working with the business to:

- develop asset specific asbestos management plans
- identify technology and/or systems to identify assets with asbestos containing material
- identify the most appropriate information management system to maintain and manage information contained in asbestos registers and asbestos management plans so all workers have access to this information.

Council is progressing well to being compliant with the Health + Safety (Asbestos) Regulations 2016 by April 2018.

6. Incident Investigations

The following four incidents were of a serious nature that required full investigations to be undertaken. All investigations were presented to the Council's Health and Safety Steering Group, where findings and actions were accepted. Below summarises the investigation findings and actions.

Item 3.1

**Business Unit: Transport and Waste Operations**

Contractor H G Leach - CAT CS563D roll over.  
Incident Date: 19/11/2016  
Hazard Category: Other Mobile Equipment  
HG Leach temporary employee operating a roller parallel to a batter edge on the landfill, slipped off the edge and rolled. The roller was damaged but no injuries were sustained (roll cage on roller worked as designed).

Organisation Factors	Actions	Action Status
The contractor's hazard register and Standard Operating Procedure for the task were not adequate. The training, pre start, and supervision of the worker were not sufficient for the environment the operator was working in. The operator was not operating the roller in accordance with standard industry practice, perpendicular to the slope as opposed to parallel.	1. Review of contractor hazard register and SOPs.	1. Closed
	2. Increased number of safety observations by both HG Leach and WCC management to occur.	2. Closed
	3. Updates to audit documentation and schedule.	3. Closed
	4. Increased on-site supervision.	4. Closed
	5. Operator competency reassessment.	5. Closed
	6. Council run induction for all new workers to the landfill, and provision of this retrospectively to existing workers.	6. Closed

Contractor Enviro Waste  
Incident Date: 10/02/2017  
Hazard Category: Vehicles on/off roads  
An unmanned glass lane truck rolled back and collided with a public vehicle and two garages. The driver had exited the truck to collect waste. No injuries were sustained.

Organisation Factors	Actions	Action Status
Change in industry to remove manual handling and 'runner' risks resulted in single operator practice. Vehicles left unattended for short periods of time. Many Wellington roads are steep and narrow. If hand brake is not fully engaged creates the risk of loss of control of the truck.	1. Investigation of engineering controls so that when a truck is left unattended the vehicle can't move – removing the risk of human error.	1. Open (ongoing work required)
	2. Update to driver training process around application of the handbrake without depressing the release knob.	2. Closed
	3. Implementation of on-truck cameras to assist in any future incident investigations.	3. Closed

**Business Unit: Parks, Sport and Recreation (PSR)**

Incident Date: 31/10/2016  
Hazard Category: Work at Height  
Hort Team + Tree Team working together. Workers pruning branches from the top of their toolbox, located behind the cab of the truck. No fall protection in place. WorkSafe notified by public. WorkSafe attended site and stopped work. New methodology agreed,

work continued. No further action was taken by WorkSafe.		
<b>Organisation Factors</b>	<b>Actions</b>	<b>Action Status</b>
Inadequate planning prior to work commencing. The methodology being used (working from the truck) is not standard practice, or compliant with industry guidelines. The hazard ID form was not dynamic and updated as methodology changed. Traffic Management was inadequate and did not reflect work activities.	<ol style="list-style-type: none"> <li>1. Planning for cross-team jobs done jointly, using a process based methodology.</li> <li>2. Site supervisor appointed to this work in future.</li> <li>3. Full team briefing and JSA completed prior to work starting.</li> <li>4. Review Working at Height and Arboriculture Standard Operating Procedures.</li> <li>5. Teams trained in requirements of new processes.</li> <li>6. Review use of traffic management company</li> <li>7. High Risk Audit programme established to test plans.</li> </ol>	<ol style="list-style-type: none"> <li>1. Closed</li> <li>2. Closed</li> <li>3. Closed</li> <li>4. Closed</li> <li>5. Closed</li> <li>6. + 7. Open (ongoing work required)</li> </ol>
<p>Incident Date: 3/04/2017 Hazard Category: Tools + Equipment An employee slipped while hedge trimming. Employee removed his hand from the machine to steady himself. His finger made contact with the moving blades. Injuries sustained - fracture and laceration to finger.</p>		
<b>Organisation Factors</b>	<b>Actions</b>	<b>Action Status</b>
Competency assessment did not specify mechanical rating for cut resistance gloves. PSR staff required to complete a task analysis form for non-routine tasks, without clearly defined definition of 'non-routine'.	<ol style="list-style-type: none"> <li>1. PSR competency form updated to include the requirement for gloves to have a mechanical cut resistance rating of 5/5.</li> <li>2. Review of other tasks in PSR where cut resistant gloves are to be worn and learning's shared with the wider business unit and WCC.</li> <li>3. Review of task analysis forms to clarify the definition of routine or non-routine tasks, and the ability to utilise Risk Manager in the field (mobility) to complete risk assessments onsite investigated.</li> </ol>	<ol style="list-style-type: none"> <li>1. Closed</li> <li>2. Closed</li> <li>3. Open (ongoing work required)</li> </ol>

Item 3.1

**RESOURCES**

7. Policy

The Council's 2015/17 H+S Statement of Commitment was reviewed and re-signed for the 2017/19 period.

The Council introduced an Anti-Bullying Policy and Procedures in 2016 that aligns with WorkSafe's Best Practice Guidelines. In this reporting period, two

investigations into bullying have been undertaken, the outcome being both complaints were not substantiated.

8. H+S CAPEX Bids

In this reporting period H+S Capex bids were approved totalling \$155,000. These bids were presented to the Finance Committee for capital expenditure that support good health and safety practices and minimise risk to workers. Examples of bids included, EQ shelving in libraries, Body worn cameras for Parking Officers, Crash-bars on library doors and a Local Host Radio Hub to improve communications.

**RELATIONSHIPS**

9. Worker Participation

Council's Worker Participation Agreement has been renewed for a further twelve months following consultation with Union delegates.

Four Council-wide Health and Safety Representative Forums have occurred in this reporting period, including attendance by ELT members and Union Organisers.

Three H+S Representatives are members of the Council's H+S Steering Group.

H+S Representative training, levels 1, 2, and 3 continues to be a core h+s training programme.

10. Wellington Water and Local Authorities

Council have developed a health and safety working group with Wellington Water, and the Wellington local authorities and regional Council. The purpose of this forum is to manage collectively the shared health and safety responsibilities and risks. A framework has been developed that outlines responsibilities against specific hazards and risks. This forum meets quarterly.

11. Construction Clients Group

Council have recently re-joined the Construction Clients Group. This is a national forum that brings stakeholders together to develop consistent practice for the health and safety across the construction industry. Given the Council are stakeholders across a number of construction activities within the Wellington region, this forum provides us with opportunity to network and have access to national and internationally recognised practices. Of particular interest to the Council is improved practice and systems in relation to Safety in Design principles to assist us manage our risk in relation to asset failure.

**Attachments**

Attachment 1.	Bowtie Risk Analysis - Personal Confrontation	Page 16
Attachment 2.	Dashboard	Page 20

Author	Deborah Hammond, Manager, Health Safety & Wellness
Authoriser	Nicola Brown, Director Human Resources

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

Officers had consulted with Councillors/ staff prior to this report.

### **Treaty of Waitangi considerations**

Not relevant.

### **Financial implications**

Within the scope of this report.

### **Policy and legislative implications**

It is a policy requirement.

### **Risks / legal**

This is within the scope of the report.

### **Climate Change impact and considerations**

Not relevant.

### **Communications Plan**

Not relevant.

### **Health and Safety Impact considered**

*This information to ELT and Councillors assists them discharge their Officer due diligence obligations under Health and Safety at Work Act 2015.*

**Risk Assessment: Personal Confrontation**

<p><b>Risk Description</b> <i>(Definition of this risk, who is exposed, where and when exposure occurs)</i></p>	<ul style="list-style-type: none"> <li>Any situation where a worker is exposed to verbal / psychological abuse or threats, or actual or potential violence, with the actual or potential consequence being a fatality of one (or more) of our workers.</li> <li>All workers whose roles require them to interact with customers, public and contractors (front-facing) both directly (face to face) and in-directly (email/phone) are at greater risk of exposure to personal confrontation than other workers of the Council.</li> <li>A significant number of Council workers are front facing in their roles.</li> </ul>
<p><b>What we know about this risk in our business</b> <i>(Internal context)</i></p>	<p>Currently we have nineteen controls to manage the risk of harm or death to our workers. We know that ten controls are in place and working. We know that eight are partially in place. And we know that one is yet to be implemented. Therefore we've assessed the residual level of risk as High. The risk will continue to be re-assessed as implementation of further controls occurs. (Refer page 3 for detail on the controls in place to manage this risk).</p> <ul style="list-style-type: none"> <li>In the year ended 30 June 2017, 445 incidents were reported in the Council's health and safety incident management system, where personal confrontation was the primary hazard source.</li> <li>Personal Confrontation is one of the Council's eight critical risk categories.</li> <li>24 incidents (since February 2017) were reported to Police</li> <li>4 trespass notices issued</li> </ul>
<p><b>What we know about this risk in our operating environment</b> <i>(External context)</i></p>	<ul style="list-style-type: none"> <li>Personal confrontation is a hazard source that confronts all public sector organisations, retail and service delivery sectors.</li> <li>In 2016 MSD, pleaded guilty to one charge under the Health and Safety in Employment Act 1992 that it failed to take all reasonable practicable steps to ensure the health and safety of employees of their Ashburton WINZ office.</li> </ul>
<p><b>Our business objectives potentially impacted by this risk</b></p>	<p>Council have identified nine controls that require strengthening to reduce the level of risk to within tolerable levels, that of Moderate.</p> <ul style="list-style-type: none"> <li>Council's objective is through assurance and verification the Residual risk level can be reduced to a tolerable level of Moderate risk.</li> <li>Impact on worker safety and wellbeing and the subsequent safe delivery of core Council services.</li> </ul>

<p><b>Inherent risk level</b> <i>Inherent risk level is assessed without controls in place</i></p>	<p><b>Critical</b></p>
<p><b>Residual risk level</b> <i>Residual risk level is assessed with current status of controls either in place and working, partially in place, or not in place</i></p>	<p><b>High</b></p>
<p><b>Is this risk within tolerance</b></p>	<p><b>No</b></p>
<p><b>Tolerable Risk Level</b> <i>Our confidence in controls</i></p>	<p><b>Moderate</b></p>

<b>Risk owner</b>	Manager Safety Security + Wellbeing; ELT Sponsor, HR Director		
<b>Key risk event</b>	Exposure to adverse, aggressive, violent behaviours capable of causing emotional and/or physical injury.		
<b>Cause of event</b>	<p>The following events/situations could lead to a the risk event:</p> <ul style="list-style-type: none"> <li>Physical and/or emotional confrontation</li> <li>Bullying and/or harassment by public, clients or workers</li> </ul>	<b>Potential consequence / Impact</b>	<p>The following potential impacts could if the risk event is set in motion:</p> <ul style="list-style-type: none"> <li>Physical injuries / fatalities</li> <li>Emotional injuries</li> <li>Internal or external investigation</li> <li>Prosecution of our organisation or individual – breach of Health and Safety at Work Act 2015 – failure to provide a safe workplace.</li> <li>Staff leaving</li> <li>Reputational damage to our organisation</li> </ul>
<b>Engagement and communication</b>  <i>How we have engaged and consulted with our people about this risk</i>	<ul style="list-style-type: none"> <li>Council’s H+S team facilitated a ‘bow-tie’ risk analysis workshop involving cross-Council representation, including senior managers, health and safety representatives and workers to test existing controls and identify new controls.</li> <li>Standard Operating Procedures have been developed and communicated across the Council.</li> <li>The Council-wide Hazard/Risk Register has been updated.</li> </ul>		
<b>Additional resource need</b>  <i>(items of equipment, processes, training, money etc)</i>	<ul style="list-style-type: none"> <li>Approved - CAPEX H+S to purchase in the 16/17 year body-worn cameras for Parking Officers. Research evidences that the use of body-worn cameras modifies the behaviour of individuals in a positive manner.</li> <li>Pending - CAPEX H+S Bid to purchase in the 17/18 year (Sep. 2017) lone-worker devices. These devices will replace existing lone-worker devices. They have the same functionality but are more compatible and discrete and the uptake by Council workers is expected to increase.</li> <li>Pending – Oversight of training provided to staff is inconsistent. Project is underway to centralise training records with the Council’s Learning Management System (LMS).</li> </ul>	<b>Monitoring and assurance for this risk</b>	<ul style="list-style-type: none"> <li>Safety Observations</li> <li>Incident Reporting</li> <li>Security Reports</li> <li>Training Records</li> <li>Trespass Records</li> </ul>

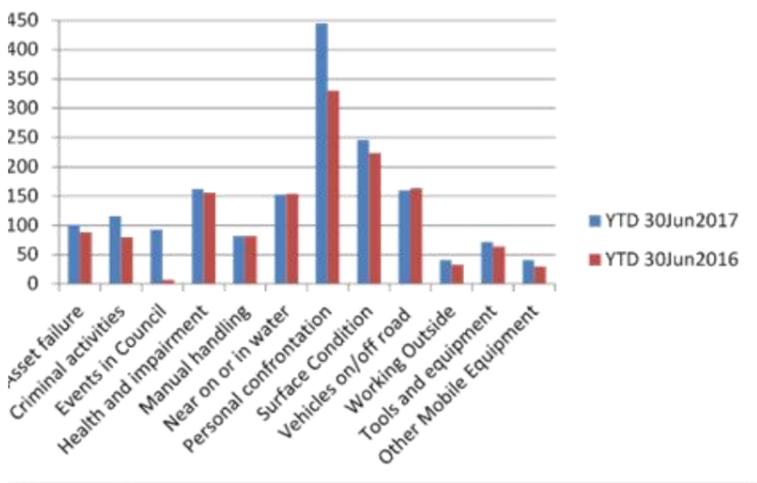
<b>Controls – How we manage this risk</b>		
<b>Brief control description (the stuff you have in place to manage the risk)</b>	<b>Hierarchy</b>	<b>Is the control in place and working?</b>
• Where possible, WCC shall eliminate the need to expose workers to personal confrontation, for example by making information available to the public remotely through digitising records.	Eliminate	Partial
• In extreme cases where repetitive behaviour is involved consider trespassing, in consultation with the Issues Resolution Office.	Eliminate	Yes
• Workplaces shall be configured to create natural barriers and separation using seating arrangements, furniture, clear access/egress areas, and visible evidence of CCTV cameras.	Isolate / Prevent Contact	Partial
• Workers shall have the discretion to not enter a property or area if they have a safety concern.	Administrative	Yes
• Reports of personal confrontation, in particular any physical assaults or personal threats made, must be referred to the Police to record and investigate if the situation warrants it.	Administrative	Yes
• A lone worker device shall be provided to workers potentially exposed to confrontation.	Administrative	Partial
• Body Cameras to be used by Parking Officers	Administrative	Yes
• High risk work should be carried out in pairs.	Administrative	Partial
• Site Alert Lists shall be maintained and communicated to workers. These shall identify at-risk properties, clients, public, and dogs.	Administrative	Partial
• Standard Operating Procedures shall be prepared for all categories of work that contain the potential for exposure to personal confrontation. Workers shall be consulted during the preparation of these plans. These plans shall provide the basis for training and inductions. Refer to <a href="http://www.business.govt.nz/worksafe/information-guidance/all-guidance-items/violence-at-work-a-guide-for-employers-and-employees-on-dealing-with/violence.pdf">http://www.business.govt.nz/worksafe/information-guidance/all-guidance-items/violence-at-work-a-guide-for-employers-and-employees-on-dealing-with/violence.pdf</a>	Administrative	Yes
• Council workers will adhere to the <a href="#">SOP - Response to people under the influence of drugs and/or alcohol in our workplace</a>	Administrative	Yes
• A tracking system and means of communication for workers potentially exposed to personal confrontation away from their offices, shall be established, for example using office in/out boards, outlook calendars, texting supervisor arriving/departing sites, RT/cellphone communications, GPS fleet tracking, lone worker devices, and tailgate meetings at start of working day with team.	Administrative	Partial
• Workers shall receive training in customer service, dealing with difficult situations, non-violent crisis intervention, armed robbery and dealing with aggressive dogs as required.	Administrative	Yes
• Interpreters made available where language barriers exist.	Administrative	No
• Security personnel shall provide assistance with assessment of premises, if requested.	Administrative	Partial
• If a worker is at risk of serious injury or being detained, while working alone, the WCC <a href="#">Crisis Response (Serious Incident Protocol)</a> shall be used to determine the response provided.	Administrative	Yes
• Debriefs and/or EAP services should be offered to workers who have experienced personal confrontation as soon as possible after the event	Administrative	Yes
• Bullying shall be prevented and managed in accordance with <a href="#">WorkSafe - Preventing and responding to bullying at work good practice guide</a> and <a href="#">Council's guidelines for Workplace Harassment and Bullying</a> .	Administrative	Yes
• Workers shall be provided with a lone worker device if required.	Administrative	Partial



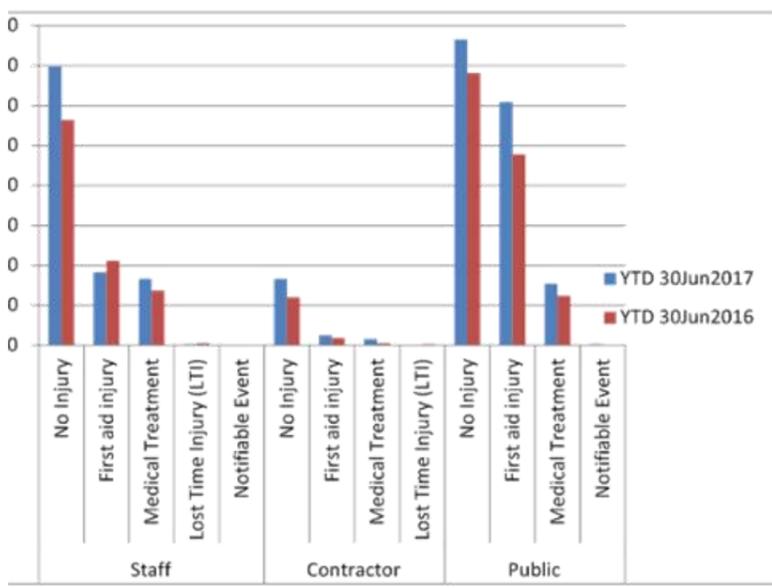
Health and Safety Dashboard – Year End 30 June 2017

LAG + LEAD INDICATORS

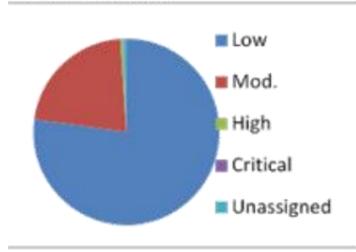
Hazard Source – TOP 12 hazard source reported against incidents (see over for commentary)



Incident Profile (see over for commentary)



Incident Risk Score



**Risk Score Commentary**  
Critical Risk Incident(1) – unauthorised illegal access into the Southern landfill tunnel.  
High Risk Incidents (7)  
Threats to staff over several months resulting in Trespass notice.  
Muscle strain as a result of significant change in workplace post November 2016 earthquake.  
Partial path collapsed in Pine Hills – public walkway.  
Contractors -unsafe work at height practices.

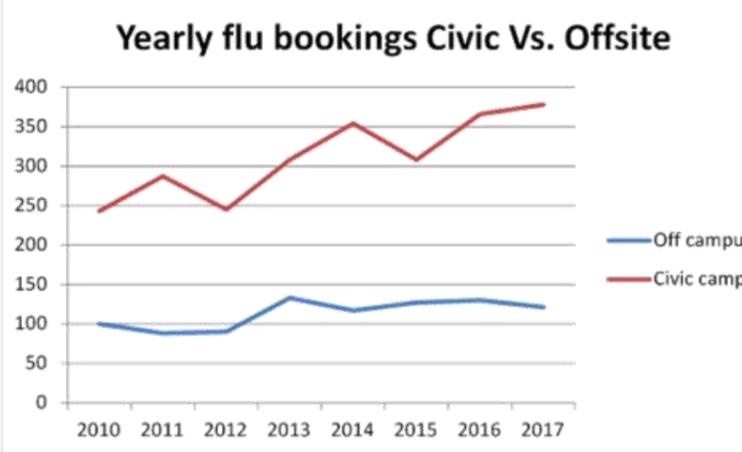
ACC Partnership Programme

Work Related ACC Injury Claims	2016-17	2015-16
Accepted	77	73
Declined	17	20
Total Claims	94	93

Claim costs to date \$36,285 \$98,963  
Number of work-days lost 95 369  
Number of claims where Case Managed 20 22  
ACC Partnership Programme Accreditation Tertiary Tertiary

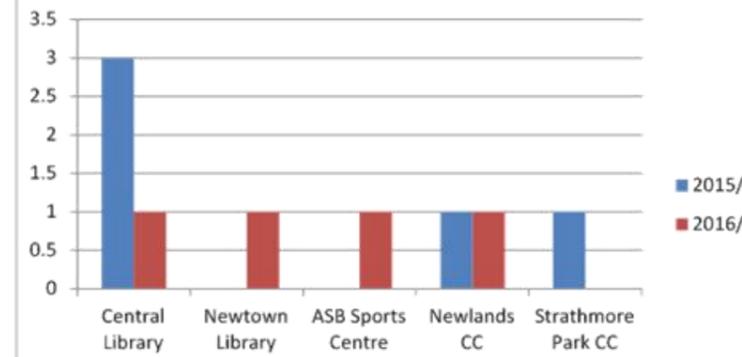
**Employee Survey**  
Council ran a survey of employees who lodged a work related ACC claim, with an 80% response rate. Overall results indicate employees are happy with the service and treatment they receive through our provider, Wellnz who assist Council manage the claims.

Influenza Programme



**Commentary on Influenza Programme**  
Uptake by staff of the free influenza vaccination continues to trend upwards, particularly where staff are situated in the Civic Campus vs those in offsite locations.

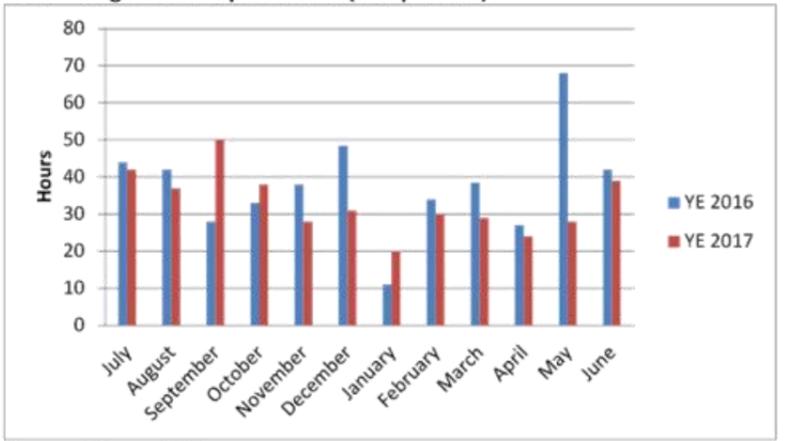
Trespass Notices Served



Core H+S Training	2016-17	2015-16
TRAINING – PEOPLE MANAGER & HS REPS	81	192
TRAINING – CONTRACTOR MANAGERS	130	
TRAINING – ICAM (Incident Investigation Techniques)	13	
TRAINING - FIRST AID	275	322
TRAINING - NON VIOLENT CRISIS INTERVENTION	94	140
TRAINING - RESILIENCE	47	
<b>Recognition</b>	<b>2016-17</b>	<b>2015-16</b>
HEALTH AND SAFETY HEROES	13	18
<b>ELT Observations</b>	<b>2016-17</b>	<b>2015-16</b>
HEALTH AND SAFETY OBSERVATIONS (ELT)	9	3
<b>D+A Test Results</b>	<b>2016-17</b>	<b>2015-16</b>
DRUG AND ALCOHOL TESTING - Pass	112	165
DRUG AND ALCOHOL TESTING - Fail	7	5
<b>EI Referrals</b>	<b>2016-17</b>	<b>2015-16</b>
EARLY INTERVENTION PHYSIOTHERAPY REFERRALS	48	68

Note: See over for further commentary.

# EAP Usage – Hours per month (comparison)



**Commentary on EAP**  
Council offer free EAP services to employees. This offer is widely used across all business units. Council trends are comparative with national trends. In the 16/17 year the majority of referrals were female. 55% of the total referrals were for work related issues vs personal/family reasons. 78% of employees who provided feedback confirmed the provision of counselling had increased the likelihood that they would continue to work at the Council. This is above the national average of 50%.

#### Commentary on Hazard Source

- The tables above represent the hazard source of incidents reported. Council have 29 hazard categories and the 12 categories above are those areas that are predominantly reported on.
- Incidents where Personal Confrontation as the primary hazard source continue to rise. This generally is a result of incidents involving Parking Officers however other areas within Council (e.g. libraries) are experiencing greater numbers of incidents involving verbally abusive and aggressive customers. Staff are encouraged to report incidents so that action can be taken to mitigate future risks. Body Worn cameras have now been introduced to Parking Services and it is expected that public behaviour will alter in a positive way with the introduction of this technology. Ongoing training, supervision, debriefs and emergency protocols continue as mechanisms to manage the risk of personal confrontation across business units who have staff with front-facing customer roles.

#### Commentary on Incident Profile

There is an increase in reported incidents in the 16/17 year. Year-end reported incidents total 2,793. The total number of incidents reported in the 15/16 year total 2,349. Incidents where No Injury occurred continue to trend upwards – a total of 1,631 incidents for the year end.

#### Commentary on Trespass Notices Served

All incidents involved Council workers being exposed to a sustained risk of harm as a result of personal confrontation by these individuals. Trespass notices are issued as a reasonable step Council can take to minimise risk of harm. A threshold must be met prior to the issuing of a Trespass notice. Trespass notices are in place for two-years and are monitored by the Council's Security Team.

#### Commentary Training

- People Manager + HS Reps training provides managers and reps an understanding of the implications of the Health and Safety at Work Act 2015 and how it applies in our workplace.
- Contractor Management provides context on the Council's requirements for contractor management to align with the Health and Safety at Work Act and to assist consistent practices across our organisation.
- ICAM training provides workers with the techniques to undertake full investigations.
- Non-violent crisis intervention training is an international training methodology and delivers knowledge and techniques for our 'front-facing' staff to help them recognise and respond safely to customers and public who may be acting in a defensive and/or threatening way. NCI training is identified as an established mitigation/control in the Council's hazard/risk register for 'PERSONAL CONFRONTATION'.
- Resilience training has been introduced as a core Health and Safety training programme to assist staff to build and enhance existing resilience skills as well as provide new techniques to help better handle challenges in the workplace and in life.
- Acknowledging the positive health and safety behaviours demonstrated by our staff is rewarded through the Health and Safety Hero cards – all of which are signed off by the Chief Executive and presented to staff.
- Visible health and safety leadership is measured through ELT completing safety observations across their directorate.
- Failed drug and alcohol results in disciplinary action in addition to requiring employees to attend compulsory rehabilitation which includes six random drug and alcohol tests over a subsequent two-year period.
- Early intervention referrals assist employees experiencing pain and discomfort – the intention to prevent ongoing issues becoming an ACC claim.



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## 4. Operational

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### REPORT BACK ON ELECTED MEMBER'S OVERSEAS TRAVEL

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#### Purpose

1. This report contains information about Councillor Simon Woolf's overseas travel to Heilongjiang, China.

#### Summary

2. The China Cultural Centre in New Zealand extended an invited to Council for one elected member to lead a delegation to it's partner province of Heilongjiang to explore further oppurtunities for cultural exchange and Wellington promotion. Councillor Woolf was elected by Council to lead this delegation at the CSC meeting on 22<sup>nd</sup> June 2017.
3. The visit inhanced Wellington's reputation as the cultural capital of New Zealand in the north east of China, an area not previously prospected by western countries for cooperation.
4. Through the visit, Wellington was able to identify a performing arts group to represent China at the 2018 Chinese New Year Festival. The group would be enjoyable for Wellingtonians as well as providing the educational aspect of culture which is important to both the China Cultural Centre's and the Wellington Chinese New Year's objectives.
5. The visit also created many opportunities for cultural exchange in the future including dance and music residencies, and symphony orchestra and ensemble exchanges.

#### Recommendation/s

That the City Strategy Committee:

1. Receives the information.
2. Note the content of the report.

#### Background

6. The China Cultural Centre in New Zealand is a subsidiary of the Ministry of Culture funded by the Central Government of the Peoples' Republic of China. Since the 1980's a network of over 30 centres have been established in capital cities around the world with the objective of educating people of other countries about Chinese culture. The China Cultural Centre was established in Wellington in 2015 and is tasked with strengthening cultural ties between New Zealand and China. Wellington City Council share a close and very beneficial relationship with the Centre. In 2017 the China Cultural Centre partnered with the province of Heilongjiang to ensure their exchange programme is varied and representative of all of China.
7. Harbin, the capital, was appointed as a 'City of Music' by the UN in 2010 to celebrate the city's contribution to classical music and the establishment of its new cultural hub comprising a stunning opera house, concert hall and conservatory of music. The city is also a renowned arts and culture hub, famous for hosting the worlds largest ice and snow sculpture and light festival every winter.

8. China is irrefutably becoming increasingly important to New Zealand, and Wellington as a result. An MoU was signed during Premier Li Keqiang's visit to the country that stated New Zealand's involvement in China's new foreign trade strategy, the One Belt One Road Initiative, would be largely centred around city-to-city exchange. Therefore it is incumbent upon the Council and its elected members to be internationally capable.
9. The Asian Events Trust is the Wellington based entity that has successfully organised the city's Chinese New Year Festival for over 20 years. The Festival, which has begun to grow exponentially in terms of popularity, will host a performing arts group from Heilongjiang in 2018 to ring in the year of the Dog. 2018 will be the first year that Asian Events Trust and the China Cultural Centre in New Zealand will collaborate on the Chinese New Year Festival to combine two separate competing events into one larger event.

### **Discussion**

10. The programme, arranged by the Chinese Ministry of Culture, included meetings and activities with the purpose of developing Wellington's annual programme of cultural exchange as well as exposing civic leaders and officials of Wellington City to Chinese culture in a first-hand experience. The programme also included formal meetings with local government and provincial government to discuss best practice in governance and to promote Wellington as the host of the 2017 New Zealand China Mayoral Forum.
11. Councillor Woolf visited several national level institutions and venues including the Longjiang Opera Theatre, the Tongjiang Cultural Heritage Theatre, the Harbin Conservatory of Music, and the Harbin Concert Hall and Opera House, home of the international award winning Heilongjiang Symphony Orchestra. Several exchanges between the two cities were discussed including a classical dance residency programme and exchanges of musical ensembles, orchestras and stage curators. Council is exploring the possibility of a time bound Memorandum of Understanding with Harbin focusing on arts and culture exchanges. An exchange programme with China's 'City of Music' would enhance the variety offered by Wellington's annual cultural programme whilst adding world renowned talent, and promote Wellington's status as a cultural capital to China.
12. Following the visit, The Heilongjiang Provincial Department of Culture has extended an invitation to the New Zealand Symphony Orchestra to travel to Harbin later this year and perform with the Heilongjiang Symphony Orchestra with all travel expenses meant by the Department of Culture.
13. Through several visits and activities, the delegation was also able to identify a performing arts group to represent China at the 2018 Chinese New Year Festival in Wellington. The group meets the original objectives of the China Cultural Centre and Asian Events Trust by offering an educational approach to traditional Chinese Culture through the country's intangible cultural heritage and ethnic minorities, while also offering an entertaining and professional performance which will be positively received in Wellington.
14. Councillor Woolf met with senior representatives of provincial and civic government and discussed the significance of the New Zealand China Mayoral Forum in the sphere of bilateral business and investment opportunities.

### **Attachments**

Nil

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Author	Amanda Cundy, Policy Officer
Authoriser	Kane Patena, Director Governance and Assurance

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

N/A

### **Treaty of Waitangi considerations**

N/A

### **Financial implications**

There are no financial implications associated with accepting the contents of this report.

### **Policy and legislative implications**

N/A

### **Risks / legal**

N/A

### **Climate Change impact and considerations**

N/A

### **Communications Plan**

N/A

### **Health and Safety Impact considered**

N/A

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## **POLHILL RESERVE TRACK PROPOSALS**

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### **Purpose**

1. To report back on feedback on track proposals for Polhill Reserve and recommend to the Council that it approves changes to the Open Space Access Plan to enable the construction of two tracks.

### **Summary**

2. Council adopted the Open Space Access Plan on 28 September 2016 with the following amendment:
3. "Agree to consult further with the Aro Valley and Mountain Biking Community on the creation of a downhill track in Polhill".
4. A user survey was developed to gather information on who, when, why and how people were using the tracks. The survey took place between 14 December 2016 and 6 March 2017 and had 866 responses.
5. Formal consultation on three track proposals proposed by Brooklyn Trail Builders and two track closures proposed by the Council took place between 6 June and 3 July 2017. 610 submissions were received.
6. The paper provide an analysis of submissions and recommends changes to the schedules in the Open Space Access Plan.

### **Recommendation/s**

1. That the City Strategy Committee:
2. Receive the information.
3. Recommend to Council that the following tracks in Polhill Reserve be added to the schedules in the Open Space Access Plan 2016:
  - a) Mountain bike priority descending trail (Proposal 1) be added to Schedule B, and
  - b) Walking only connector track (Proposal 2) and walking only track from Ashton Fitchett Drive to Transient (Proposal 5) be added to Schedule A.
4. Agree not to proceed with construction of the shared use track between Clinical and Highbury Fling (Proposal 3) or close the walking only track from Waimapihi to Transient (Proposal 4)
5. Agree that upon completion of the tracks proposed in 3.a) and 3.b), no further tracks will be constructed in Polhill Reserve.
6. Instruct officers to review the Memorandum of Understanding (MOU) with the Brooklyn Trail Builders prior to works being undertaken to reflect construction requirements of the tracks proposed in 3.a) and 3.b).

### **Background**

7. Polhill Reserve comprises 70 hectares of the Wellington Town Belt and includes reserve areas known as Polhill Gully Recreation Reserve, Waimapihi Reserve and George Denton Park (Attachment 1).

8. The area provides a green backdrop to Aro Valley and comprises the Waimapihi Stream catchment stretching from Aro Street and Holloway Road to the Zealandia fence line and Outer Green Belt. It contains stands of conifers, regenerating native vegetation, and exotic scrub, with a network of older walking tracks and more recent shared trails built by the Brooklyn Trail Builders.
9. Polhill is a popular reserve close to the CBD with almost 66,000 users annually using Transient, the main track in the reserve. It has almost a 50/50 split between bikers and walkers/runners.
10. Polhill has important ecological features and values. The area is close to Zealandia and provides a habitat for several native bird species. It is one of two reserves where the endangered saddleback/tieke has established territories, and currently the only reserve where breeding has been confirmed. The reserve is zoned as a Conservation Site under the District Plan.
11. Brooklyn Trail Builders (BTB) is a community volunteer group that has been building and maintaining trails, planting trees, and removing rubbish in Polhill for the last decade. BTB work in partnership with the Council and the Polhill Protectors – a group established to develop and maintain a pest control network in the reserve.
12. During consultation on the draft Open Space Access Plan (OSAP) in July 2016 a submission was received from the Brooklyn Trail Builders (BTB) proposing three additional tracks be built in Polhill Reserve. The OSAP was adopted by the Council on 28 September 2016 with the following amendment:
13. *“Agree to consult further with the Aro Valley and Mountain Biking Community on the creation of a downhill track in Polhill”.*
14. BTB proposed three trails to improve user experience and safety in Polhill.
  - A mountain bike priority descending trail, 2.5 kilometres in length. Grade intermediate. (Proposal one).
  - A foot traffic only connection from Karepa St to Planet Ride trail - Planet Ride is a walking only trail. (Proposal two).
  - A two-way multi-user 350m connector trail from near the top of Clinical, connecting to Highbury Fling. (Proposal three).
15. Council officers carried out extensive engagement on the proposals through a User Survey followed by formal consultation.
16. **User Survey:** A survey was established to gather information on who, when, why and how people were using the tracks in Polhill as well as to start to build a picture of the user experience. The survey went live on 14 December 2016 and closed on 6 March 2017. A total of 866 responses were received (Attachment 2).
17. The survey found:
  - Respondents were more likely to use Polhill Reserve tracks on the weekend than during the week. Those living in the surrounding suburbs differed only slightly in their use by day and time compared to all respondents. However, they used the tracks more frequently.
  - Two thirds of respondents used Polhill Reserve mainly for biking. A further 15 percent could not define a main use but did a combination of two of the three, or all three, activities (biking, running and walking) in relatively equal parts.

- Over three quarters of respondents were attracted to Polhill by the level of the tracks on offer (79 percent) and/or the Reserve’s natural environment (77 percent).
- About two thirds of respondents (65 percent) reported having experienced at least one incident while using the Polhill Reserve tracks.
- Suggested improvements or changes: Almost all respondents (93 percent) were supportive of adding a further track or tracks, and just over three quarters (76 percent) supported the separation of users. Less than half of respondents supported adding passing bays (41 percent) or widening the track (28 percent).

18. Officers carried out a formal assessment of the BTB proposals against the criteria for Track Design and Track Assessment in the Open Space Access Plan (Attachment 3). The assessment raised some issues. In particular:

- The trails will require vegetation removal and the forming of narrow tracks across steep slopes subject to erosion. If the trails proceed the routes will need reviewing by independent track designers.
- The trails could pose a risk to nesting success of tieke. If the trails proceed a survey on the effects of the nesting and breeding of tieke should take place.
- We will need careful design at trail intersections, including good sight lines, to reduce speed and ensure people’s safety.
- The proposed DH trail would need to be the same grade as Transient to ensure all bikers ride this trail downhill and stay off Transient.

19. To minimise vegetation removal and overall disturbance to the reserve the assessment recommended proposals 2 and 3 not proceed.

20. **Formal consultation:** Following a review of the findings of the user survey, officers proceeded to formally consult on the three BTB proposals as well as two potential track closures (Attachment 4).

21. Consultation took place between 6 June and 3 July 2017. 610 submissions were received. 10 submitters made oral submissions in support of their written submissions on 17 August 2017.

### Discussion

22. An analysis of the submissions is attached (Attachment 5). The breakdown of users is shown below. Note that the submitters could list more than one activity.

Biker	Walker	Commuter	Runner	Dog walker
541	332	161	249	88

### Proposal 1: A new 2.5 km mountain bike priority descending trail

23. This proposal would remove descending mountain bikes from the upper two thirds of Transient trail. Transient will become a shared use track with uphill riding only.

Yes	No	Unsure
575	16	6

24. There was considerable support for the proposal. Main reasons for supporting this proposal were:

- It will remove downhill bike traffic from Transient and prevent conflict and reduce the potential for accidents.
- Transient is now so busy that it is very frustrating to use at peak times. Many people now avoid using it. The trail is very narrow making it difficult for walkers and bikers to pass one another.

25. Some submitters had concerns about the proposal particularly around the potential damage caused to the forest canopy and native bird habitat particularly tieke.
26. The Council assessment of the Brooklyn Trail Builders Proposal noted the proposed track would cause increased impacts on hill cross slopes, potential conflict at crossing points with other tracks and potential impact on four threatened bird species.
27. The User Survey noted that two thirds of visitors had experienced some type of low level conflict when visiting Polhill Reserve. Anecdotally Transient as the busiest track in the Reserve is where most conflict occurs.
28. The proposal will reduce conflict by separating downhill bikers from walkers, runners and uphill bikers provided the track is built to an intermediate grade. The issues raised in submissions and through the Council assessment can be mitigated by commissioning an independent review of the track alignment including careful design of track intersections. In addition the Council should commission a research project to assess the impact of the track development on vegetation and bird life in the reserve.
29. **Recommendation:** The track be approved as a bike priority track under Schedule B of the Open Space Access Plan 2016. Construction must be subject to
- An independent review of the track alignment and a geotechnical assessment.
  - Careful design of track intersections.
  - Establishing a research project to assess the ecological impacts of the track.

**Proposal 1A: Alternate option for the top of the track below Ashton Fitchett Drive**

Yes	No	Unsure
178	250	142

30. There was mixed support for this proposal with 44% (250) not supporting the alternative option for this section of the proposed downhill track. 25% of respondents were unsure about support for the option.
31. Main reasons for not supporting this option were:
- It creates two crossings across existing tracks and a short pinch climb to Ashton Fitchett Drive.
  - Forces uphill riders to take a longer steeper path and cross a downhill trail.
  - It will require the removal of the short track between Transient and Sawmill.
- **Recommendation:** The final alignment of this section to be reviewed along with the overall route alignment of the proposed downhill priority track (Proposal 1).

**Proposal 2: A new 350 metre walking-only connector trail from 104 Karepa Street to its connection with Transient.**

32. The proposal would enable a walking only route between Brooklyn and Aro Street when linked to the walking only track (Planet Ride) between Transient and Aro Street.

Yes	No	Unsure
424	47	107

33. The main reasons for supporting this proposal were:
- Enables a walking only track between Brooklyn and Aro Valley and links well with the public walkway between Mitchell Street and Karepa Street.
  - Will reduce walkers on Transient
34. Some submitters had concerns about the proposal. In particular:
- There are other connecting tracks close by including the bottom of Karepa Street and Ashton Fitchett Drive. Unsure about demand for the new track.
  - Low priority relative to the other track proposals.
  - Goes very close to some houses on Karepa Street and Ashton Fitchett Drive causing privacy and security issues.
35. One submitter proposed a slight realignment of this track within the reserve to make it shorter by joining Transient around 100 metres down from the junction with Planet Ride. This would have advantages in moving it away from adjacent houses but require walkers to walk uphill on Transient before continuing downhill on Planet Ride.
36. The User Survey identified that over three-quarters of those surveyed (76%) supported separation of users.
37. The route from the street into the reserve passes between houses and drops steeply into the reserve requiring fencing, retaining and steps.
38. **Recommendation:** The proposed track will provide a new entrance to the reserve and improve separation of users by providing runners and walkers with a walking only route between Brooklyn and Aro Valley. However more work is required to scope the final alignment and mitigate any effects on neighbours.
39. It is recommended that this track be added to Schedule A “*Open Space Areas and tracks closed to mountain biking/cycling*” of the Open Space Access Plan 2016.

**Proposal 3: A new 350 metre shared use connector trail from upper Clinical Trail to Highbury Fling Trail.**

Yes	No	Unsure
445	62	67

40. There was considerable support for the proposal. Main reasons given were:
- It avoids a steeper climb up to Denton Park then riding through the playground and out onto a road before returning to the Reserve via the Rollercoaster Track.
  - Keeps riders in the reserve on a closed loop at an even gradient.
  - Makes it easy for new users to work out where they are going when they reach the top of Clinical. Current route is hard to find.
  - Proposed route passes through blackberry and weeds and will not damage the ecosystem or the tieke habitat.
41. Some submitters had concerns about the proposal. In particular:
- The proposed trail passes through sensitive forest tieke habitat adjacent to Zealandia.

- Nice to have. It cuts off a very short section of moderate climb. Does not seem to be worth it given the potential damage to tieke habitat.
- Doesn't fix any problems as bikes often need to get off on steep climbs elsewhere and crossing the road is not difficult.

42. Officers commissioned ecologist Dave Bryden to review potential effects of the track on tieke. His findings are that the proposed track will have negative outcomes for tieke conservation (Attachment 6).
43. One submitter suggested rerouting the end of the track for the last 100 metres before Denton Park to enable a consistent gradient.
44. The proposed shared use track will improve connectivity for bikers, walkers and runners but will have a limited effect on reducing user conflict as it does not separate users. In addition it will cause a stacking of 5 tracks in this small part of the reserve adjacent to Denton Park, opening up the forest canopy. There is also the potential impact on wildlife in this area adjacent to Zealandia in particular on tieke and their habitat.
45. **Recommendation:** The proposed track not proceed. The existing route to be improved with additional signage and forming the track around the edge of the play area.
- 46. Proposal 4: Removing the steep track from Waimapihi Reserve to its connection with Transient**

Yes	No	Unsure
130	147	293

47. There was mixed support for the proposal. 50% of respondents were unsure about the proposal possibly because they were not familiar with or had not previously used the route.
48. Reasons for supporting the proposal included:
- Too steep and not practical for walking and running.
  - Bush will regenerate naturally once closed.
49. Reasons for not supporting the proposal included:
- Track is well used by walkers and runners.
  - The track provides a different more challenging experience than other tracks in the park. Do not upgrade.
  - Used for planting and trapping initiatives in the park
  - Connects Holloway Road directly with Polhill Reserve
- 
50. **Recommendation:** Retain the track as walking only (walkers and runners) and add to Schedule A (Open space areas and tracks closed to mountain biking/cycling) of the Open Space Access Plan 2016.
- 51. Proposal 5: Removing the 60 metre Ashton Fitchett Drive steps onto Transient**

Yes	No	Unsure
145	122	304

52. There was mixed support for the proposal. 53% of respondents were unsure about the proposal possibly because they were not familiar with or had not previously used the route.

53. Reasons for supporting the proposal included:

- Removal will enable the regeneration of bush
- Steep and unsafe particularly after rain.

54. Reasons for not supporting the proposal included:

- Steps are well used by runners and walkers as a short cut to Transient.
- Help separate users at the reserve entrance.

•

55. **Recommendation:** It is recommended that this track be added to Schedule A (Open Space Areas and tracks closed to mountain biking/cycling) of the Open Space Access Plan 2016.

56. There are a large number of walkers and runners who use this link between Ashton Fitchett Drive and Transient. The link should be retained as walking only (walkers and runners) with reactive maintenance carried out to repair the steps.

• **Other proposals;**

57. Several submitters recommended that no new tracks be built in Polhill. The reserve was already too busy and making new tracks would attract more riders and damage the ecosystem. This would also increase conflict between bikers and walkers. If new tracks needed to be built they should be built elsewhere for instance Makara Peak Mountain Bike Park or Te Kopahou Reserve.

58. Response: The reserve is very popular with bikers, walkers and runners. There are currently high levels of conflict on Transient, the most popular track in the Reserve. Separation of users through a dedicated downhill track will alleviate this conflict. In addition improving walking only links through the park will increase separation. Given the sensitive nature of the ecology, the reserve cannot sustain any additional tracks over and above those recommended.

59. **Recommendation:** It is recommended that upon completion of the tracks proposed in 3.a) and 3.b), no further tracks should be constructed in Polhill Reserve.

60. One submitter proposed that a new one way system be developed for bikers using the Reserve (Attachment 7).

61. Response: This is a new proposal that would require a new consultation process if it was considered to have merit. Officers analysis of the proposal is as follows:

- A well-considered directional trail use plan
- Outcome is dependent on public (riders) adhering to prescribed routes. This will be difficult to achieve.
- The plan does not provide as much walker and rider separation in the downhill direction as the current proposal.
- It requires bikers to enter the reserve via Clinical off Holloway Road. This could cause major issues of access and increased parking on Holloway Road.
- Although considerably shorter a new trail build is still required
- It is unlikely to be supported by the riders as it does not provide separation of users for bikers in the downhill direction.

62. Officers do not recommend this be considered as a viable option.

## **Attachments**

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Attachment 3.	Formal Assessment of Brooklyn Trail Builders' Proposal	Page 48
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Attachment 5.	Potential effects on tieke	Page 61
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Attachment 7.	Alternative track proposal	Page 69

Author	Michael Oates, Open Space and Recreation Planning Manager
Authoriser	Myfanwy Emeny, Team Leader Biodiversity and Urban Ecology Paul Andrews, Manager Parks, Sport and Recreation Barbara McKerrow, Chief Operating Officer

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## **SUPPORTING INFORMATION**

### **Engagement and Consultation**

There has been extensive engagement with key stakeholders including a User Survey and formal consultation on the proposed tracks.

### **Treaty of Waitangi considerations**

Both Ngati Toa and Port Nicholson Block Settlement Trust have been advised of the proposal and do not wish to be further involved in the process but would like to be kept informed. Council officers will continue to include iwi as key stakeholders.

### **Financial implications**

Subject to final Council decision any implementation of the proposed tracks would be carried out either by the Brooklyn Trail Builders (at their cost) or prioritised as part of the future track upgrades capex budget.

### **Policy and legislative implications**

Consistent with the provisions of the Open Space Access Plan and the Wellington Town Belt Management Plan.

### **Risks / legal**

None identified.

### **Climate Change impact and considerations**

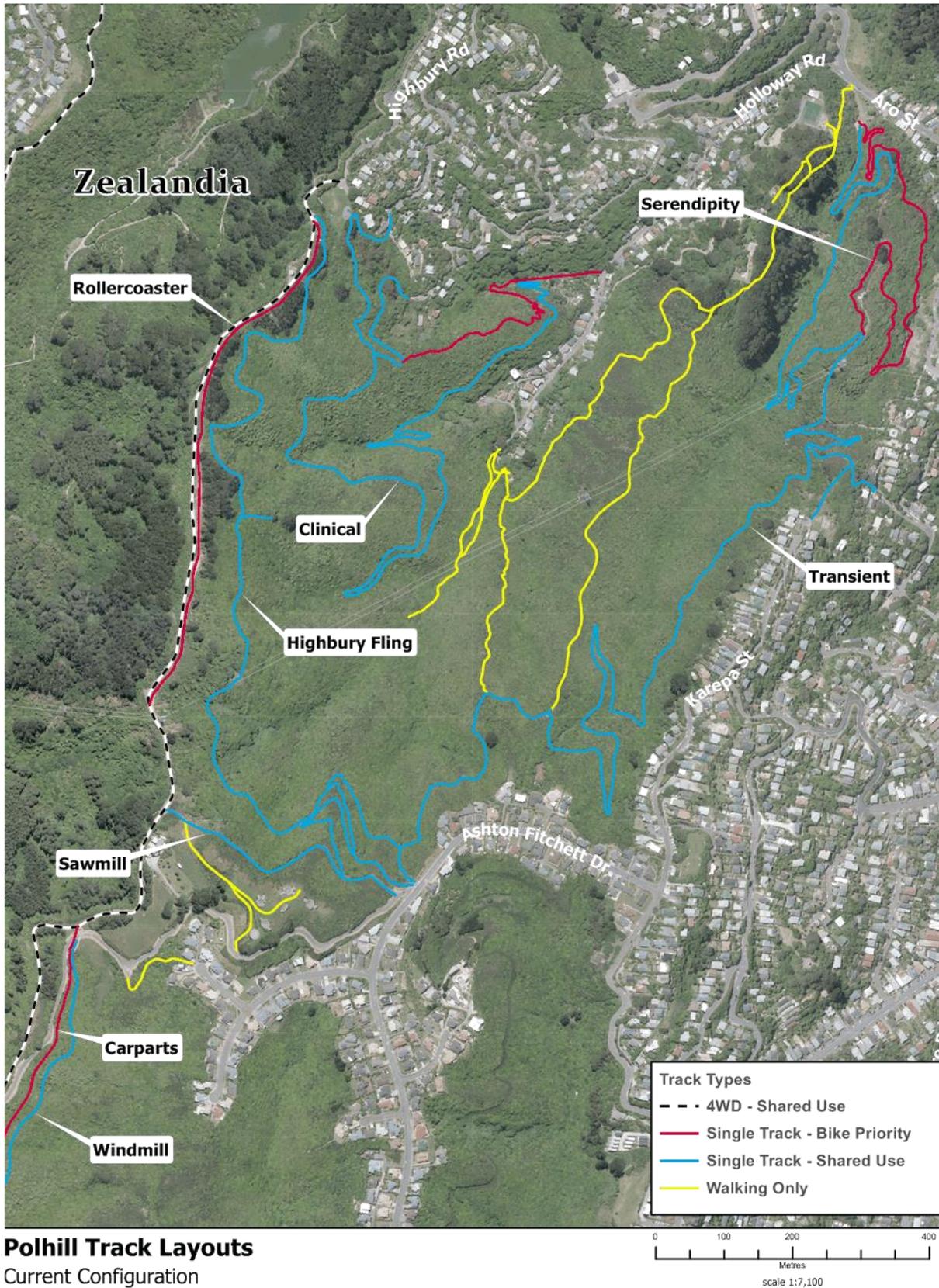
None identified.

### **Communications Plan**

Officers have prepared a detailed Communications and Engagement Plan for this project.

### **Health and Safety Impact considered**

Health and Safety issues would be considered in detail during implementation of the proposals.



**Polhill Track Layouts**  
 Current Configuration

Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy

MAP PRODUCED BY: Wellington City Council  
 101 Wakefield Street

ORIGINAL MAP SIZE: A4  
 AUTHOR: presto2j  
 DATE: 12/05/2017

**Absolutely Positively**  
**Wellington City Council**  
 Me Heke Ki Pōneke

# **Polhill Reserve**

## **Users, use and experience survey**

Research and Evaluation Team, Wellington City Council

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### **Purpose**

A proposal to build new tracks within Polhill Reserve was received from the community. The main new track is an intermediate grade mountain bike priority descending trail and has been proposed in order to reduce congestion and improve the experience in both directions for walkers, runners and uphill mountain bikers.

All new tracks must be assessed in accordance with assessment criteria on environmental impact, user group conflict and public safety. Further information was required to assess the proposal against these criteria.

Council needed to: better understand how people are recreating in the reserve and what they value about their recreational experience (e.g. why people are choosing to recreate there and barriers to that); understand who was using the reserve in terms of demographic info (e.g. where are people travelling from, female/male, age group) and; understand the extent of existing 'user conflict' in Polhill.

A survey was established to gather information on who, when, why and how people were using the tracks in the reserve as well as start to build a picture of the user experience.

### **Method**

A survey was developed using the SurveyMonkey tool. The survey went live on 14 December 2016 and closed on 6 March 2017. A total of 866 responses were received.

The survey link was posted on the "Have your say" section of the Wellington City Council (WCC) website and notices were posted at all the entrances to Polhill Reserve asking people to participate in the survey. An electronic link to the WCC website page was also sent to all known bike, running and walking groups and clubs in the area (or who stated they operated in the area).

In addition a researcher and Park Rangers also visited Polhill on six separate occasions handing out cards to users. The cards had the have your say website URL on. The times and days of these visits were selected following analysis of the Polhill counter data. This data records the number of cyclists and pedestrians going past a particular point by hour, day and user type. The times and days selected represented peak user times.

**Results**

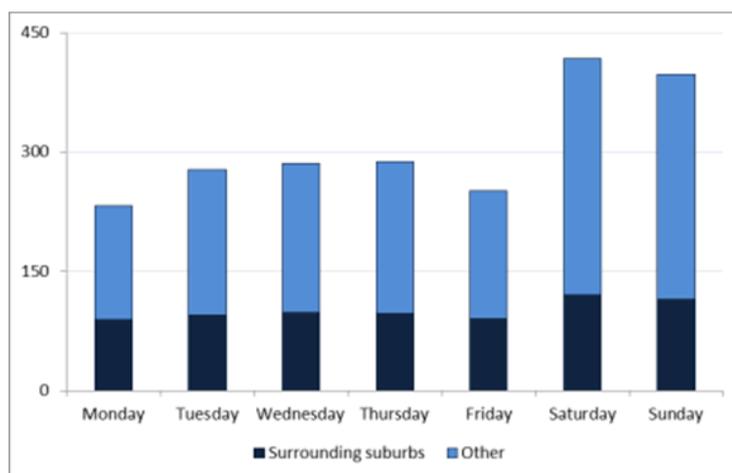
**Day, Time and Frequency**

Respondents to the survey were more likely to use Polhill Reserve tracks on the weekend than during the week. When they do use it during the week, Tuesday through Thursday were more popular than Monday or Friday (see figure 1).

Figure 2 shows the most popular times for using the reserve were between 9am and 12pm and, between 3pm and 6pm. Over 200 respondents reported using the Polhill Reserve tracks after 6pm, but only a small number reported using them before 6am.

Those living in the suburbs surrounding the reserve<sup>1</sup> differed only slightly in their use by day and time compared to all respondents. However, they were more frequent users of the tracks. Three quarters of local respondents (75 percent) used the tracks more than once a week<sup>2</sup>; this is compared to 35 percent of those who lived outside the local area (see figure 3).

Figure 1: Weekends were more popular than week days with respondents



<sup>1</sup> The 5 suburbs included in “surrounding suburbs” are: Aro Valley, Brooklyn, Highbury, Northland, and Te Aro  
<sup>2</sup> “More than once a week” is the addition of the responses: everyday, almost everyday and once or twice a week

Figure 2: Between 9am and 12pm, and between 3pm and 6pm were the most popular times to use Polhill Reserve

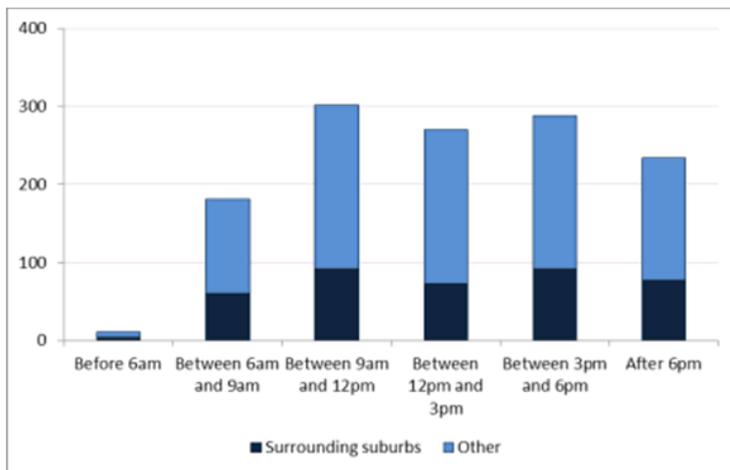
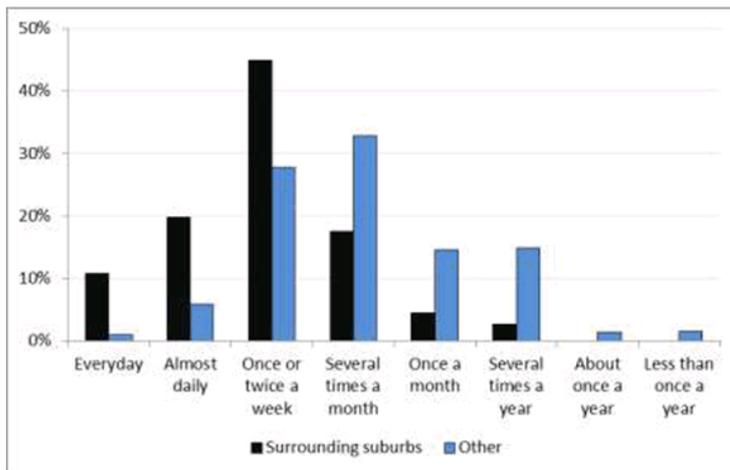


Figure 3: Those living in the surrounding suburbs were more likely to use the Polhill Reserve tracks more frequently



### Type of use

As shown in table 1 two thirds of respondents used Polhill Reserve mainly for biking. A further 15 percent could not define a main use but did a combination of two of the three, or all three, activities (biking, running and walking) in relatively equal parts. Almost all respondents (99 percent) used the tracks for recreation. A quarter (26 percent) of these also used the tracks for commuting or travelling from point to point. Most respondents (94 percent) used the tracks to go both uphill and downhill.

Table 1: Polhill is a place for recreation

User type	Percent	User type	Percent	User type	Percent
Mainly walking	9%	Recreation	73%	Uphill	3%
Mainly running	10%	Commuting	1%	Downhill	3%
Mainly biking	66%	Recreation & Commuting	26%	Both	94%
Other	15%	Other	0%		

### Attraction of Polhill Reserve

Over three quarters of respondents were attracted to Polhill by the level of the tracks on offer (79 percent) and/or the Reserve's natural environment (77 percent). Just over two thirds of respondents (67 percent) also mentioned the location of the Reserve as an attracting feature (see table 2).

Table 2: The tracks, and the environment they are in, is what attracted the most respondents to Polhill

Attraction	Percent of total respondents
Level of tracks available	79%
Natural Environment	77%
Proximity (to home, work or city)	67%
Birdlife	42%
Other	10%

A total of 63 'other' responses were collected. These comments were analysed and seven themes emerged. The themes and the number of comments relating to each are listed below (some comments were split as they related to more than one theme).

- The (ride) experience (26)
- Linkages to other tracks (12)
- Mountain biking (9)
- Meeting friends (5)
- Proximity to cafes (5)
- Change of scene (4)

- Dog walking (2)
- Other (3)

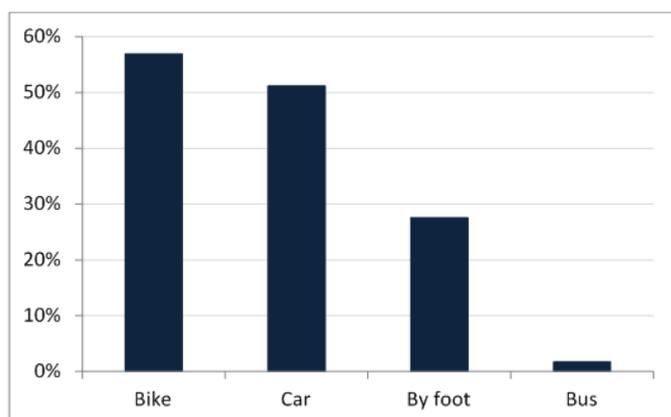
### Polhill Reserve ‘Combo’

Seventy percent of users noted that at least on some occasions they would use the Polhill tracks in combination with other tracks. When asked what these other tracks were, those most commonly mentioned were: the Zealandia fenceline; Windmill; Barking Emu; Red Rocks and; Car Parts.

### Accessing Polhill Reserve

Over half of the respondents had used a private car or bike to access the Polhill Reserve Tracks, as illustrated in figure 4. A very small percentage reported using public transport to get there.

Figure 4: Bike and car were the options most used by respondents to get to Polhill Reserve



### Level of use

Figures 5 and 6 show the level of use of the Polhill tracks as reported by respondents. Eighty percent of respondents reported “always seeing other users” when using the Polhill Reserve tracks. A further 20 percent said they sometimes saw others. Less than one percent reported rarely seeing anyone else and no one reported having never seen anyone else.

When asked to describe the level of use most (72 percent) described it as “moderate”. This was defined as “coming across other users regularly”. A number of people choose to leave a comment about the level of use. Some of these comments related to a difficulty in choosing between the ‘high’, ‘moderate’ and ‘light’ options given in the survey. The analysis of these

comments revealed two themes: that ‘Transient’ experienced particularly high levels of use compared to other tracks in the reserve and; that the day, time, season and weather affected the number (level) of users on the tracks.

Figure 5: Most respondents had encountered other users every time they used the tracks at Polhill Reserve

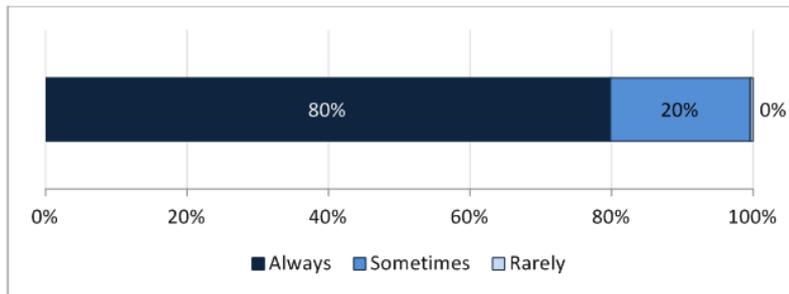
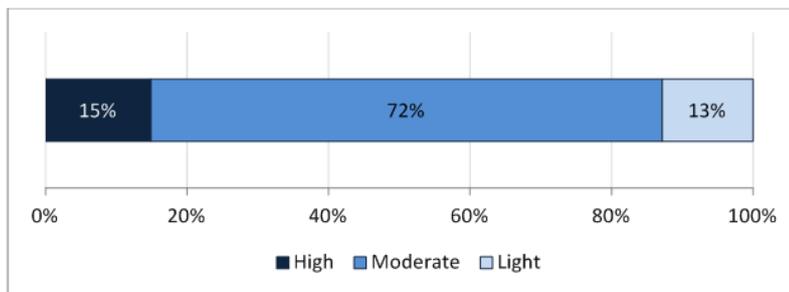


Figure 6: Respondents mostly described the level of use as moderate



**Incidents**

About two thirds of respondents (65 percent) reported having experienced at least one incident while using the Polhill Reserve tracks. An incident was defined as anything from getting a fright or almost falling, through to an accident that caused injury or an event that has had an on-going impact. These respondents were then asked to describe the incident. The incidents were coded using the following criteria and the results are shown in table 3:

1. An incident involved only the respondent (self-inflicted)
2. An incident that involved another party and resulted in a fright but no injury or physical contact with another party (near miss)
3. An incident involving another party that resulted in contact between the two parties but no, or only a minor, injury
4. An incident involving another party that resulted in an injury requiring medical attention

Most incidents (71 percent) involved a near miss, a further 22 percent of comments involved an incident where contact had been made but no serious injury had occurred.

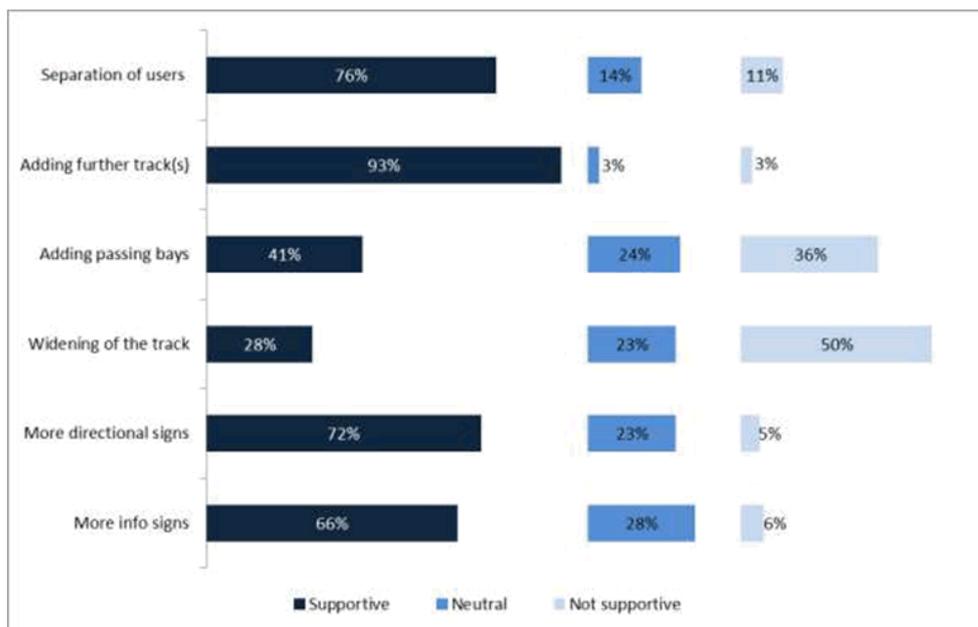
Table 3: The majority of respondents had experienced near misses a small percentage had been involved in an incident requiring medical attention

Incident Level	% of comments
1	5%
2	71%
3	22%
4	2%

**Suggested improvements or changes**

Respondents were given a list of changes that could be made to the Polhill Reserve tracks to improve enjoyment and asked to rate their level of support for each (see figure 7). Almost all respondents (93 percent) were supportive of adding a further track or tracks, and just over three quarters (76 percent) supported the separation of users. Less than half of respondents supported adding passing bays (41 percent) or widening the track (28 percent).

Figure 7: Adding a further track or tracks was supported by the majority of respondents, widening the tracks was not



### Who responded

Respondents were asked their age (figure 8), gender and where they lived (table 4). Seventy six percent of respondents were male, twenty three percent female and one percent preferred not to say. All age groups listed were represented<sup>3</sup>. The largest group of respondents were aged 40 to 49 years, and 82 percent of respondents were aged between 30 and 59.

Nearly one third (32 percent) of respondents reported living in one of the five suburbs that surround the reserve; Aro Valley, Brooklyn, Highbury, Northland and Te Aro. Four of these suburbs are in the Lambton Ward, while Northland is in the Onslow-Western Ward.

Figure 8: Respondents were most likely to aged between 30 and 59 years

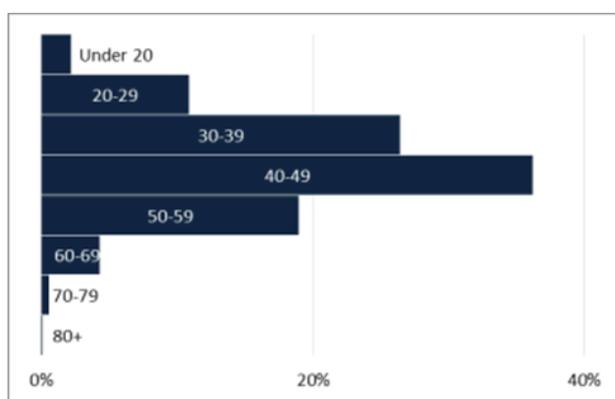


Table 4: A larger percentage of respondents came from those wards containing the suburbs that surround Polhill Reserve

Region	City/District	Ward
Wellington Region	Wellington City	Eastern Ward
Other	Porirua City	Southern Ward
	Lower Hutt City	Lambton Ward
	Upper Hutt City	Onslow-Western Ward
	Kapiti	Northern Ward
	Wairarapa	
<b>Total</b>	<b>Total</b>	<b>Total</b>

<sup>3</sup> One respondent was aged 80+. However when turned into the percentage of total respondents this figures rounds to 0 percent and does not register in figure 8

# Polhill Reserve

## Formal Assessment of Brooklyn Trail Builders' Proposal

David Halliday and Myfanwy Emeny Parks, Sport and Recreation

**Introduction**

The track proposal has been evaluated in accordance with the Track Design and Track Assessment in the Open Space Access Plan 2016 (OSAP).

The track network in Polhill Reserve provides good connectivity and accessible linkages to the main gateways /entrances to the reserve, and good connections to surrounding suburbs and adjacent reserves.

Mountain biking was introduced to the reserve in 2009 with the construction of shared use tracks. The agreement for mountain biking with Wellington Mountain Bike Club in the reserve was based on a shared trail methodology. Shared use tracks require mountain bikers to ride at a safe speed and give way to walkers and runners.

The current network comprises one track, Serendipity, as bike priority and Clinical track for riding uphill only, and walking two-way. The old ridgeline track (some refer to this as planet ride) from upper Transient to Aro Street is walking only. This track gets little use compared to Transient. The majority of walkers prefer to use the shared use Transient. Transient and Highbury Fling are shared use in both directions.

Waimapihi Reserve sits within the greater Polhill Reserve area. It has limited tracks and is closed to mountain biking. There are three private parcels of land in Holloway Road that have walking only tracks through them.

Polhill is a popular reserve, used by walkers, runners and bikers. The yearly user count from April 2016 to April 2017 is 65,699 with around a 50/50 split between walkers and bikers. For comparison, the track counts on Transient show a daily average of 186 users compared to the southern walkway in Mt Victoria at 533 users.

**Assessment (from Section 5 of the OSAP).**

Principle	Review	Comments
A wide range of skill and fitness levels, abilities and interests will be catered for by the access network.	The proposed DH bike trail (trail 1) would need to be at the same classification as Transient to ensure all current bike users ride this trail downhill and stay off Transient to reduce conflict from Transient due to downhill bikes.	The current network provides good accessibility for the majority of walkers, runners and riders.  The new track proposals do not change accessibility levels.
Key destinations will be able to be easily accessed from main entrances, where possible and reflect Accessible Wellington Action Plan.	The proposed trails do not provide any additional access to key destinations.	
Trails will be shared use, for example, by walkers and cyclists wherever this is appropriate. Tracks will be open for biking unless otherwise stated in this plan.	The proposed descending trail (trail 1) would be a bike priority track, therefore not meeting the shared use principle. The proposed Karepa Street connection (Trail 2) would be walking only. This may require steps.  The proposed connection to the fence line of Upper George Denton (Trail 3) would be shared use status.	To meet the objectives of the proposed descending bike trail, which is to remove conflict from Transient the track would need to be bike priority and Transient closed to downhill riding.  The new descending bike trail would need to be at the same riding track classification as Transient to ensure all current bikers can continue to access Polhill. Transient would be uphill riding only for bikes, with walking in two directions.

<p>The access network will be integrated with the wider city and regional access networks, and the transport needs of pedestrians and cyclists.</p>	<p>The current track network provides for this and is open to walkers, runners and bikers. It connects suburbs for commuting and connects to adjacent reserves. The additional tracks would not add any greater value to this apart from the Karepa Street proposal. However there are two existing entrances close to this point. The closest current entrance is only 250-metres away, the next closest is 400-metres away.</p>	<p>The proposed descending bike trail will result in a bike priority fast descending track from the wind turbine to Aro Street. This is likely to attract more riders to the reserve and may result in an increase in bike shuttling via cars and vans with trailers. This may cause increased parking issues on Aro Street / Holloway Road. In addition there may be some road safety issues through loading and unloading vans and trailer shuttles on Aro Street/Holloway Road.</p> <p>Traffic engineers have reviewed Aro Street around the Polhill entrance and have determined no additional car parking is available. There is a review of bus stop locations with the potential relocation of a bus stop on the opposite side of the road from the reserve entrance.</p>
<p>Where practicable tracks will cater for demonstrated recreation demand. Demand will be assessed via a number of methods, including, but not limited to surveys, user counts, and public requests for tracks.</p>	<p>The current Polhill track network provides for trail users, riders, walkers and runners.</p> <p>The track counts show good numbers of users (daily average 186) and a 50/50 split of pedestrians and bikers. The track counts have remained at the same level for a number of years.</p> <p>The Polhill user survey shows strong support for separating users (76 percent) and building new tracks (93 percent).</p> <p>The survey shows reasons for visiting the reserve at 80 percent for the current level of tracks and 80 percent for the experience of the natural environment.</p>	<p>There are approximately 100-kilometres of grade 3 trails open for bikers in Council reserves.</p> <p>The Makara Peak Master Plan proposes an additional 16-kilometres of mountain bike trails at grade 3 plus.</p> <p>There are proposals for additional mountain bike specific tracks with loops within the neighbouring Te Kopahou Reserve.</p>

<p>All tracks will be physically sustainable and require minimal long term maintenance</p>	<p>The proposed descending track will sit below and close to Transient. In places this will be on steep cross slopes. The cut batter heights will vary but be up to 1.8m in height in places.</p> <p>A number of earth slips have occurred through Polhill Reserve in recent high rain events. Cross slope stability is of concern when two or more trails are stacked close to each other on steep cross slopes. This can lead to slope instability in high rain fall events.</p> <p>The descending proposal includes “alternative lines”. This would increase the impact of vegetation loss and earth works.</p> <p>The Ashton Fitchett Drive, Turbine access road area currently has four tracks stacked onto of each other. The proposal would see two more added to this. This is poor track network design due to negative impacts on slope stability and vegetation loss. It also forms an overly busy track junction.</p> <p>The descending track is approximately 2.2-kilometres long. At an average of 800-milimetres wide this will result in 1760 square metres of vegetation clearance and approximately 760 cubic metres of earth works and soil displacement. This is based on track design engineer estimates and on best practice (New Zealand standard and International Mountain Bike Association standard) that the track is fully benched to ensure physical sustainability.</p> <p>Refer to environmental assessment.</p>	<p>The addition of another track below Transient on the steeper hill slopes may increase the risk of hill slope slips in heavy rain events.</p> <p>It is recommended that a Geotech engineer is engaged to review any approved track alignment to provide advice, potential amendments and engineer solutions that may be needed to reduce any noted risks to hill slope instability and track sustainability.</p> <p>Adding tracks to the existing stack of tracks below Ashton Fitchett Dr and the Turbine access road may increase the risk of hill slope slips in heavy rain events. It will result in a larger open canopy in a relatively small area. This is poor track design based on sustainability principles.</p> <p>The stack of tracks in this area can be reduced with the proposed descending track using one of the existing tracks (Proposal 1a). Uphill and downhill traffic can still be separated with this option. The existing flight of poorly designed steps off Aston Fitchett Drive adjacent to this area could be removed (Proposal 5) and the open area planted in native species. Track building will adhere to IMBA standards and NZ Cycle Trail design guide.</p> <p>Any new trail would need to be maintained by BTB as WCC do not have maintenance budget for the additional tracks.</p>
<p>All tracks will have <b>minimal</b> environmental impact</p>	<p>See attached environmental assessment (Appendix A)</p>	
<p>Pest control, emergency services, and general management purposes will be catered for by the access network, where appropriate.</p>	<p>Polhill Reserve is extremely well served for pest control. Additional tracks are not required to assist with this.</p> <p>Additional tracks and their users may introduce more pests. The new tracks will see more weed pests introduced into the reserve.</p> <p>Dogs off lead in ecologically sensitive reserves through the reserve network are a threat to native bird species. The Polhill Protectors have been working</p>	<p>The current pest control management in this area does not require any additional access points.</p> <p>More tracks may result in easier access for predators.</p> <p>The BTB and Wellington Mountain Bike club to work with the Council to encourage a no ‘trail dogs’ principle in ecologically sensitive areas such as Polhill Reserve.</p>

	with WCC to encourage all track users in Polhill to have their dogs on lead as per policy.	
Tracks will be signed and maintained to defined standards, with significant hazards identified and/or mitigated.	The descending bike track would be signed bike priority Grade 3.	
Designated tracks may be declared open for horse-riding.	Closed to horses	
All tracks are closed to motorised vehicles except by special permission on a case-by-case basis and in accordance with policies within the Reserve Management Cluster Plans	Closed to vehicles	
Electric bikes will have restricted access. An electric bike (e-bike) is defined as a bicycle primarily pedal powered by human energy and may be assisted by up to 300watts of battery power, as well as limited to 25km/h . Refer Schedule D of this plan for tracks open to e-bikes use. All other e-bikes are regarded as motorized vehicles.	Closed to e-bikes	
Some tracks within the network will be accessible to those with limited mobility, push chairs and wheel chairs.	The descending bike track to be Grade 3 providing the same accessibility for walkers as Transient.  Other proposed tracks to be at a “short walk” or “walking track” standard.	The track proposal does not provide for those with limited mobility or wheel chairs.  The proposal does not change the current accessibility levels of the reserve.

<b>Assessment Category</b>	<b>Review</b>	<b>Outcome</b>
Environmental impact –Tracks must be well planned and maintained, taking into consideration the guiding principles in 5.1 and priorities and actions to protect and restore biodiversity in accordance with Council’s Our Natural Capital (Wellington’s Biodiversity Strategy and Action Plan 2015).	See separate assessment of environmental effects (Appendix A).	Proposal does not meet the Environmental Impact guiding principles in the Open Space Access Plan.

<p>User group conflict</p> <ul style="list-style-type: none"> <li>- A track is unsuitable for shared use when conflict between users is unable to be mitigated.</li> </ul>	<p>Descending track proposal to be bike priority.</p> <p>Karepa connector to be walking only.</p> <p>Fence line connector to be shared use.</p> <p>The proposed descending bike track will intersect existing tracks in three places. Two of these are crossing walk only tracks.</p> <p>It is likely that bikes will be travelling at speed on the descending bike track and this may cause concerns at these crossings points.</p>	<p>Mountain biking was previously prohibited in Polhill Reserve. Biking was permitted with the addition of new tracks. This change of use is based on a shared use model where riders are expected to travel at a safe speed and give way to walkers.</p> <p>The proposed descending track will remove descending bike pressure on Transient. All track crossing points will need to be designed so that bikes are travelling very slowly and have good site lines at these points.</p> <p>Bikers will need to adhere to the trail code of conduct on the remaining shared trails in Polhill.</p>
<p>Public safety</p> <ul style="list-style-type: none"> <li>- Speed of travel must be controlled for safe, shared use of tracks. For example, bike speeds may be slowed using track construction methods such as tight corners, or “switchbacks”, and reverse gradient designs. If shared two way use is not safe then consideration shall be given to separating potential user conflict.</li> </ul>	<p>As above regarding crossing points</p>	<p>Design measures will be required where tracks intersect to ensure bikers are travelling at very low speeds or stopping at the intersections. Site lines will need to be good at all crossing points.</p> <p>To meet the objectives of overcoming any issues with downhill direction of bikes on Transient, Transient would need to be closed to all downhill riders when the new downhill descending bike priority track is open.</p> <p>It should be noted that additional design measures can be added to Transient to reduce downhill riders travelling at speed into blind corners.</p>

**Discussion**

There are risks associated with the track proposals. These include increased impacts on hill cross slopes, the descending bike track creating points of conflict at the crossing points of existing tracks, potential parking issues and road safety at the end of Aro Street and the start of Holloway Road, and impacts on four threatened bird species. Polhill Reserve has established tīeke (saddleback) territories and is the only reserve where breeding has been confirmed. This makes Polhill Reserve unique in the reserves network. The likely negative impact on the ecological values of this reserve by increasing tracks is considered to be high. The independent assessment of environmental effects advises a precautionary approach should be taken when considering new tracks. Based on all these factors, the track proposal does not meet the conditions for approval as set out in the Open Space Access Plan.

**Recommendation**

Council officers’ recommendation is that the ecological values of Polhill Reserve should take precedent over adding new tracks.

Officer’s recommend the focus on new bike tracks should be concentrated in other areas, such as close-by Te Kopahou Reserve and Makara Peak Mountain Bike Park.

However, given the survey results showing strong demand for some form of separation to relieve the pressure on Transient, officers support the descending bike proposal with a small number of modifications. This will help to reduce the vegetation loss and the soil disturbance. This support is based on descending bike traffic on Transient stopping when the new descending trail is opened. The agreed proposed descending alignment should be reviewed and mitigation measures determined through professional input from track designers, a geotech engineer, and an ecologist.

To minimise the environmental impacts from track building, officer's advice is to decline the new walk-only track to Karepa Street and the extension of Clinical to the fenceline. This is to minimise vegetation loss and soil disturbance associated with track building. Officers also recommend that the existing track that runs steeply down the hill to Waimapihi Reserve is closed and planted, and the poorly designed steps from Ashton Fitchett Drive are removed and this open area is replanted with native species. This would add to vegetation cover in the reserve.

**There are other alternatives to any new track builds within Polhill Reserve that could overcome the concerns of descending traffic on Transient.**

**Alternative options that can be considered would include:**

1. There are opportunities for extending the track network into the neighbouring Te Kopahou Reserve, which can meet the demand for downhill mountain bike tracks. This additional network can also create a destination area for bikers and walkers, removing some of the demand on Polhill Reserve.
2. Design options on Transient to slow downhill bike riders
3. Review circulation of users within Polhill. For example
  - I. Transient downhill riding only while the old Polhill ridgeline track is improved for walking only.
  - II. Clinical is downhill riding only and the old George Denton track is improved for walking only.
  - III. Transient is uphill riding only and the old George Denton track is improved for downhill riding only.
4. Invest in an educational programme to emphasis trail etiquette within shared use reserves and emphasis track users responsibilities to respect all users. This programme to be on going and across all of WCC shared use reserves.
5. Time sharing for user groups. Based on overseas models in City of Golden, Colorado – for example Tuesday and Thursday evenings reserve for riding only, other week days and evenings for walkers, runners, Saturday riding only, Sunday walking, running only.

**Notes:**

- a) All track build work regardless of community build or contract build requires council officers to inspect the marked line before any build work starts, including vegetation removal. Adjustment to marked line may result so that notable vegetation and hill slope concerns can be addressed.
- b) It is recommended that a geotech engineer is engaged to assess and provide guidelines to noted points along a marked line regarding hill slope stability. This must occur before track build starts.
- c) If the proposed descending bike track is commissioned an agreed survey on the effects of the nesting and breeding saddle back will need to be in place before track work begins.
- d) All required resource consents for structures in a conservation site (WCC) and stream crossing (GW) need to be gained before track build starts.

#### **Appendix A - Polhill track proposal - Assessment of environmental effects**

Polhill Reserve comprises approximately 75 hectares of secondary indigenous forest. This includes about four hectares of rewarewa (*Knightia excelsa*) and exotic conifer-dominated forest separated from the main part of the reserve by Aro Road. The secondary forest established after historical heavy grazing. The canopy is dominated by mahoe (*Melicactus ramiflorus* subsp. *ramiflorus*), although tawa (*Beilschmiedia tawa*), titoki

(*Alectryon excelsus* subsp. *excelsus*), and rewarewa are also evident. The vegetation in more exposed parts of the reserve comprises exotic conifers (*Pinus* spp.) and mahoe-gorse (*Ulex europaeus*)-Darwin's barberry (*Berberis darwinii*) scrub. The Reserve provides indigenous vegetation cover for the Waimapihi Stream headwaters (NIWA 2007).

The reserve has ecological features and values that are regarded as important in Wellington City. These are listed below:

- Includes a primary forest remnant (Park 1999);
- Conservation site 3c in the WCC District Plan;
- Partially buffered by indigenous vegetation;
- Riparian areas are primarily indigenous vegetation;
- The area contains and protects multiple streams.
- The area is also contiguous with the Zealandia, buffering it and forming part of an extended foraging habitat for its high conservation value bird species.<sup>1</sup>

An Assessment of Environmental Effects was carried out in accordance with the Open Space Access Plan 2016.

There are important considerations when providing public access to certain areas while preventing access to other areas, and making sure that important habitats are protected.

This should include an assessment of the actual and potential effects on the environment, a description of available alternatives if effects are significant and a description of how any adverse effects may be avoided, remedied or mitigated. All track development should minimise disruption to natural ecosystems during construction and subsequent use.

Where it is not practical to protect vulnerable ecosystems and habitats, and environmental assessment shows that remediation and mitigation of impacts are not possible, then track development will not be allowed.

Tracks within Significant Ecological Sites (as outlined in Appendix 4 of Our Natural Capital) need particular consideration.

Polhill Reserve has been identified as a Significant Ecological Site, as well as a Conservation Site (3c) in the District Plan. In accordance with the Open Space Access Plan 2016 any tracks in this area should:

1. Avoid acutely threatened ecosystems or habitats

Ecosystems or habitats are classified as acutely threatened if there is less than 10 percent of the pre- 1840 coverage of that ecosystem or habitat remaining. These ecosystems or habitats include areas of original forest (of which only 5 percent is left in Wellington) and streams.

The proposed track will avoid acutely threatened ecosystems and habitats. The area the track is going through is regenerating mahoe forest. This is an 'at risk' land environment (20 to 30 percent of indigenous vegetation left) as opposed to acutely threatened.

2. Avoid known locations of threatened species and their habitats

Tracks may degrade or fragment wildlife habitat, and can also alter the activities of nearby animals, causing avoidance behaviour. While most forms of track impact are limited to a narrow track corridor, disturbance of wildlife can extend considerably further into natural landscapes. Even localised disturbance can harm rare or endangered species.

Disturbance from recreation has at least temporary effects on behaviour and movement of birds.<sup>2</sup> The track is going through known habitat of tīeke, kākā and karearea. Hihi have also been reported in

<sup>1</sup> Weed Control and Restoration Planting in Polhill Gully Reserve and George Denton Park, Wellington City. Wildlands 2010

<sup>2</sup> Bennett, K. A. and E. Zuelke. 1999. The effects of recreation on birds: a literature review. Delaware Natural Heritage Program, Smyrna, DE 19977

the surrounding area. As these are confirmed reports through formal surveys, the abundance and distribution of these species is likely to be under-reported.

Polhill is one of two Wellington City Council reserves (out of 425) where tīeke have established territories, and the only reserve where breeding has been confirmed. This increases the significance of this reserve to Wellington's tīeke population.

When animals flee from disturbance by track users, they often expend precious energy, which is particularly dangerous for them in winter months when food is scarce. When animals move away from a disturbance, they leave preferred or prime habitat and move, either permanently or temporarily, to secondary habitat that may not meet their needs for food, water, or cover. Visitors, however, are often unaware of such impacts, because animals often flee before humans are aware of the presence of wildlife<sup>3</sup>.

Several studies document negative impacts on breeding birds of recreational trails as narrow as 1m wide in forest<sup>4</sup>. The negative impacts included decreased nesting near trails, altered bird species composition near trails, and increased nest predation.

Sensitive species such as tīeke are prone to disturbance and increased stress levels may impact on breeding. Studies have shown bird species experience increased levels of stress during periods of increased human activity<sup>5</sup>. As Polhill is already popular with track users, additional tracks would be expected to have moderate to heavy use, exacerbating these effects on sensitive bird species.

There are currently two areas within Polhill Reserve where the distance from the track allows for little disturbance. The area where the track is proposed is one of these areas. Studies have shown that the active disturbance distance across a large range of bird species was 250-410m<sup>6</sup>. The current distance between tracks in this area of Polhill Reserve is 130m to 225m. So the furthest from a track that sensitive bird species can be is 112.5m, which is already well within the active disturbance distance. Adding another track in this area would reduce the active disturbance distance to between 50m and 80m. There is a high risk that this will increase the future impacts on bird species, particularly during incubation and chick rearing.

These species tend to nest in sheltered areas and often near streams. The gully where the track is proposed is ideal breeding territory for tīeke and hihi. A new track will allow dogs to access the area, as well as provide potential routes for cats and other predators. The track will not offer additional benefits to these species with regards to enhanced predator control as this area has sufficient trap coverage already.

There is support in the literature for the hypothesis that the effects on some species of wildlife are more pronounced with mountain bikes than they are with other forms of recreation, primarily related to the 'sudden encounter' effect<sup>7</sup>. This effect is pronounced when fast moving track users startle species. As the proposed track is a downhill mountain bike priority, this sudden encounter effect can be expected for sensitive species.

<sup>3</sup> Marion, J. & Wimpey, J. 2007. Environmental Impacts of Mountain Biking: Science Review and Best Practices. International Mountain Bicycling Association.

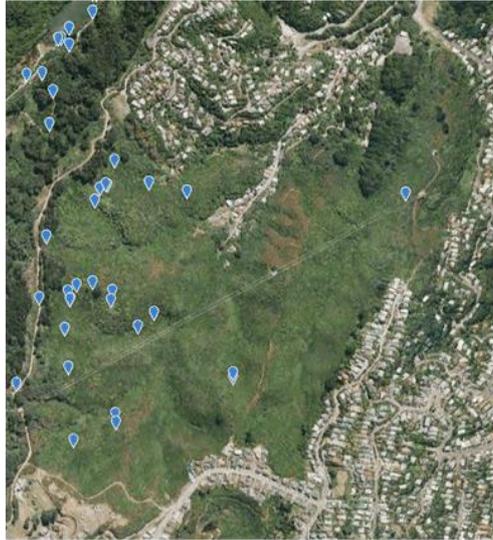
<sup>4</sup> Miller, S. G., R. L. Knight and C. K. Miller. 1998. Influence of recreational trails on breeding bird communities. *Ecological Applications* 8:162-169.

<sup>5</sup> Thiel, D., Jenni-Eiermann, S., Braunisch, V., Palme, R., & Jenni, L. 2008. Ski Tourism Effects Habitat Use and Evokes a Physiological Stress Response in Capercaillie *Tetrao urogallus*: A New Methodological Approach. *Journal of Applied Ecology*, vol.45, pp.845-853.

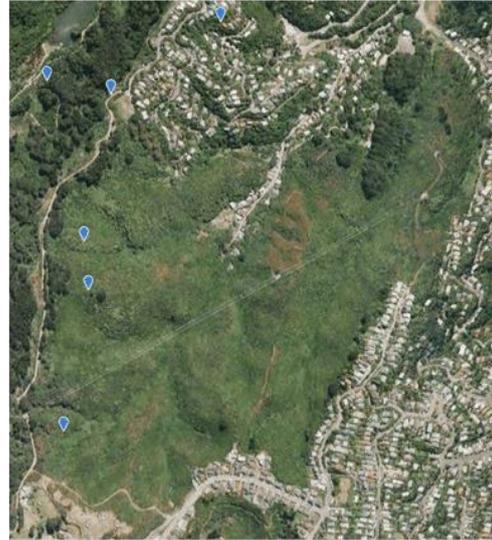
<sup>6</sup> Ruddock, M. & Whitfield, D.P. 2007. A Review of Disturbance Distances in Selected Bird Species. Natural Research Projects Ltd.

<sup>7</sup> Quinn, M. & Chernoff, G. Mountain Biking: A Review of the Ecological Effects. 2010. Miistakis Institute

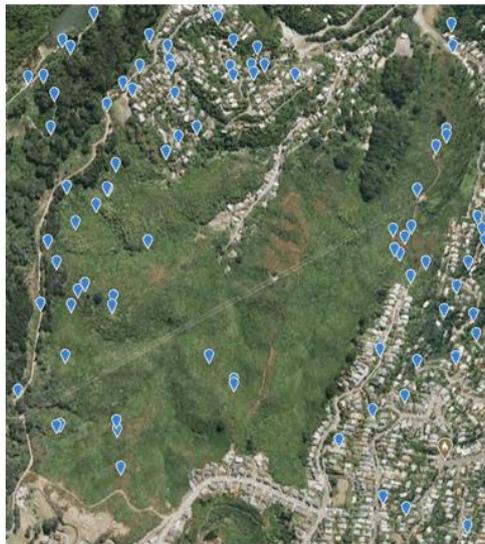
Figure 1: Confirmed locations of nationally threatened and at risk bird species in Polhill Reserve (data from ebird.org).



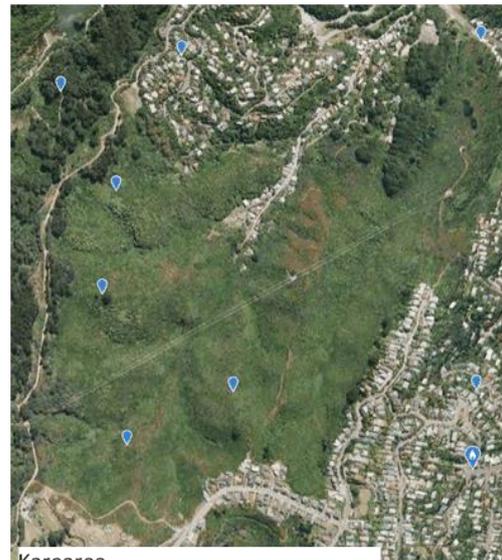
Tieke



Hihi



Kākā



Karearea

3. Provide buffers to protect acutely threatened ecosystems or habitats

Maintaining buffers between tracks and threatened ecosystems or habitats is essential to ensuring their long-term ecological health. Irrespective of how well they are aligned and designed, tracks have an impact, including habitat fragmentation, soil compaction, damage to root systems, increased runoff and erosion, and introduction of weed species. The recommended buffer width will vary in response to a range of conditions.

Erosion and the introduction of weed species are of key concern along the proposed alignment. The existing 'Transient' and 'Clinical' tracks have a high concentration of weed species along their length. The most common weed species are gorse, darwin's barberry, and blackberry. Old Man's Beard was also seen along the track edge. These species aren't seen in the same density under the existing canopy, so the increased light levels and spread through track users have had a significant impact on weed density within these areas.

The regenerating vegetation around the edges of the reserve provides an important buffering function to the reserve, and the overall health of the reserve could be detrimentally affected if this buffering vegetation was to be removed.

There are also concerns around the number of small tributaries that may run down the slopes into the stream bed. A report by engineers<sup>8</sup> looking at a similar track proposal noted the need for 11 stream crossings (likely to be ephemeral). These would need to be ground-truthed to evaluate extent.

4. Develop appropriately when tracks intersect with acutely threatened ecosystems or habitats

On occasions, the development of tracks across, along, and within acutely threatened ecosystems or habitats can be acceptable. Access to these areas can form an integral part of educating the public about their value. This may result in a track along the edge of a threatened habitat, or a stream crossing, with appropriate mechanisms for protecting species of significance (such as boardwalks over tree roots and wetlands). This approach provides reasonable access while limiting the potential for environmental impact. In addition, any track development should follow best practice as outlined in City and Regional Plans.

The proposed track will not be intersecting with acutely threatened ecosystems or habitats.

5. Avoid or minimise impacts within the dripline of significant trees and avoid root disturbance

Significant trees are any tree species that are threatened or uncommon in Wellington, or individuals that are unusual or uncommon within the site where development is proposed. These trees are often landmark features and should be protected. Some trees are more susceptible to damage than others and this should be taken into consideration.

The proposed track alignment will need to be walked to establish the presence or absence of significant trees. Tawa (*Beilschmiedia tawa*), titoki (*Alectryon excelsus* subsp. *excelsus*), and rewarewa are evident within this area and need to be avoided. This may be challenging given the topography of the area.

6. Avoid the creation of canopy gaps in established tree canopy

The creation of canopy gaps can alter the internal structure of the forest. Canopy gaps allow an increase in light as well as changes in moisture and wind levels, leading to differences in microclimate conditions. When the canopy is considered mature (at 6-metres), disturbance to that canopy should be avoided. To help achieve this, switchbacks should be avoided where practicable.

Due to the steep nature of the terrain, the creation of canopy gaps seems unavoidable.

Microclimatic changes through the creation of canopy gaps (increased sunlight, increased rainfall due to reduced canopy interception, increased wind, decreased humidity, altered temperature regime, etc.) have

<sup>8</sup> Frame Group Limited. 2016. Polhill Reserve Downhill Track.

been documented along forest tracks wide enough to open up the canopy<sup>9</sup>. These microclimatic alterations could result in plant species changes and might also affect wildlife.

As well as allowing light in and facilitating the introduction of weed species, increased wind entering under the canopy can create desiccation on the forest floor and affect the plant and animal communities. The drying out of the forest floor can alter the insect community which can have an impact on the insect community and therefore the insectivorous birds living within this habitat (notably tieke and north island robin).

**7. Avoid excess soil disturbance and retain organic material**

Care should be taken to cause minimal disturbance to soil and surrounding vegetation (including root systems). Within acutely threatened ecosystems or habitats, excavated soil should be relocated, not sidecast. This will avoid negative impacts on surrounding vegetation and nearby waterways. Relocated material can be used to even out grades, cover tree roots, or fill steps and retaining walls. Leaf litter and cut native vegetation should be retained for spreading over exposed earthworks. This can reduce sediment runoff and contains an enormous amount of seed that will enhance restoration of the site.

The steep nature of the slope in this area raises concerns about erosion and future slips. This poses a risk to the streams at the bottom of the gully.

**Summary**

Polhill reserve is a popular mountain bike destination area. It is also heavily used by walkers, dog walkers, and runners. Any additional track in this area can expect moderate to heavy use.

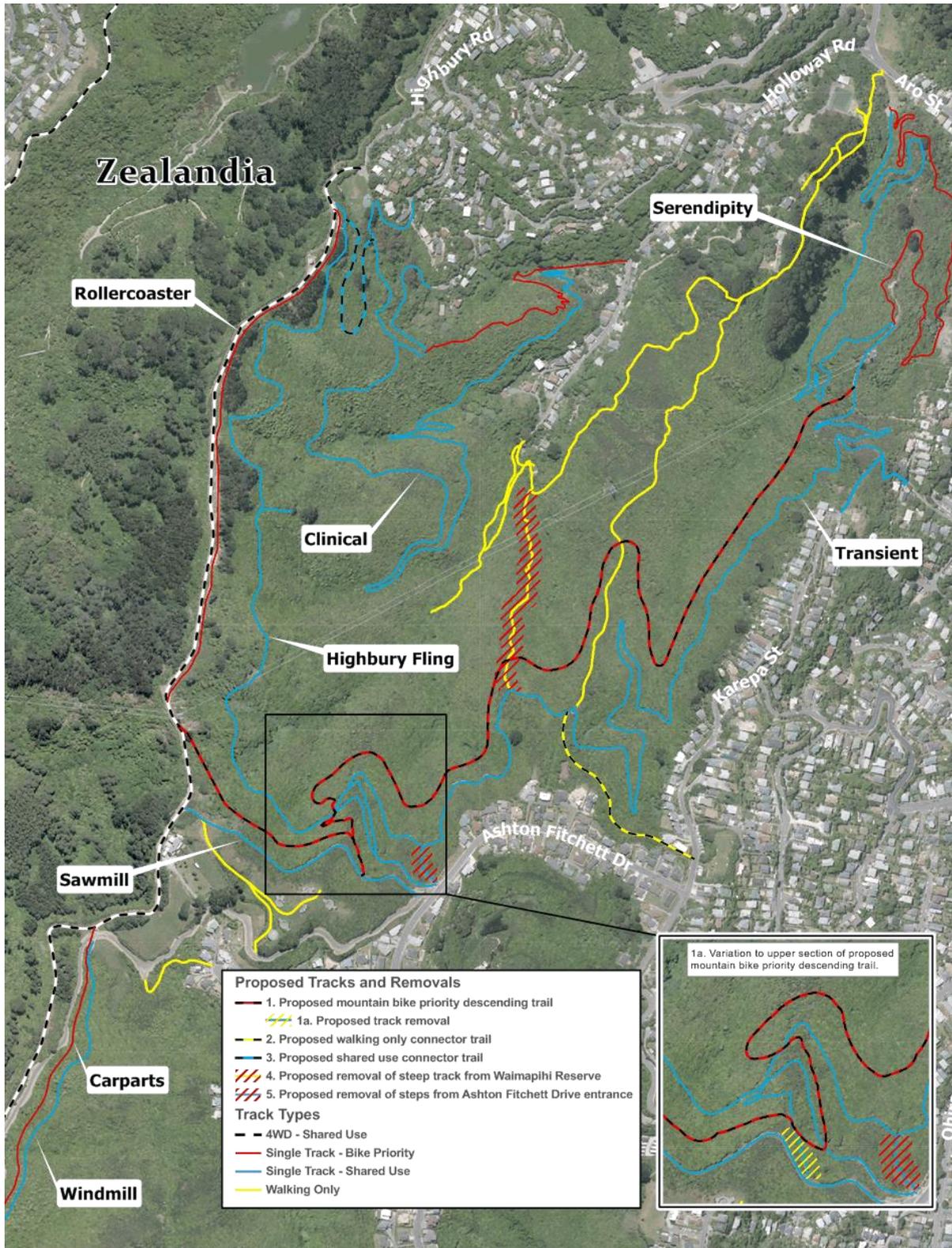
The proposed track avoids acutely threatened ecosystems and habitats. However, it goes through the habitat of four threatened avian species. Due to the structure of the forest and the slope, it is unlikely that canopy gaps can be avoided. The impacts on any significant trees could potentially be avoided, but the steepness of the slope will also make it difficult to realign the track. In addition, due to the height of the required cuts if a significant tree is on the track alignment it is unlikely that root disturbance will be avoided.

The predominant risk posed by this track proposal is to the threatened and locally significant bird species found within this reserve. The direct disturbance by having a track within the habitat these of birds poses a direct risk to their nesting success and the success of their fledglings. There is also a risk to the forest structure through opening up the canopy, introducing weed species and increasing the potential for slips.

When assessed against the criteria in the Open Space Access Plan, and given the significance of the bird species found here, it is advised that a precautionary approach is taken.

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<sup>9</sup> Jordan, M. 2000. Ecological Impacts of Recreational Use of Trails: A Literature Review. The Nature Conservancy.



**Polhill Track Layouts**  
 Proposed tracks and track removals

Property boundaries, 20m Contours, road names, rail line, address & tide points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours, water and drainage information shown is approximate and must not be used for detailed engineering design. Other data has been compiled from a variety of sources and its accuracy

MAP PRODUCED BY:  
 Wellington City Council  
 101 Wakefield Street

ORIGINAL MAP SIZE: A4  
 AUTHOR: presto2j  
 DATE: 22/05/2017

**Absolutely Positively**  
**Wellington City Council**  
 Me Heke Ki Pōneke

Hi Michael,

Re. Brooklyn Trail Builders Proposal (Proposal 3) of a connecting trail between Clinical and Highbury Fling Tracks

In my professional opinion as a contract ecologist who has been contracted by WCC to band and monitor tieke (NI saddleback) in town belt and outer green belt reserves, I feel that this proposed track traverses an area that is of important value to spillover tieke. During the 2016-17 breeding season, this area was the territory of a pair of tieke, and 3 tieke were recently observed within this area on July 8, 2017

I feel that the proposed track will have negative outcomes for tieke conservation for several reasons:

-The track development will entail vegetation clearance in an area suitable for tieke. Such vegetation clearance may reduce the habitat suitability for tieke by potentially removing food sources or nesting habitat.

-The track development will lead to an increased utilisation of this area by walkers, and off-leash dogs. The majority of dogs I have observed in town belt reserves and outer green belt reserves during tieke work have not been on leads, either because owners do not see the signage, because there is no/inadequate signage, or because they disregard signage. Off-leash dogs are a known predator of tieke.

-Formed tracks are utilised by domestic cats. As such, the proposed track may lead to increased instances of tieke depredation by domestic cats in this area.

Regards, Dave Bryden

**Polhill Reserve track proposals – Executive Summary of Submissions**

610 submissions were received. The breakdown of users is shown below. Note that the submitters could list more than one activity.

<b>Biker</b>	<b>Walker</b>	<b>Commuter</b>	<b>Runner</b>	<b>Dog walker</b>
<b>541</b>	<b>332</b>	<b>161</b>	<b>249</b>	<b>88</b>

**Do you support the following proposals?**

**Proposal 1: A new 2.5 km mountain bike priority descending trail?**

601 submitters responded to this question

<b>Yes</b>	<b>No</b>	<b>Unsure</b>
<b>575</b>	<b>16</b>	<b>6</b>

There was considerable support for the proposal. While many of these submitters simply noted that the proposal would be good for them, there were a number of recurring themes to the reasons for their support. These included:

- Removing downhill bike traffic from Transient will prevent conflict
- Having a shared trail like Transient is likely to cause accidents.
- Transient is now so busy that it is very frustrating to use at peak times. Many people now avoid using it. The trail is very narrow making it difficult for walkers and bikers to pass one another.

Several submitters gave feedback on the design of the proposed downhill trail .These included:

- Ensure it is a grade 3 to make it comfortable for intermediate riders with some technical features on alternate lines for more advanced riders.
- Should be open to descending runners as they are fast moving trail users.
- Clear signage at the beginning and end of the trail is very important.
- Should look at making it a mountain bike only track. .

Individual submitters gave feedback on how Transient could be improved. These included:

- Removing some of the vegetation/branches along the track to improve site lines.
- Leave Transient as a downhill option for less experienced users.
- Keep lower transient open for both downhill/biking/walking to give beginner and intermediate riders a safer option.

Some submitters had concerns about the proposal

- The proposed trail will be longer than shown and will cause fragmentation and threaten the ecological fabric of the reserve.
- There are enough tracks in Polhill already. Concerned about new tracks creating further gaps in the canopy.
- Polhill reserve is not a mountain bike park.

- New trails not compatible with desire to see native birds increase in Wellington particularly tieke.
- The WCC track assessment does not support the proposal.

**Proposal 1A: Alternate option for the top of the track below Ashton Fitchett Drive.**

573 submitters responded to this question

Yes	No	Unsure
178	250	142

There was mixed support for this proposal with 44% (250) not supporting the proposal. 25% of respondents were unsure about support for the option.

Main reasons for not supporting this option were:

- It creates two crossings across existing tracks and a short pinch climb to Ashton Fitchett Drive.
- Forces uphill riders to take a longer steeper path and cross a downhill trail.
- Does not support removal of the short track between Transient and Sawmill.
- Will create 2 way traffic on a section of Highbury fling.

**Proposal 2: A new 350 metre walking-only connector trail from 104 Karepa Street to its connection with Transient.**

580 submitters responded to this question

Yes	No	Unsure
424	47	107

There was considerable support for the proposal. There were a number of recurring themes supporting the proposal. These included:

- Enables a walking only track between Brooklyn and Aro Valley and links well with the public walkway between Mitchell Street and Karepa Street.
- Reduces walkers on Transient
- Supported track subject to the new downhill track being built. Otherwise it will just increase conflict on Transient.

There were a few individual comments including:

- Support if it does not have steps and is easily accessible.
- Could halve the length of the proposed track and add steps to deter bikes. Link with Transient 50 metres along from the nearest switchback.

Some submitters had concerns about the proposal. In particular:

- There are other connecting tracks close by including the bottom of Karepa Street and Ashton Fitchett Drive.
- Unsure about demand for the new trail.

- Low priority relative to the other track proposals.
- Goes very close to some houses on Karepa Street and Ashton Fitchett Drive causing privacy and security issues with existing non fenced sections.

**Proposal 3: A new 350 metre shared use connector trail from upper Clinical Trail to Highbury Fling trail.**

578 submitters responded to this question

Yes	No	Unsure
445	62	67

There was considerable support for the proposal. There were a number of recurring themes supporting the proposal. These included:

- Avoids a steeper climb up to Denton Park then riding through the playground and out onto a road before returning to the Reserve via the Rollercoaster track.
- Keeps riders in the reserve on a closed loop at an even gradient.
- Makes it easy for new users to work out where they are going when they reach the top of Clinical. Current route is hard to find.
- Proposed route passes through blackberry and weeds and will not damage the ecosystem or the tieke habitat.

Some submitters had concerns about the proposal. In particular:

- Trail passes through sensitive forest tieke habitat adjacent to Zealandia.
- Nice to have. It cuts off a very short section of moderate climb. Does not seem to be worth it given the potential damage to tieke habitat.
- Doesn't fix any problems as bikes often need to get off on steep climbs elsewhere and crossing the road is not difficult.
- Predicated only on mountain bike users and not walkers and runners.
- Main problem is last 100 metres of Clinical which is at a gradient of well over 20%. This can be solved with a reroute. In addition the proposal of crossing the road could be avoided by reopening the direct access from George Denton to the Rollercoaster track.

There were additional suggestions for improvements including

- Be good if you could fix up the problem at the bottom of the roller coaster where bikes conflict with walkers going up the fence line.
- Possible option for walkers only from George Denton to Aro Street.

**Proposal 4: Removing the steep track from Waimapihi reserve to its connection with Transient**

576 submitters responded to this question

Yes	No	Unsure
130	147	293

There was mixed support for the proposal. 50% of respondents were unsure about the proposal possibly because they were not familiar with or had not previously used the route.

130 submitters supported the proposal. Reasons included:

- Too steep and not practical for walking and running.
- Bush will regenerate naturally once closed.

147 did not support the proposal. Reasons included:

- Track is well used by walkers and runners.
- The track provides a different more challenging experience than other tracks in the park. Do not upgrade.
- Used for planting and trapping initiatives in the park
- Connects Holloway Road directly with Polhill Reserve

Individual comments included:

- Leave it here and get volunteers to maintain it.
- May not be useful now but could be in the future.

**Proposal 5: Removing the 60 metre Ashton Fitchett Drive steps onto Transient**

577 submitters responded to this question

Yes	No	Unsure
145	122	304

There was mixed support for the proposal. 53% of respondents were unsure about the proposal possibly because they were not familiar with or had not previously used the route.

145 submitters supported the proposal. Reasons included:

- Removal will enable the regeneration of bush
- Steep and unsafe particularly after rain.

122 did not support the proposal. Reasons included:

- Steps are well used by runners and walkers. As a short cut to Transient.
- No benefit in removing them
- Help separate users at reserve entrance.

Individual comments included:

- Steps need maintenance as the fill behind the steps has slumped.
- Happy for the steps to go if the proposed link between Karepa Street and Transient is built.

**Any other comments or questions?**

165 submitters provided additional comments relating to the proposal. Some of these reiterated points made around the track proposals. However there were several other themes. Many submitters noted the important recreational and ecological values of Polhill

and its proximity to the city and the outstanding work carried out by both the Brooklyn Trail Builders and the Polhill Protectors.

Several submitters recommended no more tracks be built in the reserve.

#### **Mountain biking destination**

- WCC needs to do more to develop Wellington as a mountain biking destination.

#### **Better signage and information**

- Signs saying headphone free trail
- Mapboards at each entrance showing all of the tracks within the wider reserve. Many users do not know Clinical exists.
- Better track signage like Makara Peak showing the track grades at each entrance.
- Shared use tracks should state that bikes give way to walkers.

#### **Track development**

- Reallocate existing tracks to remove conflict rather than build more tracks. Build more tracks elsewhere such as Te Kopahou or Makara Peak.
- Seal and upgrade the off road track between Ashton Fitchett Drive and the Wind Turbine.
- Provide a walking only track between Aro Street and Highbury.
- WCC should not only focus on family friendly tracks but develop more advanced tracks.
- The process has taken too long. New tracks are needed now.
- Tracks bring people into these important areas to educate them about the important ecological values.
- Make Serendipity mountain bike only to avoid conflict with walkers.
- Upgrade Planet Ride to make it more useful for walkers.

#### **Other**

- Need to provide better parking on Aro Street to manage increasing number of vehicles.
- Need to review the WCC Shared Use policy in line with the regional approach through the Regional Trails framework.

### **Polhill Reserve track proposals –Summary of oral submissions**

#### **Mike Mellor**

- The balance between recreation and ecology is not right.
- Walking and cycling trails need to be better identified.
- Sharing tracks is always about compromise
- Oppose removal of two walking only tracks.

**Anthony Edwards and Matt Farrar**

- Strongly support downhill track. Transient now has too many users
- Trails are a way the community engages with the environment
- Polhill was nothing 10 years ago. Now great network of trails.
- Trail network provides health and economic benefits.
- Recreation exists well in ecologically sensitive areas such as Zealandia and Otari Wilton's Bush.
- Unleashed dogs are biggest issue for wildlife.

**Chris Mueller**

- Pro these proposals. Don't understand why they have been held up.
- Now gone elsewhere as area too busy.
- Area can handle more people if tracks developed.

**David Harkness**

- Provide better signage so people know about all the trails.
- Need to separate traffic with DH trail.
- Have some fun. Prepare some tree carvings and other trail features.

**Chris Horne**

- Oppose proposal in its entirety
- Cause fragmentation of 6.4km of bush, causes bush removal and introduces weeds.
- Support cautious approach identified in WCC assessment.

**Russell Taylor**

- DH track will cause more problems with shuttling and vehicles on Aro Street
- Concerned about the effects on birds.
- New tracks have caused some slips. One in Clinical last week.

**Ingrid Downey**

- Good consultation but the proposal is too much for Polhill. It's the wrong place for a DH track.
- The current system works. Everyone gets on with others.
- Proposed another system for consideration.

**David Butterfield**

- Transient too busy. Experienced conflict.
- Supports tracks 1 and 3. 1A won't work.

**Walking Wellington**

- Supports oral submission process. Very important.
- Oppose DH track.
- Bikers always want more. Have slick lobby.

- Call halt to all new tracks. Track system in Polhill is a mess.
- Don't get rid of existing walking only tracks.

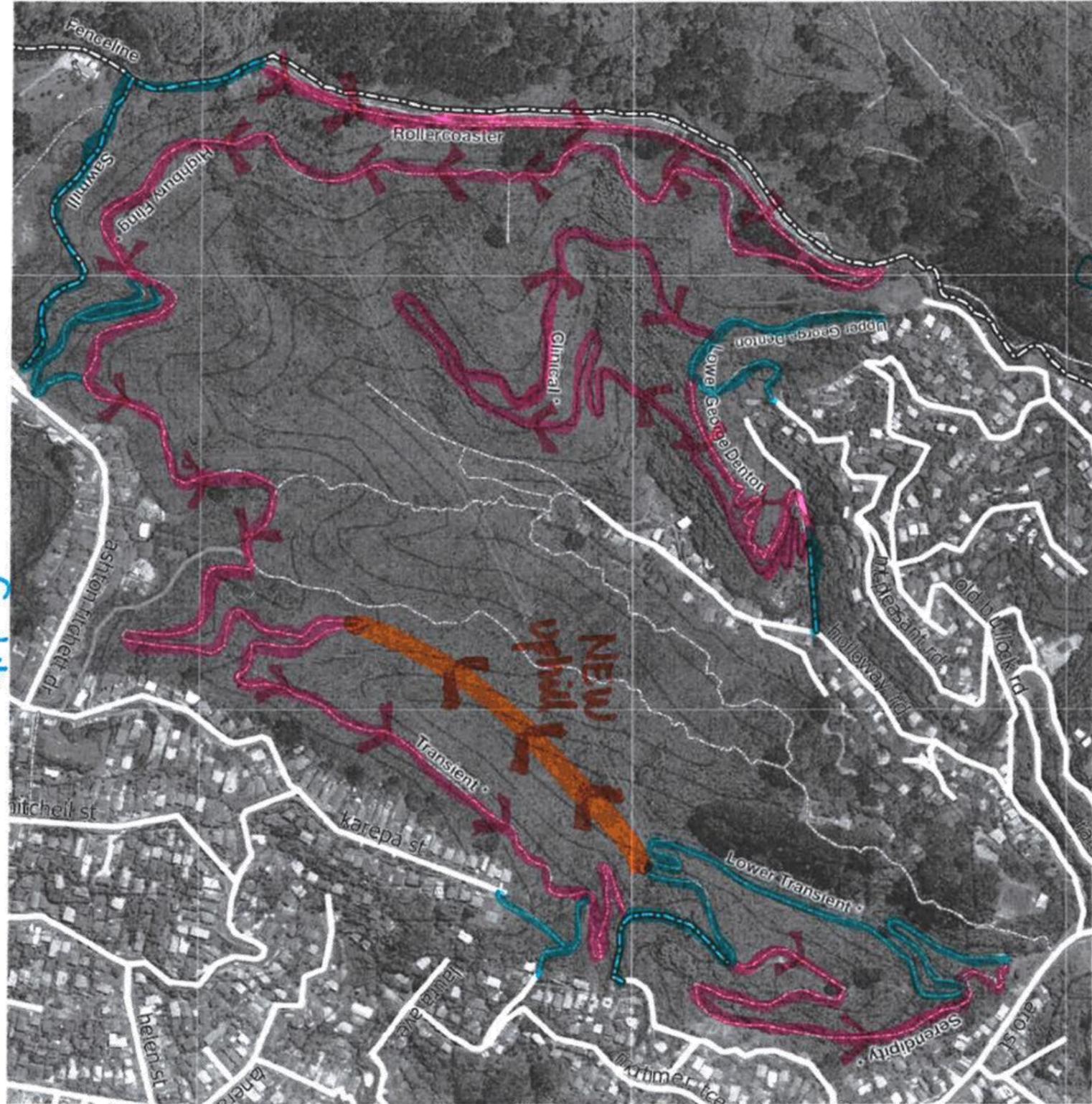
**Craig Starnes – Brooklyn Trail Builders**

- Support new tracks. Compelling story to build new tracks.
- Once these proposals are implemented will not propose any more for 5 to 10 years.
- Keen to move south and have submitted proposals for Te Kopahou.

DRAFT

608

Two-way for bikes  
One-way for bikes  
New! One-way for bikes  
to create additional loop rides.



Reconfiguration of Folhill tracks for bikes

