

**ORDINARY MEETING**

**OF**

**WELLINGTON CITY COUNCIL**

**AGENDA**

**Time:** 05.30pm  
**Date:** Wednesday, 28 September 2016  
**Venue:** Committee Room 1  
Ground Floor, Council Offices  
101 Wakefield Street  
Wellington

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**MEMBERSHIP**

Mayor Wade-Brown  
Councillor Ahipene-Mercer  
Councillor Coughlan  
Councillor Eagle  
Councillor Foster  
Councillor Free  
Councillor Lee  
Councillor Lester  
Councillor Marsh  
Councillor Pannett  
Councillor Peck  
Councillor Ritchie  
Councillor Sparrow  
Councillor Woolf  
Councillor Young

**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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**ACQUISITION OF LAND FOR ROAD**  
Presented by Councillor Foster

## **1 Meeting Conduct**

### **1.1 Apologies**

The Chairperson invites notice from members of:

1. Leave of absence for future meetings of the Wellington City Council; or
2. Apologies, including apologies for lateness and early departure from the meeting, where leave of absence has not previously been granted.

### **1.2 Announcements by the Mayor**

### **1.3 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.

### **1.4 Confirmation of Minutes**

The minutes of the meeting held on 31 August 2016 will be put to the Council for confirmation.

### **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 Wellington City Council***

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 Wellington City Council***

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

### **1.6 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.



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## **2. General Business**

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### **RESILIENCE STRATEGY UPDATE**

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#### **Purpose**

1. This report updates Council on progress with the Resilience Strategy.

#### **Summary**

2. Wellington's membership of the Rockefeller Institute's 100 Resilient Cities (100RC) is centred around the development of a Resilience Strategy that draws on models, guidelines and resources developed by 100RC to assist Cities to better survive, and then thrive, in the face of the shocks and stresses of the 21st Century.
3. The first phase of the Strategy development concluded in June when the Council agreed a Preliminary Resilience Assessment that centred on four themes; earthquake, sea level rise, quality of life and economic prosperity.
4. These themes have formed the basis of further analysis in phase 2, which culminates in a Strategy framework with 29 draft initiatives proposed to improve Wellington's resilience. The draft initiatives have been developed with significant external input, and overseen by an external Steering Group.

#### **Recommendations**

That the Council:

1. Receive the information.
2. Notes that further work will continue on key aspects of the initiatives in order to establish prioritisation, sequencing, feasibility and resourcing implications.
3. Notes that the Strategy will form key input in long term and triennium planning for the new Council.

#### **Background**

5. Wellington has a history of adapting to successfully deal with the shocks and stresses that nature throws at us, and with manmade challenges. By joining the Rockefeller Institute's 100 Resilient Cities (100RC), Wellington has been given the capacity to reflect on what the main future challenges might be, and to develop a Strategy that might mitigate some of the effects of these shocks and stresses.
6. 100RC has provided guidance, and has supplied examples of Resilience Strategies from other Cities in the network that have completed their Strategy. These include New Orleans, Rotterdam, Melbourne and Christchurch, and have provided useful references in guiding Wellington's Strategy development.
7. Officers are currently completing key elements of the Strategy:
  - The Wellington Resilience Story, including elements presented graphically.
  - A detailed supporting resilience diagnostic.
  - An overview of initiatives selected for further development.

- A monitoring and evaluation plan.
8. Using the 100RC process, 29 initiatives have been identified for further development to build Wellington's resilience. Generally, these initiatives build on work that is already planned or underway, and generate co-benefits alongside the principle aim. The initiatives are not solely Council owned, and the Strategy is designed to take a City focus rather than a Council focus. This serves to underscore that resilience is all of our responsibility, and that collaboration is key to achieving outcomes.
  9. Further close collaboration is proposed with Wellington based agencies such as NIWA, GNS, Victoria University, Massey University, the Joint Centre for Disaster Research, and Otago University. Key Central Government Agencies will also be involved, mainly EQC, MCDEM and MBIE.
  10. Greater Wellington Regional Council, Hutt and Porirua City Councils are also involved. In particular, GWRC's Natural Hazards Management Strategy will inform complex planning decisions around sea level rise, coastal erosion and liquefaction. These decisions will require close co-operation with other Councils in the Region.
  11. The Resilience Strategy also overlaps with several other Council and non-Council Strategies in key areas such as planning, infrastructure, housing and emergency management. Work is underway to ensure that this effort is integrated and efficient.

### **Next Actions**

12. Officers will incorporate resilience into Council induction.
13. The Steering Group will be retained in order to maintain momentum generated to date.

### **Attachments**

Attachment 1. Key elements of draft Resilience Strategy under development Page 10

Author	Mike Mendonca, Chief Resilience Officer
Authoriser	David Chick, Chief City Planner

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## **SUPPORTING INFORMATION**

### **Consultation and Engagement**

A wide range of views has been sought as described above. Where there are resource implications, the usual Council planning processes will be followed.

### **Treaty of Waitangi considerations**

Tangata whenua have provided input and we will continue to work alongside them as we develop the Strategy

### **Financial implications**

To be addressed through the Long Term Plan.

### **Policy and legislative implications**

There are overlaps with other policy areas, however it is intended to dovetail or assist existing initiatives rather than replicate or constrain them.

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

Climate change adaptation and components of mitigation are central to this Strategy.

### **Communications Plan**

A Communications Plan will be completed for the release of the Resilience Strategy, currently planned for February 2017.



# Key elements of the Draft Resilience Strategy under development

September 2016



100 RESILIENT CITIES

# Strategy Overview

DRAFT



CONCEPT DRAFT



### Our Resilience Challenge

**The earth is moving in Wellington.** We know that a significant seismic event will strike the city at some stage. Current efforts are focused on saving lives but our infrastructure and buildings will be damaged and it will take time before we can use them again. Wellington CBD accounts for 8.4% of national GDP and 48% of regional GDP. The consequences of a significant earthquake will be socially and economically devastating, unless we improve our knowledge, planning and governance and reduce dependency on centralised infrastructure.

**The sea is moving too.** The changing climate is already affecting our coastline and low lying parts of the city damaging seawalls and flooding homes. More intense rain and wind flood our streets and causes land slips on our hills. As a community we need to understand what this means physically, financially, culturally and socially and in time make decisions to adapt Wellington to new sea levels and weather patterns. We need to take a hard look at our great natural environment, make sure that it is in a good shape and learn how to use it to mitigate some of these risks.

**Some aspects of our society are also moving.** We are getting bigger, older

and more diverse. Unfortunately we are also becoming less equitable. Some of our homes, instead of being a source of resilience, are cold, wet and expensive. New people are arriving. Some of them, including climate refugees, will struggle to develop skills and find jobs. Some of our citizens are already disconnected from the society, living on the streets at the mercy of their mental health issues or substance addictions. We can't solve these challenges without including all parts of the society into decision making. For that we need to build new collaboration and participation skills. Businesses, communities and public sector need to learn how to trust each other and work together to develop new resilience culture.



### Vision

In 50 years people will look back and thank us for giving them a city they love. They will feel **CONNECTED** to each other, value their diversity, and have a sense of ownership of the places where they live, work and play. People will **UNDERSTAND** the risks of living here and will be able to **ADAPT** to internal and external changes, using adversity as an opportunity to transform the city for the better.

- CONNECTED PEOPLE
- UNDERSTAND RISKS
- ADAPT TO CHANGE



### Medium Term Objectives and Projects

#### INFRASTRUCTURE & ENVIRONMENT

Influence and direct investment in grey and green infrastructure that underpins the services Wellington expects, and will continue to expect following a shock.

#### HEALTH & WELLBEING

Ensure that communities, and especially those most at risk, are able to live in a way that is affordable, connected, safe and healthy.

#### LEADERSHIP & STRATEGY

Integrate planning to provide a clear and long term direction, and framework for the prioritisation of funding and effort.

#### ECONOMY & SOCIETY

Enable communities, businesses, individuals and institutions to better participate in decision making.





# Draft of Proposed Projects for Further Development

DRAFT

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Item 2.1 Attachment 1

**Projects selected for further development**

#	Description	Delivery Partners
1	<p><b>Link community resilience work programmes to better enable community participation in decision making</b></p> <p>This project aims to ensure people have opportunities to prosper and that innovative programmes are developed to empower and connect communities and neighbourhoods.</p> <p>To do this we will expand the existing participatory co-design approach to community planning targeting suburbs and the most vulnerable communities. This will provide opportunities to link with the #Wellynextdoor and Community Response Planning programmes, and other activities, and support a coordinated city-wide approach to community resilience.</p> <p>A strong volunteer base is essential when building strong communities and we will explore new ways to provide shared community spaces volunteers and community groups that will assist in building local resilience.</p>	<p>WREMO MCDEM DIA Community organisation NGOs</p>
2	<p><b>Provide Wellingtonians with easy access to information so they can make informed choices</b></p> <p>This project aims to reorient GIS resources to make them more open and accessible to enable Wellingtonians to make informed decisions and choices about living with Wellington's risks.</p> <p>Residents, visitors, investors, researchers and others will be able to quickly access relevant information that is currently difficult to locate. Specifically, this information will include details of sea level rise, liquefaction, tsunami, ground shaking but also community information so that people know what's in their neighbourhood, and so that more sophisticated modelling can be undertaken.</p> <p>Wellington aspires to be a Smart City with a growing smart economy connected to the world through world class ICT. Businesses and researchers are keen to make better use of our GIS investment, and LINZ has offered to help.</p>	<p>ESRI LINZ MCDEM VUW GWRC WREMO Gaming sector JCDR</p>
3	<p><b>Work with Wellington's electricity sector to build in redundancy and flexibility</b></p> <p>While electricity outages are uncommon in Wellington and supply is reliable, most people are unaware that Wellington's electricity network is very vulnerable to a shock. Our geography and natural hazards mean that it is costly and challenging to build a network as resilient as Orion's in Christchurch.</p> <p>There are two aspects to reducing our vulnerability:</p> <ul style="list-style-type: none"> <li>- Make the existing network less vulnerable. Achieve this through advocating for incentives and cost structures to invest in an acceptable level of service (currently 95 days for CBD to be operational after quake, this is too long).</li> <li>- Start to build energy independence by incentivising diversified power generation through microgeneration, ie battery packs, solar roofs, small scale wind, and tidal energy, with the specific aim of improving community recovery from a shock.</li> </ul> <p>Investing in electricity resilience will pay back substantively in a major shock. This project is closely linked to #4 – EVs</p>	<p>WE Transpower CoC Comcom MBIE WeLG EECA</p>
4	<p><b>Switch the Council's fleet to EVs and roll out city wide charging infrastructure</b></p> <p>We know that getting people out of petrol/diesel vehicles and into PT, walking/cycling or petrol/diesel vehicles and into PT, walking/cycling or EVs will massively change the City's emissions profile. EVs is the one area that has not yet been heavily promoted, and there are extensive resilience benefits.</p> <p>This project aims to support the City in the adoption of EVs through switching the Council's fleet to EVs wherever possible and as vehicles come up for replacement, and encouraging contractors that use trucks to consider EVs, specifically the rubbish, recycling and street cleaning contractors where the work is well suited to EV technology, by emphasising the resilience benefits of EVs. It is proposed to apply for Central Government funding for projects that promote up-take of EVs.</p> <p>Through the District Plan, the City will look to support the uptake of EVs, particularly in apartments. The City will continue to promote car sharing and other initiatives that complement EVs.</p>	<p>EECA</p>

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	It is also proposed to roll out public EV charging infrastructure across the city and region. This is particularly important in Wellington given the high numbers of households without garages or off-street parking.	
5	<p><b>Assess telecommunications sector's capacity to support large scale remote working</b></p> <p>In the event of a shock that renders the CBD or other parts of the City compromised, it is expected that many workers will be requested to work from home, or from another hub.</p> <p>This project involves an assessment of the telecommunications sector's ability to support working from home for a large number of employees over a prolonged period, based on a common understanding of levels of service.</p> <p>The project will also raise awareness of the working from home contingencies, and highlight the need to think about shared workspaces.</p>	Spark 2 Degrees Chorus Vodafone Citylink Internet NZ
6	<p><b>Work with NZTA to integrate resilience with critical transport projects</b></p> <p>NZTA and the City are currently embarking on several key projects that have the potential to improve the resilience of Wellington:</p> <ul style="list-style-type: none"> <li>- Coastal cycleways can protect other infrastructure from the effects of natural hazards.</li> <li>- Access to Centreport can provide redundancy in the event that land access is compromised.</li> <li>- Petone to Ngauranga could provide flexibility and redundancy for shocks and stresses.</li> <li>- Transmission Gully ought to reduce restoration time, although it is not clear by how much.</li> <li>- LGWM effectively relieves a stress (congestion) but also provides a resilience lever to help with shocks.</li> </ul> <p>This initiative aims to inject a resilience view into all of these projects, based on a common understanding of levels of service, so that the City's ability to respond and recover from a shock might be enhanced.</p>	NZTA WWL WE Kiwirail WREMO WeLG
7	<p><b>Improve insurance literacy to ensure owners are aware of the changes following the Canterbury earthquakes</b></p> <p>Many homeowners and businesses do not realise that the new insurance framework means that they are not covered to the extent that most Christchurch h properties were covered.</p> <p>While the insurance sector is involved with many resilience projects, this specific project is designed to ensure that owners are more insurance literate than at present. A phased approach would be taken, focussing in three key areas: individual home owners, apartment owners, commercial sector, including Councils that own horizontal infrastructure.</p> <p>The City will support ICNZ who will lead the project.</p>	ICNZ EQC Banks WeLG WWL
8	<p><b>Better communicate emergency water and sewage arrangements so citizens are aware of their responsibilities</b></p> <p>Wellington Water is currently constructing a business case that aims to improve the resilience of Wellington's Water network, including the disposal of sewage. This includes encouraging Wellingtonians to take personal ownership for at least seven days.</p> <p>This project supports Wellington Water through a concerted communications programme that reinforces the need for all individuals, communities and institutions to take responsibility for their own emergency and water and sewage. This specifically includes further promotion of 200l household water tanks.</p> <p>Emergency water and sewage disposal preparedness is as much a communications project as it is an infrastructure project. This initiative focusses on communicating key messages to the wider public to enable them to make their own decisions.</p>	WWI WREMO
9	<p><b>Develop 3D/VR model of Wellington's Central City for planning and training</b></p> <p>While most Wellingtonians are at least vaguely aware of Wellington's natural hazards, technology now exists that can make understanding these risks much easier than previously.</p> <p>Using GIS and AR/VR, this project aims to construct a model of Wellington's Central City that simulates ground shaking, tsunami, liquefaction, seiche and proactively communicates the results to affected communities.</p> <p>The City would work with communities to reduce risk. This could also include (or in some cases be led by) sea level rise, and community panels could use this as</p>	LINZ GNS

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	a tool for educating people.	
10	<p><b>Realign community funding to find new creative ways to promote resilience</b> A major challenge for resilience planning is understanding and communicating the expected impacts both to inform decision-making and emphasise the importance of being prepared. We need to find new ways to communicate often technical and potentially difficult information and establish much broader and diverse networks.</p> <p>This project is about investigating ways to “meet people where they are” – literally and figuratively. Literally in so much as we need to take the conversation physically to where people naturally gather and figuratively because Wellingtonians are going to be at varying stages of understanding and acceptance regarding what resilience means for them and in each case their starting point must be our starting point.</p> <p>The arts sector represents an enormous opportunity for exploring innovative and creative ways to express and understand the challenges we face and explore the relationship with our people and our natural environment. Opportunities also exist for collaboration with sporting institutions given their reach into diverse communities; particularly at the grass roots. Schools represent another valuable potential audience for discussing Wellington’s resilience.</p>	Arts community Sports community Schools CNW
11	<p><b>Develop a plan to adapt the City to the effects of sea level rise</b> The City has not yet determined a strategic approach to adapting to the effects of a changing climate. The City is most particularly (but not solely) concerned with rising sea level (SLR) combined with the effects of sea surge causing coastal erosion and flooding.</p> <p>SLR is an opportunity for the City to collaborate with coastal communities to consider how to approach the challenge. This project has two phases:</p> <ul style="list-style-type: none"> <li>- First, Councillors sign off a set of principles around dealing with SLR –like ‘who pays’ ‘who gets to make decisions’, ‘which Councils are involved’, ‘how do we safeguard the functions provided by the coastal ecosystems’.</li> <li>- Second, the establishment of formally constituted community representative groups/panels, including elected officials, to codesign approaches for dealing with SLR (and including schools and other educational facilities). This process could take several years, and is linked strongly to the regulatory framework project and potentially the CRP.</li> </ul> <p>Panels will need to be supported with the best information available on costs of action/inaction, and the social/economic costs of pathways, including natural mitigation.</p>	NIWA GNS VUW MfE ICNZ EQC Rotterdam TNC HCC PCC GWRC
12	<p><b>Establish a WCC Sea Level Rise Adaptation Fund to mitigate future liability</b> In 2015 the PCE recommended that the Minister for Finance <i>Establish a working group to assess and prepare for the economic and fiscal implications of sea level rise.</i> This has not occurred, but the costs to the City are already evident and will continue to climb.</p> <p>This project aims to establish a local fund, based on a targeted rate, to help defray the future costs of infrastructure investment (or divestment) caused by the effects of sea level rise.</p>	ICNZ RMS LGNZ EQC CoC

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13	<p><b>A housing framework that ensures sufficient homes for people; homes that are resilient to nature's challenges, and that shape community resilience</b> As the City grows and changes, we will need ensure that to public and private bodies will invest sufficiently in houses and apartments to meet increased demand. This investment presents an opportunity to ensure that new homes are resilient to nature's challenges, as well as being warm, dry and affordable. Post-event, it is critical that people can stay in their homes, and possibly even work from home.</p> <p>This initiative proposes that papakainga, nurturing a place to which people can return home, be a theme for the Housing Framework. This can be supported in practical ways by requiring new homes to be constructed with emergency water tanks, collection of grey water, bike spaces and solar panels.</p> <p>Further, this initiative proposes that analysis be undertaken to determine options for funding seismic retrofit of existing homes, as currently occurs in Los Angeles. Early analysis indicates that the Benefits/co-benefits of funding such a programme would greatly outweigh the costs, with focus on chimneys, joists and verandas.</p>	EQC IAG NZIC BRANZ MBIE WWL WREMO NZIA NZSEE Universities
14	<p><b>Expand resources and effort to implement Te Mahana Homelessness Strategy</b> Wellingtonians are uncomfortable with the increase in people living rough. This is a complex challenge and there is no easy fix. This project aims to refocus effort away from managing of homelessness and instead focussing on ending homelessness. Homelessness is a complex problem and needs an inter-sectoral coordinated approach along with an increased understanding of the complex underlying issues.</p> <p>Specifically this project will focus on taking a <i>housing first</i> approach, focusing on delivery and enabling quick access to permanent housing.</p> <p>Other cities have successfully ended homelessness with concerted and sustained effort, resource and focus.</p>	MSD Police Maori/iwi DHB BGOs
15	<p><b>Ensure resilience materials are accessible for all</b> Maanakitanga is the building of unity through humility and the act of giving so that groups of Wellingtonians don't get left behind as the Region prospers. Unfortunately, not all Wellingtonians have sufficient resources to be able to purchase a 200l water tank, a grab 'n go bag or other resilience materials.</p> <p>This project sets out to ensure that people who do not have the ability to make these kinds of choices have alternative access to resilience projects in an equitable way and on an ongoing basis. This includes low income families, aged and new migrants. The project could generate an additional benefit of connecting isolated people.</p>	NGO Private sector
16	<p><b>Undertake a desktop weather-tightness assessment of Wellington homes to understand the extent of the challenge</b> In recent years weather-tightness issues with New Zealand's housing stock have been dealt with at a national and local level. Not all affected buildings have been assessed. We do not know how many buildings have not yet been identified, but we know that these buildings in future could erode social equity, health and housing affordability.</p> <p>This project aims to better understand the extent of unassessed buildings. While the City may not have legal liability for these homes, there will be future issues for the City as they are discovered; this project aims to understand the extent and nature of that challenge.</p>	MBIE ICNZ BRANZ
17	<p><b>Convene a Central City co-design group to provide a systematic process for dealing with Central City challenges</b> The Central City will significantly grow and change in shape, size, infrastructure and demographics over the next 30 years. This represents an opportunity for resilience to be thematically designed and built into Central City buildings, infrastructure and communities, with strong community participation.</p> <p>Convene a group, with formal delegated terms of reference, reporting to the Councillors, that represents the various Central City sectors and interests, and allows various stakeholders to have a structured involvement in decision making. The Group will be carefully synchronised with other work such as LGWM and Te Aro Planning.</p> <p>The Group would have a thought leadership role, and would aim to provide advice on specific as well as holistic Central City planning, issues and challenges.</p>	CoC, HA ICBRA Retail Assn Developers Prop Council VUW, MU iwi, NZTA, GWRC WREMO

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18	<p><b>Investigate options for sewage sludge disposal to reduce carbon liability</b> Sewage sludge disposal is a major challenge for the City. As population increases, so does the volume of sludge, the difficulty of disposal in a landfill, and the ETS liability.</p> <p>This project aims to introduce an improved disposal method that better uses the energy value of sludge. Better sludge disposal will significantly reduce the City's emissions profile, and will see Wellington taking a leading role in the nexus between waste and energy management.</p>	WWL
19	<p><b>Expand the scope of the Low Carbon Challenge to incorporate climate change adaptation and other resilience challenges</b> The existing low carbon challenge has been a successful initiative looking at climate change mitigation. As the City moves into the adaptation phase, and as community representative panels come on stream, we propose to modify the challenge to incorporate climate change adaptation initiatives that promote environmental restoration and community cohesion.</p> <p>We expect that community panels may wish to access the challenge to encourage innovative thinking around adaptation challenges.</p>	
20	<p><b>Regulate to mitigate future liabilities of liquefaction, flooding, sea level rise and other hazards</b> The District Plan is a substantial mechanism by which resilience challenges can be addressed, especially in light of the lessons learned from the Christchurch earthquakes</p> <p>This project will investigate the role the District Plan can play in helping to reduce potential liabilities. Key areas of investigation will be the impact of sea level rise, liquefaction, tsunami and emergency water storage.</p> <p>The project will also include an analysis of regulatory and non-regulatory options to require residents to secure their homes (including chimneys, joists and verandas). This is known to be an area of concern in Wellington.</p>	ICNZ EQC Property Council WREMO GNS MBIE WWL
21	<p><b>Develop an earthquake recovery plan for Wellington that clearly describes expectations of various agencies and bodies</b> Currently there is no plan for recovery from a shock. Following the Canterbury earthquakes we know that recovery planning is critical, and that now is the time to turn our minds to recovery, rather than after a shock has already happened.</p> <p>This project is designed to co-ordinate a planning process with key stakeholders so that people and key agencies know the expectations in recovering from a shock, and an earthquake in particular. This plan will be designed to drive pre-disaster actions so that the recovery is less traumatic – effectively using recovery to drive risk reduction.</p> <p>Planning will involve urban, natural, economic and social planning. It will clarify governance arrangements, roles and responsibilities and organisational structures, and the decision making framework. It will involve community and business leaders, insurers, EQC, NGOs, Maori/iwi and Central Govt. It will prepare the City to partner with these groups. It is expected that this plan will be presented to cabinet, and supported with a communications plan and ongoing exercises conducted by WREMO to ensure socialisation.</p> <p>The plan will embody the lessons learned from the Canterbury earthquakes.</p>	MCDEM EQC CoC CN MBIE ICNZ IAG PNBST Ngati Toa WREMO Arts sector WWL
22	<p><b>Reboot business continuity planning to achieve better penetration</b> This project aims to enhance the existing WREMO programme by enlisting the support of other agencies to greatly improve the penetration of BCP into the SME sector, at little or no cost to businesses.</p> <p>The project will see WREMO's MoU amended to incorporate enhanced BCP, with clear budget, targets and accountabilities, Supported by a significant communications BCP effort.</p> <p>Wellington has around 4,500 SMEs. While several hundred of these have engaged in active business continuity planning, the majority have not. One of the key lessons from the Canterbury Earthquakes is to provide SMEs with tools, mechanisms and incentives to take BCP steps, such as backup of critical information,</p>	CoC MBIE, EQC ResOrgs Our CBD BIDs, HA, RA CCoC CCC ICNZ, EQC

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	having and discussing a plan with staff.	
23	<p><b>Undertake Measuring the Economics of Resilient Infrastructure (MERIT) study to understand the economics of investing/not investing in resilience</b> The Resilient Wellington programme has revealed that we do not fully understand the economics of a major shock to Wellington. The MERIT tool is a New Zealand developed tool, sponsored by Treasury that provides models of economic losses and helps understand the costs of urban resilience – this would greatly enhance our understanding of where to focus investment.</p> <p>These models are used to drive investment in infrastructure, and include the interdependence of various networks. This project aims to deploy MERIT in Wellington across all infrastructure to provide a clear understanding of the potential losses and interventions.</p>	<p>NZTA GWRC WW WE Transpower WeLG</p>
24	<p><b>Resolve funding of emergency water supply for Newtown Hospital</b> Wellingtonians have an expectation that their hospital will be able to operate following a shock, and will not be forgiving if this does not occur. Currently the Crown and the Council are contemplating where the costs should lie. There are good arguments either way.</p> <p>This project aims to resolve this issue promptly.</p>	<p>WW City Council DHB</p>
25	<p><b>Planning use of space for combined community wellbeing and post-disaster roles</b> As the City grows, we will have opportunities to better design resilience into gathering places. These include parks and open spaces, publicly owned community buildings and in some cases privately owned buildings. These can all be designed to encourage social connections and active participation, as well as practical post-event functionality. This functionality includes welfare activities, recreation, social and commercial interaction, urban agriculture, access to water, electricity and wifi, and art and performing arts.</p> <p>This project will:</p> <ul style="list-style-type: none"> <li>- Identify new gathering places that might be double as welfare centres in a shock, including the new Convention Centre.</li> <li>- Invite communities to activate existing gathering spaces in their neighbourhoods.</li> <li>- Provide tools and guidance, and reduce barriers to community projects.</li> <li>- Make public land available to better support communities to grow their own produce and enhance their natural environment.</li> <li>- Connect local produce to events such as Wellington on a Plate and Te Piringa O Te Awakairangi, and initiatives such <i>Garden to Table</i>, <i>Fruit Tree Gardens</i>, and <i>Common Unity</i></li> </ul> <p>The principles of kaitiakitanga and maanakitanga are strongly linked to this project.</p>	<p>Hospitality Assn VUW WREDA TPotA Developers Private owners NZIA</p>
26	<p><b>Plan redundancy into hubs outside of the Central City in the event of a red zoning of the CBD</b> The compact Central City is the jewel in Wellington's crown. However it is very vulnerable to shocks and the consequences of a compromised CBD would be devastating for Wellington and New Zealand.</p> <p>This project aims to set a strategy for the central city. This will include the immediate future, as well as post event recovery. The risks and costs faced by the central city will be extensively understood, allowing decisions around to what level of investment is required. A decision on the long-term role of the central city and the suburban centres will be made.</p> <p>Communities and businesses can undertake open space planning (see proj # 3, 15) linked to emergency response and recovery planning, incorporating design features that absorb capacity from the Central City or other hubs in the event of a major shock.</p>	<p>WREMO BIDs WW WE NZTA City Council CoC</p>

Draft 8 Sep 19

27	<p><b>Undertake a temporary housing study to understand options for emergency response planning</b></p> <p>In the event that part of the City is compromised and people are unable to remain in their homes, the City will need to be able to provide temporary accommodation. We do not understand the extent and nature of this challenge, especially if the Central City is compromised.</p> <p>This project will describe various scenarios where temporary accommodation might be required, and will outline the gap (assuming there is one) in capacity, with recommendations for how this might be addressed.</p>	Massey Uni VUW Prefab NZ JCDR Royal Wolf
28	<p><b>Develop disaster risk management plans for selected heritage areas</b></p> <p>Our heritage buildings represent our sense of place. Images of the Christchurch cathedral's plight, nearly six years after the shock, have focussed Wellington's attention in this area.</p> <p>This project aims to identify Wellington heritage assets (including buildings) that the City would least like to lose, and work with relevant agencies and owners to ensure that the resilience of these heritage assets is improved using a holistic risk management framework, including being a priority for funding and the development of guidance for post event decision making.</p>	
29	<p><b>Review Wellington Lifelines Group arrangements to better inform decision makers</b></p> <p>Wellington's lifelines group (WeLG) does not own or invest in lifeline assets, rather its function is to connect lifeline operators to discuss shared concerns, and to commission analysis of various lifelines' strengths and weaknesses. WeLG is not accountable to any of the bodies responsible for CDEM.</p> <p>Wellington has some critical lifelines vulnerabilities; however elected officials do not have oversight of these. The Joint Committee is not well connected to Wellington City Councillors.</p> <p>It is proposed that WeLG be requested to co-ordinate a programme to ensure that asset owners are making City decision makers aware of the vulnerabilities to Wellington communities in the power, water, telecommunications and transport lifelines in particular, and that the interdependencies of these lifelines is a key focus.</p>	WeLG WW WE NZTA
NE W	<p><b>Maintain the Resilience Steering Group to ensure resilience momentum is maintained</b></p> <p>Significant momentum has been built during the development of the Resilience Strategy. It is intended to maintain this momentum through retaining the existing Steering Group, albeit with amended terms of reference.</p> <p>The Steering Group will look at other models across the 100RC network in order to establish an enduring framework for city resilience.</p>	NZIC, DPMC JCDR WCOC Dwell Ngati Kuhungunu Social Services WWL WREMO
NE W	<p><b>Investigate daylighting of selected streams for improved amenity and resilience values</b></p> <p>Wellington waterways are significantly degraded and are no longer able to provide buffer against flooding and slips. Instead they are a source of contaminates that is destroying our coastal environment.</p> <p>This project investigate bring the streams back to the surface, developing wetlands upstream and other water sensitive design measures that will not only help slow down the run-off caused by increasingly frequent and intense flush floods but will also create new amenity and natural habitats that will be enjoyed by everyone in Wellington. Healthy waterways will also provide a buffer for increasingly destructive coastal storms by allowing kelp habitats to recover and grow and in time decapitate the wave impact of the storms.</p> <p>This project will identify 5 locations in Wellington for flagship waterways recovery and become a training hub for the professionals on how to integrate traditional infrastructure with ecological solutions.</p>	WWL TNC

# Sample Design

DRAFT

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# Wellington Resilience Strategy

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*In-Confidence - Working Draft 19 September 2016*



Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

# Wellington Resilience Strategy

*In-Confidence - Working Draft 19 September 2016*



Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke

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CONCEPT DRAFT



### Our Resilience Challenge

**The earth is moving in Wellington.** We know that a significant seismic event will strike the city at some stage. Current efforts are focused on saving lives but our infrastructure and buildings will be damaged and it will take time before we can use them again. Wellington CBD accounts for 8.4% of national GDP and 48% of regional GDP. The consequences of a significant earthquake will be socially and economically devastating, unless we improve our knowledge, planning and governance and reduce dependency on centralised infrastructure.

**The sea is moving too.** The changing climate is already affecting our coastline and low lying parts of the city damaging seawalls and flooding homes. More intense rain and wind flood our streets and causes land slips on our hills. As a community we need to understand what this means physically, financially, culturally and socially and in time make decisions to adapt Wellington to new sea levels and weather patterns. We need to take a hard look at our great natural environment, make sure that it is in a good shape and learn how to use it to mitigate some of these risks.

**Some aspects of our society are also moving.** We are getting bigger, older

and more diverse. Unfortunately we are also becoming less equitable. Some of our homes, instead of being a source of resilience, are cold, wet and expensive. New people are arriving. Some of them, including climate refugees, will struggle to develop skills and find jobs. Some of our citizens are already disconnected from the society, living on the streets at the mercy of their mental health issues or substance addictions. We can't solve these challenges without including all parts of the society into decision making. For that we need to build new collaboration and participation skills. Businesses, communities and public sector need to learn how to trust each other and work together to develop new resilience culture.



### Vision

In 50 years people will look back and thank us for giving them a city they love. They will feel **CONNECTED** to each other, value their diversity, and have a sense of ownership of the places where they live, work and play. People will **UNDERSTAND** the risks of living here and will be able to **ADAPT** to internal and external changes, using adversity as an opportunity to transform the city for the better.

- CONNECTED PEOPLE
- UNDERSTAND RISKS
- ADAPT TO CHANGE



### Medium Term Objectives and Projects

#### INFRASTRUCTURE & ENVIRONMENT

Influence and direct investment in grey and green infrastructure that underpins the services Wellington expects, and will continue to expect following a shock.

#### HEALTH & WELLBEING

Ensure that communities, and especially those most at risk, are able to live in a way that is affordable, connected, safe and healthy.

#### LEADERSHIP & STRATEGY

Integrate planning to provide a clear and long term direction, and framework for the prioritisation of funding and effort.

#### ECONOMY & SOCIETY

Enable communities, businesses, individuals and institutions to better participate in decision making.



# Resilient Wellington - under development with the editor

Fifty years ago, Wellington looked completely different to the way it looks today. It is highly unlikely that Wellingtonians of the 1960s could have dreamed that Wellington would be connected to each other and the rest of the world both virtually - through massive advances in technology and telecommunications - and physically, through a bustling international airport and port.

They wouldn't have thought that our population would be 13% Maori, 8% Pasifika and 8% Asian, with more than 80 ethnic groups and dozens of languages spoken on the streets, or that our central business district could be transformed from a dull bureaucracy into the envy of every other City in New Zealand and beyond.

On the other hand, nor could they have foreseen that one day the City would be clogged by cars, that kiwis would be begging on our streets, that many of our homes are not warm and weathertight or that we had irrevocably damaged our climate to the point that we need to adapt our City to deal with rising sea levels.

50 years from now, people will reflect on our time, and will wonder at the change that will have occurred between 2017 and 2067.

We have an opportunity our Grandparents never had. Thanks to advances in science and technology, we know - more or less - how our coast will change over the next 50 years. We better understand our seismic risk and consequences, and we know that the nature of world markets means that we can expect to experience good time and bad times economically and socially.

These things will all impact on people, and people are the most important thing of all.

There are three goals in leading the City:

- We need to *connect* people to improve wellbeing and innovation. Connect within the City, to other cities, and to the rest of the world. These connections need to be real, enabled by excellent infrastructure such as transport links, the port and airport. They also need to be virtual, underpinned by excellent, flexible telecommunications infrastructure.

- We need to be able to *adapt* our people, infrastructure and institutions to our changing built, natural and economic environments. We need to adapt to embrace new opportunities - such as growth in the numbers of people working, living and playing in the CBD. We need to adapt our City to the effects of a changing climate.

- We know the risks of living in our beautiful City. We can't fix them all at once, but over time we can do things to *reduce* the risks of living here. We know we can do better. As new knowledge becomes available, and as thinking shifts away from disaster response in favour of risk reduction, Wellington needs to be at the forefront.

This Strategy sets out a blueprint that is bold but sensible, striking a careful balance between cost and risk, and ensuring that there are multiple co-benefits for each action. The Strategy puts people at the centre of resilience, later you will meet the Blackwell family whose fortunes we will follow as shocks and stresses affect their lives and livelihoods.

We hope this strategy is never tested - but that is unlikely. We know that the Strategy will have been successful if, in one, the short term measures have been started, and in that longer term actions have been commenced in the next three years.

Ultimately, this Strategy is designed with the intention that in 2067, when our grandchildren take this document from the library (or whatever a library will look like in 2067), they will thank us for having had the foresight and courage to make decisions and investments that assured Wellington's wellbeing.



## Chapter 1

# Creation myth to end of 20th Century

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**CHAPTER ONE**

In Māori mythology, we live on the head of a great fish hooked up from the ocean by the hero Māui. Our rocky harbour entrance and mountain ranges were shaped by restless taniwha.

**NGAKE** **WHATITAI**

Modern science tells a different story, but it's no less dramatic.

# RUMBLE

We know about upheaval, and we know about survival.

My name is Tania Smith

My tūpuna came to Wellington with the great Ngāti Toa chief Te Rauparaha.

He'd seen the area's potential as a trading route, but creating a new life wasn't easy.

The first European settlers built a makeshift community in Petone.

Then the river flooded and it was swept away.

They moved across the harbour to where the city stands now, but there was conflict with the local iwi over land.

This shaky start was followed by an earthquake in 1855 so strong that it lifted parts of the seafront and drained the Basin Lake.

With rupture comes the chance to build better and stronger.

Resilience Wellington 13

After Wellington became New Zealand's capital in 1865, our little town's population ballooned by 700%.



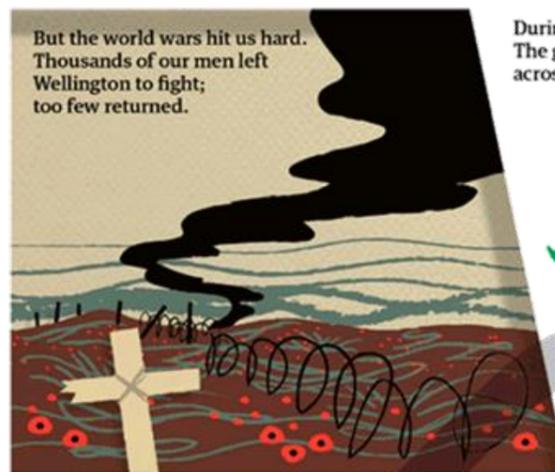
Roads and railways brought people closer, while power, water and sewerage systems replaced the toil of self-sufficiency.

In good times, industry thrived



PORIRUA MOTORS  
PETONE FREEZING WORKS

But the world wars hit us hard. Thousands of our men left Wellington to fight; too few returned.



During the Great Depression, the capital still grew and changed. The government put unemployed men to work on building sites across the city.

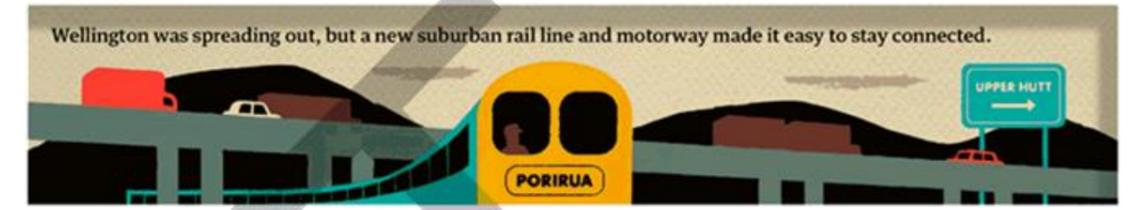


Like our war memorial

Post-war refugees from Europe helped grow our suburbs and our economy, and our workforce was strengthened by a wave of Pacific migrants.

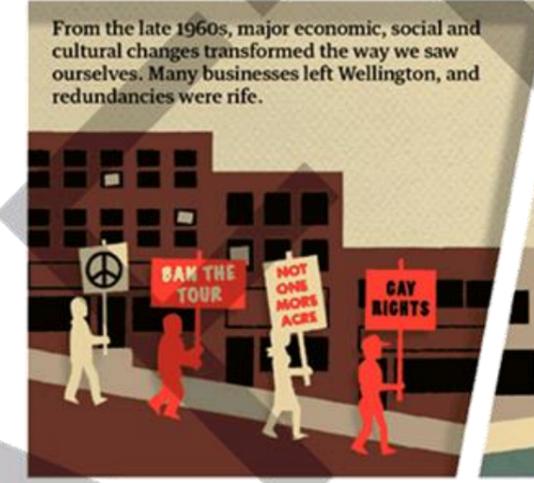


Wellington was spreading out, but a new suburban rail line and motorway made it easy to stay connected.



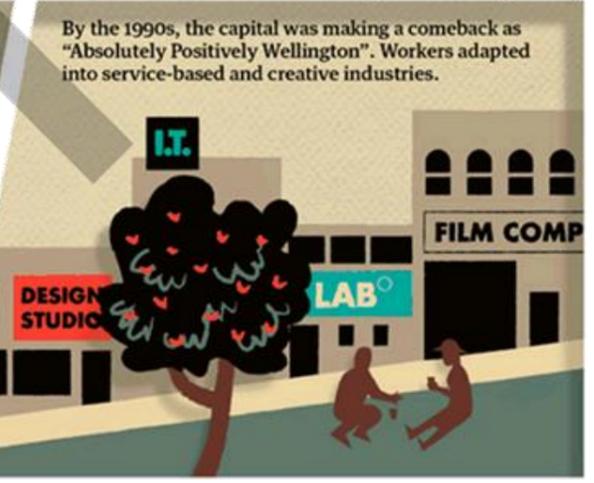
PORIRUA  
UPPER HUTT

From the late 1960s, major economic, social and cultural changes transformed the way we saw ourselves. Many businesses left Wellington, and redundancies were rife.



BAM THE TOUR  
NOT ONE MORE ACRES  
GAY RIGHTS

By the 1990s, the capital was making a comeback as "Absolutely Positively Wellington". Workers adapted into service-based and creative industries.

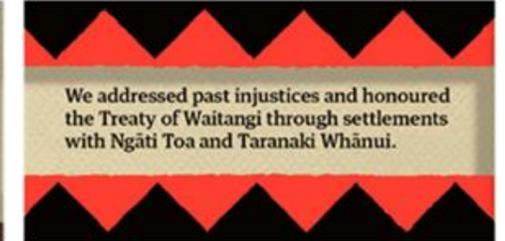


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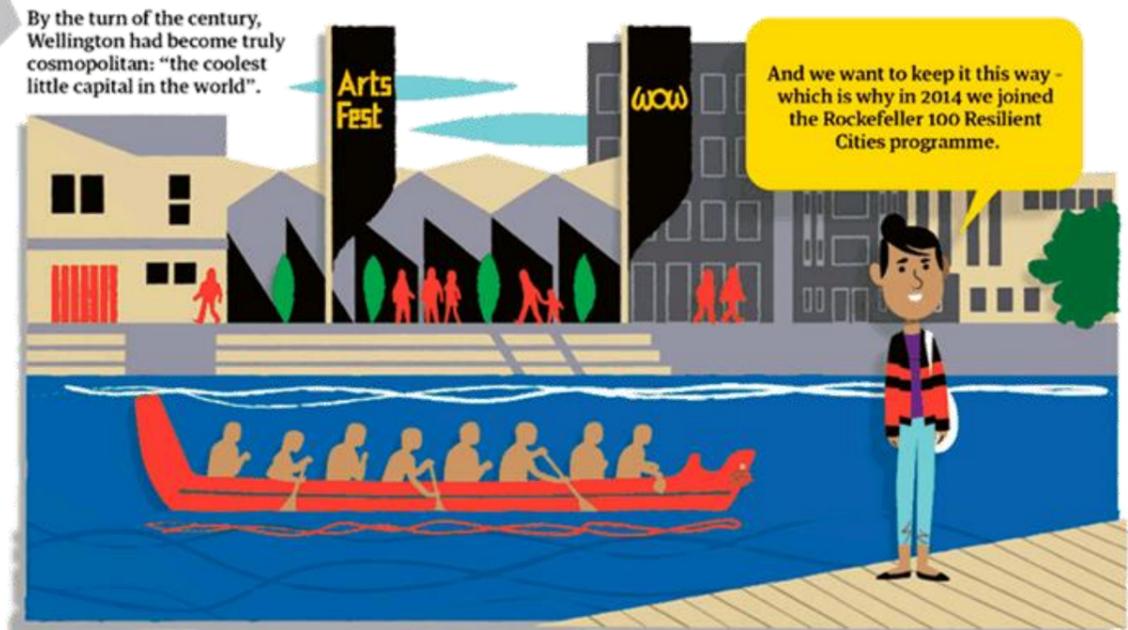
We got behind environmental and social issues, and invested in sewage treatment and waste recycling.



We addressed past injustices and honoured the Treaty of Waitangi through settlements with Ngāti Toa and Taranaki Whānui.



By the turn of the century, Wellington had become truly cosmopolitan: "the coolest little capital in the world".



Arts Fest  
WOW

And we want to keep it this way - which is why in 2014 we joined the Rockefeller 100 Resilient Cities programme.

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## **END OF TRIENNIUM REPORT**

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### **Purpose**

1. The purpose of this report is to note the legal implications of the pending elections on Council and Committee meetings.
2. To provide the appropriate delegations to the Chief Executive between the final Council meeting and the inaugural meeting of the new Council.

### **Summary**

3. Following the election, newly elected members come into office the day following the official public declaration of the result, which is likely to be 15 October 2016.
4. Current elected members term of office expires when new members come into office, the day after the official declaration of results. Elected members cannot act as members until they have made their statutory declarations at the inaugural meeting on 26 October 2016.
5. All committees, subcommittees or all subordinate decision bodies are discharged at the time new members come into office, except for the Joint Committee of the Wellington Region Waste Management and Minimisation Plan, District Licensing Committee, Wellington Civil Defence Emergency Management Group and Wellington Regional Amenities Fund.

### **Recommendations**

That the Council:

1. Receive the information.
2. Note that the last scheduled Council meeting of the current triennium will be held on 28 September 2016 and that all formal meetings will cease until the new Council is sworn in on 26 October 2016.
3. Agree that, subject to the limitations set out in clause 32(1) of Schedule 7 of the Local Government Act, the Chief Executive (in consultation with the Mayor-elect) be authorised to make decisions over and above his normal delegations in respect of urgent matters for the period from the day following the Electoral Officer's declaration of election results until the new Council is sworn in.
4. Note that any decisions made under this delegation will be reported to the first ordinary meeting of the Council.
5. Note that the District Licensing Committee will continue to meet in October as provided for in the Sale and Supply Alcohol Act 2012.
6. Agree to delegate the Chief Executive, in consultation with the Chief City Planner, the authority to appoint hearings panels if required to consider any notified resource consent applications during the period between the existing Council going out of office and the new Council establishing its committee arrangements and delegations.
7. Note that the Wellington Regional Amenities Fund will continue to meet as required as provided in their Terms of Reference.

## **Background**

6. Clause 14 of Schedule 7 of the Local Government Act 2002 (LGA) provides that a newly elected person to Council may not act until they have made the necessary declaration at the inaugural meeting of the incoming Council.
7. No meetings that are part of the current committee structure will be scheduled during October 2016.

## **Discussion**

### **Delegation to the Chief Executive**

8. Newly elected members come into office the day after the Electoral Officer's declaration but are unable to act formally until they have sworn a declaration at the first Council meeting of the triennium. Under statute, the Chief Executive cannot call the ordinary Council meeting until after the formal declaration of results has been made and must give seven days notice of this meeting.
9. The public notice declaring the result will be around the week after the election (between 12-16 October 2016).
10. The first Council meeting (inaugural meeting) is scheduled on 26 October 2016.
11. There are two periods that can impact on Council's decision-making:
  - The period after the last Council meeting (29 September) until the day after the declaration of the elections results (e.g 15 October).
  - The period from the day after the declaration of results (e.g 15 October), when new members' terms of office commence, until the inaugural meeting on 26 October 2016, when new members will make their statutory declarations.
12. Note that the current Council is still able to make urgent decisions via an extraordinary Council meeting until the day of the Electoral Officer's declaration of results of the election in the unlikely event such a decision is required.
13. After the declaration of results until 25 October 2016, it is recommended that the Chief Executive deal with urgent matters, in consultation with the Mayor-elect. This approach has been adopted by the Council on previous occasions.
14. It is envisaged that the nature of any issues on which the Chief Executive may have to make a decision would be those normally requiring formal Council approval, under the current delegations, but with no significant political debate. The delegation is also limited to those issues requiring an urgent decision, and cannot, as a matter of law, include decisions that legislation requires must be made by Council.

### **Joint Committee of the Wellington Region Waste Management and Minimisation Plan**

15. The Council at the 30 September 2015 meeting re-established the joint committee of the Wellington Region Waste Management and Minimisation Plan and updated the terms of reference not to discharge the joint committee at the end of the triennium.

### **District Licensing Committee**

16. The District Licensing Committees are appointed to consider and determine applications to the Council for alcohol licences under the Sale and Supply of Alcohol Act 2012.
17. The District Licensing Committee has all the powers conferred on it under the Act and all powers as may be reasonably necessary to enable it to carry out its functions.
18. Meetings of the District Licensing Committee are scheduled in accordance with the Act in consultation with the chairperson.

19. This committee will continue to meet during the month of October.

**Resource Consent Hearings**

20. The Resource Management Act 1991 (RMA) provides tight timeframes for the consideration of resource consent applications and it may be necessary to commence arrangements for hearings in the period between the existing Council going out of office and the new Council establishing its committee arrangements and delegations to committees.
21. It is proposed that the Chief Executive be authorised to appoint a hearings panel in consultation with the Chief City Planner.

**Wellington Regional Amenities Fund**

22. The Terms of Reference of Wellington Regional Amenities Fund states that the Committee is not deemed discharged following each triennial election.

**Options**

23. n/a

**Next Actions**

24. If the above recommendations are approved, it will be implemented by Democratic Services.

**Attachments**

Nil

Author	Anusha Guler, Manager Democratic Services
Authoriser	Kane Patena, Director Governance and Assurance



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## **VALEDICTORY SPEECHES AND REFLECTIONS**

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### **Purpose**

1. To provide elected members the opportunity to make a brief end of term valedictory address.

### **Summary**

2. This is an opportunity for elected members to make their valedictory addresses prior before the Local Government elections.

### **Recommendations**

That the Council:

1. Receive the information.
2. Receive the valedictory speeches of elected members.

### **Attachments**

Nil

Author	Crispian Franklin, Governance Team Leader
Authoriser	Kane Patena, Director Governance and Assurance



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### 3. Committee Reports

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## REPORT OF THE ENVIRONMENT COMMITTEE MEETING OF 1 SEPTEMBER 2016

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**Members:** Mayor Wade-Brown, Councillor Ahipene-Mercer, Councillor Coughlan, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Lester, Councillor Marsh, Councillor Pannett (Chair), Councillor Peck, Councillor Ritchie, Councillor Sparrow, Councillor Woolf, Councillor Young.

#### The Committee recommends:

#### OPEN SPACE ACCESS PLAN REVIEW 2016

#### Recommendations

That the Council:

1. Agree to recommend to Council that it adopts the rules identified in the Open Space Access Plan (Attachment 1) as conditions for use and/or controls for the purposes of regulating the use of a public place under Part 5 of the Wellington Consolidated Bylaw 2008.
2. Agree to recommend to Council that it adopts the Open Space Access Plan (Attachment 1).

#### PROPOSED LEASES (EXISTING TENANTS) UNDER THE WELLINGTON TOWN BELT ACT 2016: WELLINGTON PISTOL CLUB AND LONG HALL TRUST

#### Recommendations

That the Council:

1. Recommends to the Council that it grants the following new leases under the Wellington Town Belt Act 2016:
  - a. 10-year ground lease to The Long Hall Trust, 13B Maida Vale Road, Roseneath (being *part of* Section 167 Evans Bay District CFR WN22B/899).
  - b. 10-year ground lease to Wellington Pistol Club at Mt Albert Park (being *part of* Pt Lot 1 DP 10181 CFR WN19B/861 and *part of* Pt Lot 1 DP 8754 CFR WN47B/502).

#### Attachments

Attachment 1. Open Space Access Plan

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# ~~DRAFT~~ OPEN SPACE ACCESS PLAN

PLAN FOR THE MANAGEMENT OF THE OPEN  
SPACE ACCESS NETWORK

~~JUNE~~ SEPTEMBER 2016



*Orouaiti Reserve and Wellington Harbour looking north*

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## 1. INTRODUCTION

Most cities have large urban parks for public recreation, or areas of open space on the urban fringe for tramping, bush walks and biking. Wellington has a unique network, embedded within the city structure and Wellington Town Belt, running out through the suburbs to the Outer Green Belt and beyond into the rural environment.

The track network offers benefits for the entire community and caters for a wide range of interests and abilities.

### **Environmental benefits**

- Promotes community awareness and appreciation of the natural environment
- Develops public understanding of the principles and value of conservation
- Promotes walking, cycling and running as viable modes of transport
- Enriches the experiences of visitors through education and interpretation

### **Social benefits**

- Contributes to the livability of the community and is part of the local culture
- Facilitates community interaction and recreation
- Improved health

### **Recreational benefits**

- Opportunities for free, accessible recreational activity for a broad section of the community
- Increased recreational opportunities for a broad section of the community
- Opportunities for risk, adventure, remoteness and solitude

Track users include walkers with limited mobility, wheelchair users, walkers who use tracks for recreation or to access a specific destination, walkers with dogs, family walkers with young children and pushchairs, walkers who want solitude and a natural environment, trampers, runners/joggers, mountain bikers, power prammers (mountain buggy users), family mountain bikers, commuters, tourists, environmental education users, horse riders, and recreational vehicle drivers. Each user group has slightly different requirements and expectations.

### 1.1 WHAT IS THE OPEN SPACE ACCESS NETWORK?

The open space network is simply any route that runs through open space. It may be a specifically built road or track, may have evolved from use or have been adapted from a former farm track. The main categories of users are pedestrians, cyclists and vehicle users. This plan bases its classifications around these users.

There are many roads and vehicle tracks in Wellington that are vital to the network and are maintained for reasons other than, or in addition to, recreation access (for example, access to utilities). There is also a number of paper roads (legally a road but

as yet unbuilt), which may have some future significance for access. Roads and vehicle tracks are considered within this plan as part of the network, however, the design and standards of roads and tracks is not included within this document because of the specialist requirements.

Open spaces are the outdoor places around us that have:

- *ecological values* such as plants and animals and the habitats they live in
- *recreational values* that we appreciate and enjoy, including formal and informal sport, and active and passive activities
- *landscape values*, including patterns of landform, scenic beauty and sense of place
- *natural heritage values* inherent in places with cultural or historic significance.

It is necessary to manage access to the open space network. This includes balancing the needs of users with potential conflict between the users – for example, mountain bikers and walkers – as well as development of the network, while making sure we protect the ecological and landscape values.

## 1.2 HOW DO TRACKS FIT IN?

Tracks are a significant part of the Council's role in *Getting Everyone Active and Healthy*, a key outcome of *Our Capital Spaces – An Open Spaces and Recreation Framework For Wellington: 2013–23*. *Our Capital Spaces* focusses on providing accessible walking and cycling tracks within our open spaces. The Open Space and Access Plan's central theme is that recreation and leisure opportunities should be available to people of all ages and abilities. Tracks not only have a key role in providing many different age groups with a wide variety of opportunities, but also connect Wellingtonians (and visitors) to nature as part of recreation activities as outlined in *Our Natural Capital – Wellington's Biodiversity Strategy & Action Plan*.

The key strategic outcomes from *Our Capital Spaces* that relate to the track network include:

*Outcome 1 – Getting everyone active and healthy*

### **Focus: Awareness**

- High-quality, consistent signs and appropriate entrances to make it easy for people to use our tracks, parks and other spaces
- Developing smart and easily accessed information to tell people about what's on offer – this includes use of digital media, such as interactive mapping of walking tracks and cycleways

### **Focus: Providing accessible walking and cycling tracks**

- The Council plans to develop short, easily accessible walking and cycling tracks close to where people live

## 1.3 THE COUNCIL'S ROLE

The Council has an important role to play in providing a range of recreational opportunities and promoting public health. The open space access network provides opportunities for all ages, interests and abilities at minimal or no cost. *Our Capital Spaces* focusses on making the public more aware of the open spaces available to

them and promoting physical activity. Building and supporting active living environments is one way to provide greater opportunities for routine physical activity, as well as experiencing the natural environment. Well planned tracks are a great way to promote active living.

The track network needs to be actively promoted by the city, and publicised to provide users with high quality, accessible information about the network and education about the natural environment. This will also involve the Council monitoring use and customer satisfaction.

The Council has a Walking Policy (2008) and a Cycling Policy (2008) – their objectives are included in Appendix 12. These policies are integrated, where practicable, with the Open Space Access Plan, as well as part of other open space policy direction. For example, *Our Capital Spaces* includes an initiative to provide shorter and more accessible walking and bike tracks close to where people live, along with other initiatives (as mentioned in Section 1.2 above). *Our Capital Spaces* also identifies the need to seek opportunities for active transport routes through the network.

More recently, the Wellington Cycleways Master Plan (2015) and Cycling Framework (2015) have been developed. They both recognized the potential for off-road cycle routes thought reserves. As stated in the Cycling Framework, proposals for off-road routes need to be consistent with relevant reserves management plans.

A 2014 report, *Integrating Road and Open Space Networks to Maximise Active Transport and Recreational Opportunities in Wellington*<sup>1</sup>, identified a number of recommendations, including using technology to highlight off-road commuter routes. The report noted route signage would need to be consistent on both on-road and off-road sections. However, the report stated that not all cycle commuters wanted to travel off-road, as most want shallow gradients, even surfaces and direct routes. Commuter routes need to be wide, dual access (both directions) and shared use. Due to the topography of Wellington's open space, this is not always achievable.

The Council has integrated shared walking and cycling tracks through transport and open space networks, such as Ara Tawa Walkway and Grasslees Reserve and other reserves in Tawa. We also continue to implement the Great Harbour Way/Te Aranui o Pōneke. Other opportunities to formalise transport routes through the open space network include the Hataitai to City route via the Town Belt on Mount Victoria/ Matairangi.

There are also initiatives under way to promote linkages for visitors to the central city to the surrounding open space network and beyond. This includes signs, as well as web-based technologies. We will continue to explore technology as an information provider. There has also been work done to promote and enhance mountain biking within the city, and we have looked at opportunities to include cycleways and walkways from the suburbs to the central city.

We will continue to work with other councils and partners to ensure better integration and implementation of user-friendly commuter routes and recreation opportunities through the open space network, and to recognise current and potential economic benefits for the city and region.

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<sup>1</sup> A combined Victoria University of Wellington and Wellington City Council document written by Kate Coles, February 2014.

The rules in this document are conditions for use and/or controls for the purpose of regulating the use of a public place under Part 5 of the Wellington Consolidated Bylaw 2008.

#### 1.4 OTHER PROVIDERS

There are a number of other track providers within the greater Wellington region. Some tracks lead onto or cross private land. The Council will continue to work with landowners to facilitate access and assist with managing tracks and their use.

It is important to ensure integration with neighbouring territorial authorities that provide tracks within and bordering the Wellington city district, such as Hutt City and Porirua City Council and other providers such as the Department of Conservation and Greater Wellington Regional Council,. Tracks that cross boundaries need to be continuous and consistent.

#### 1.5 COMMUNITY TRAIL BUILDERS

It is acknowledged that around Wellington, the community, with the Council's guidance, has had a huge involvement in track planning, building and maintenance. The Council will continue to support these initiatives and to work with the community to improve access.

Wellington City is fortunate to have an active community of volunteers and working groups, including mountain bikers, walkers and runners. Wellington also has sponsorship from corporate bodies and other entities that help provide tracks and resources to ensure the trail network is enhanced. Wellington City Council wishes to recognise these groups for their time, resources that help make the network one of the best "urban" open space access networks in the world.

## 2. CURRENT TRACK NETWORK

Wellington City Council is responsible for an extensive and complex network of tracks located in parks and reserves across the city, and across private land, from Rangitatau Historic Reserve and Red Rocks in the south to Belmont Reserve and Spicer Forest at the northern city boundary.

Tracks that form part of the recognised track network have been established over many years and for many purposes. They provided pedestrian access over the Wellington Town Belt into the city or were used as local shortcuts. Some tracks started as farm roads. Others were built to satisfy the demand for informal recreation but have been gradually improved over time.

Changing demands have seen a recent shift towards tracks as a recreational resource in their own right. While the environment and destination are important, using the track itself is the primary experience.

### 2.1 STRENGTHS OF WELLINGTON'S TRACK NETWORK

- Provides opportunities to experience a unique and spectacular environment.
- A strong network of primary tracks (with the exception of the northern area) based on the linear ridgelines and valleys.
- A good local track system based on the Wellington Town Belt, the Outer Green Belt and open space.
- A strong system of recreational nodes due to the many public and private sporting facilities located in the Wellington Town Belt and other open space.
- The opportunity to provide a unique outdoor experience close to the urban environment due to the Wellington Town Belt, Outer Green Belt and other open spaces.

### 2.2 WEAKNESSES OF WELLINGTON'S TRACK NETWORK

- Inconsistent standards (for example, starts off at short walk standard but turns into tramping track standard within a single sector).
- Lack of secondary connectors.
- Uneven distribution.
- Some physical access points not legally secured.
- [Some pP](#)oor entry/exit points.
- [Some pP](#)oor design.

- Inconsistent signage.
- Few opportunities for people with limited mobility, visual impairment, young family groups and tourists outside the formal garden areas.
- Limited opportunities for horse riders and off-road vehicles.
- Incomplete tracks that end at no particular point.
- Lack of comprehensive maps, information and promotion, [but improving](#).

### 2.3 OPPORTUNITIES FOR WELLINGTON'S NETWORK

The opportunities for Wellington's network surround the improvement of the existing network and extension of new tracks within the network. These specific opportunities are discussed within Section 6 – Key Initiatives, Section 7 – Sector Information and the Implementation Plan.

There are also a number of Paper Roads<sup>2</sup> within the city that have potential to be used as part of the open space access network.

### 2.4 THREATS TO WELLINGTON'S NETWORK

- Unlawful/informal track building.
- Conflict of uses.
- Poor design and/or harsh conditions leading to deterioration.
- Developments ending or dissecting access.
- Private landowners disallowing access to tracks on private land.
- Inadequate maintenance.
- User abuse of tracks.

### 2.5 Accessibility opportunities and constraints

The constraints of the current network for wheelchair access, and people with disabilities include:

- steep terrain (due to topography) and/or surface material of many tracks, ~~which~~ makes them unusable for those with limited mobility. [The cost to rectify this will mean some areas will always remain inaccessible to some people with disabilities](#)
- inconsistent standards, for example some tracks – like the Khandallah Park entrance to the start of the climb to Mount Kaukau – start off as a sealed pathway and end up a steep walking track with steps

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<sup>2</sup> A paper road (or unformed road) is a legally recognised road that provides public access to a particular area

- conflict of use on some paths, for example walkers, runners and mountain bikes.
- poor design, for example exit and entry points
- poor and inconsistent signage.

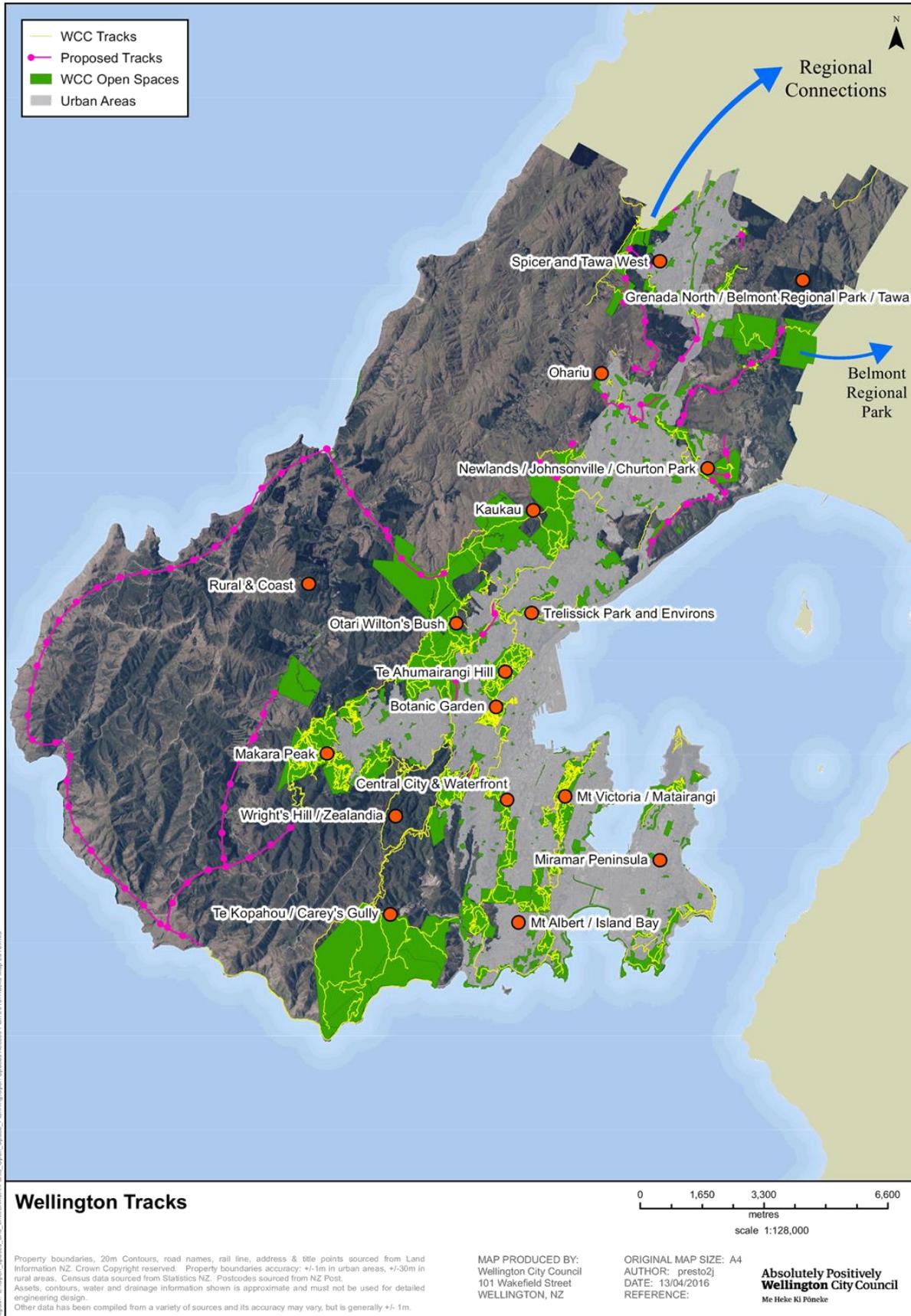
Opportunities in the current and future networks for wheelchair access and people with disabilities include:

- listing the number and locations of paths and walkways that have sealed surfaces and flat pathways
- reviewing whether more accessible tracks need to be constructed.

### 3. VISION

Wellington City Council wants to strengthen and improve the open space access network through a plan that will:

- provide outstanding opportunities for recreation and tourism within the open spaces of Wellington
- ensure that tracks provide for a **wide** range of user interests, skills, abilities and fitness levels within each area
- achieve a quality primary network accessing major destination points in Wellington and adjoining districts, and linking with an equitable distribution of secondary and local track networks and recreational facilities.
- provide a network of tracks that enables more residents to enjoy using the city's open space safely, while enhancing the natural environment



## 4. COMPONENTS OF THE NETWORK

There are two types of classification systems for access ways in Wellington. The first is the *network component*, which is the citywide web of access ways and how these fit together, and join the pedestrian and cycle transport networks. The second way of classifying tracks is the *track type*, which is based on the type of environment the access way is located in and how it is used. This affects the construction and the ease of use of the access way.

The **network component** can be described in terms of primary access ways, secondary connectors, local and facility networks and recreational nodes.

**Primary access ways** are key tracks in the city track network. They are a reflection of the pattern of development and the landforms and landscapes. They provide:

- access to major destinations, landmarks and lookouts
- access to places that people want to use for recreation, for example the coast, open hilltops and bush
- links with existing track systems.

**Secondary connectors** are lateral tracks that provide:

- access or links from the urban fringe into the primary track system
- “off ramps” so primary track users can go as far as their ability and time allows
- loop access for local users from the primary track or from a local access point.

**Local and facility networks** add interest to the network and provide more connection points. They give track users choice and variety. They are generally focus points for recreation such as the Wellington Botanic Garden. Zealandia is an example of a facility network.

**Recreation nodes** occur where tracks meet with other types of recreational facilities, such as play areas, sports fields, dog exercise areas and community halls/buildings.

## 5. NETWORK PRINCIPLES

These overarching principles apply to the whole network. All new tracks should be consistent with these principles.

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

- A wide range of skill and fitness levels, abilities and interests will be catered for by the network.
- Key destinations will be able to be easily accessed from main entrances, where possible, and reflect the Accessible Wellington Action Plan.
- Some tracks within the network will be accessible to those with limited mobility, push chairs and wheelchairs.
- Tracks 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 access network will be integrated with the wider city and regional networks, and the transport needs of pedestrians and cyclists.
- 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.
- All tracks will be physically sustainable and require minimal long-term maintenance.
- All tracks will have minimal environmental impact, ~~and where possible, avoid ecologically significant sites.~~
- Pest control, emergency services, and general management purposes will be catered for by the network, where appropriate.
- Tracks will be signed and maintained to defined standards, with significant hazards identified and/or mitigated.
- Designated tracks may be declared open for horse riding.
- ~~All tracks are closed to motorised vehicles except by special permission on a case-by-case basis and in accordance with policies within the Reserve Management Cluster Plans.~~
- Existing tracks suitable for motorised recreation can be used on a managed basis by clubs and organisations in accordance with Reserve Management Plans.
- Electric bikes will have restricted access. An electric bike (e-bike) is defined as a bicycle primarily pedal powered by human energy (pedal assist) and may be assisted by a maximum continuous rated electric motor power of up to 300

watts (of battery power), as well as limited to 25km/h<sup>3</sup>. All other e-bikes are regarded as motorised vehicles. Refer Schedule D of this plan for tracks open to e-bikes use.

## 5.1 PRINCIPLES FOR ECOLOGICALLY SUSTAINABLE TRACKS

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.

An Assessment of Environmental Effects should be conducted prior to any significant track work. 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.

Tracks in these sites should:

### 1. Avoid acutely threatened ecosystems or habitats

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

### 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.

### 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.

<sup>3</sup> The 25km/h limit is based on the maximum speed the e-bike will travel before its motor cuts out. The bike may travel faster than this, but only when solely powered by pedal.

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.

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.

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.

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 6m), disturbance to that canopy should be avoided. To help achieve this, switchbacks should be avoided where practicable.

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.

## 5.2 RECREATION USES

The Wellington region offers a wide variety of high quality mountain biking and walking/running opportunities that can be enjoyed by all age groups and levels of ability. In order to enhance those opportunities, the track network will be improved so that it:

- increases recreation and tourism opportunities by promoting and providing short walks and cycling loops
- improves access for users by providing consistent signage, smart and easy to access information, for example interactive mapping of tracks and appropriately marked entrances
- connects communities and recreational nodes
- provides alternative transport routes and connections
- engages park users in recreational experiences that also connect them to nature.

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

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

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

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

## 5.32 TRACK DESIGN

- All new tracks will be designed and constructed in a way that is consistent with the network principles (see 5 above).

## 5.43 TRACK NETWORKS

The criteria for setting track-work priorities, including new tracks, and track upgrades such as extensions or re-contours, are:

- *network significance* – contribution to the overall network
- *access, linkages, connectivity* – level of importance
- *demand* – level of public interest for the work to be done
- *diversity of uses* – breadth of uses catered for
- *associated risk* – level of legal difficulty such as easements
- *context factors* – other local factors such as development plans
- *strategic alignment* – contribution to other Council objectives.

[These criteria \(and weightings for setting track priorities are set out in Appendix 3 Open Space Access Implementation Plan](#)

## 5.54 TRACK ASSESSMENT

- Shared-use tracks are preferred within the open space network to optimise usage rates. However, where there are safety issues or major conflict between users, for example fast bikes and walkers and /or runners, tracks may be prioritised for certain activities.
- In considering the suitability of developing a new track or changing the use of existing tracks, the following criteria will be taken into account.
  - *Environmental impact* – tracks must be well planned and maintained, taking into consideration [the guiding principles in Section 5.1](#) and priorities and actions to protect and restore biodiversity in accordance with *Our Natural Capital (Wellington Biodiversity Strategy Action Plan 2015)*.

~~For tracks in ecologically significant sites, there are important design considerations that need to be taken into account. Where track development means protection of vulnerable indigenous biodiversity is not practical or possible, and/or environmental assessment shows that mitigation and remediation are not possible, then specific users will be excluded and/or directed elsewhere. This is especially true if the track is expected to see heavy use. Tracks with minimal impact may be suitable in these areas, such as tramping tracks or routes.~~

~~A review of the following environmental effects shall be conducted at the beginning of all significant track work planning. Tracks within ecologically significant sites need particular consideration.~~

~~Tracks in these sites should:~~

- ~~● protect prime bush remnants – there should be no new tracks within prime bush remnants~~
- ~~● protect significant vegetation – there should be no detrimental impacts on significant vegetation or threatened species~~
- ~~● protect significant trees – work should not be carried out within the dripline of significant trees and tree root disturbance should be avoided where possible~~
- ~~● keep track development at an appropriate distance from the stream channel to avoid negative impacts, for example through sedimentation~~
- ~~● keep the tree canopy intact and not create canopy gaps – this can be accomplished through good track design~~

- ~~ensure that soil disturbance is minimised.~~

~~Regardless of whether a site is ecologically significant, any track development should minimise disruption to the natural environment.~~

- *User group conflict* – A track is unsuitable for shared use when conflict between users can't be mitigated.
- *Public safety* – Speed of travel must be controlled for safe, shared use of tracks. For example, bike speeds may be slowed using track construction methods such as tight corners, or “switchbacks”, and reverse gradient designs. If shared two-way use is not safe then consideration shall be given to separating potential user conflict.

Track suitability dictates that a number of tracks and areas are closed to mountain biking/cycling (refer Schedule A on page 24-16 or [www.wellington.govt.nz](http://www.wellington.govt.nz) for the updated list). These tracks and areas are reserved for walkers to facilitate quiet contemplative outdoor experiences. Reviews of track status will be carried out when implementing track upgrades as part of this plan and/or reserve management plans, or as new proposals for opportunities, where additional funding is required.

When there are significant safety, environmental and/or user conflict issues that cannot be managed, Council officers will recommend closing a track or changing a use designation.

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

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

## 5.65 WALKING, RUNNING AND MOUNTAIN BIKING/CYCLING

Tracks are open to walkers, runners and mountain bikers/cyclists unless declared closed for a specific purpose in accordance with this policy. The Council intends that use of the majority of tracks is shared between bikers, walkers and runners. In particular, easy mountain bike tracks and connector tracks are well suited as shared-use tracks. In the case of shared tracks priority is given to walkers in the open space network and cyclists must give way to ensure safe passage of other users, unless an area or track(s) is specifically designated otherwise. Opportunities to increase the

number of these tracks may be investigated as new initiatives through the draft annual plan process.

#### **5.65.1 Information and education**

Information for track users is available on the Council's website. Council officers will update this information, which includes maps of open tracks, limited mobility tracks, dog [walkers and dog](#) exercise areas [\(as discussed below\) and](#) information about tracks closed to mountain bikers/cyclists and a Mountain Biker's Code.<sup>4</sup> The Mountain Biker's Code outlines expectations about mountain biker/cyclist behaviour towards walkers and other users. This voluntary code states that mountain bikers should respect others and give way to people on foot unless it is a priority or exclusive use area for mountain bikers. The code can be found at <http://www.doc.govt.nz/mountain-bikers-code>. [Notwithstanding the Mountain Biker's Code, as mentioned in S5.6 above, on all shared tracks priority is given to walkers, and cyclists must give way, unless specifically designated otherwise.](#)

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

Walking, [dog walking](#) and running are recreational activities that are accessible to almost everyone. Opportunities are being sought wherever possible within the open space network for tracks that can also be used by older persons, people with limited mobility, push chairs and wheelchair users.

[Dog walkers in the open space network must keep their dog\(s\) under control at all times. Dog's must be kept on leashes for environmental reasons, as well as ensuring all user experiences are safe and enjoyable. The Council's Dog Policy 2016 guides the location of dog exercise areas. The Dog Policy contains lists of where dogs are restricted and where dogs can be exercised and socialised off-leash.](#)

#### **5.56.2 Walking, running, equestrian and biking events**

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

Written applications must include:

- a comprehensive safety plan

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<sup>4</sup> The Mountain Biker's Code has been developed by Mountain Bike New Zealand in liaison with the Department of Conservation and other key stakeholders. It is a voluntary code of behaviour that is self-monitored.

- estimates of the number of anticipated participants, officials and spectators
- wet weather arrangements
- the impact on regular users
- likely damage and cost of repairs
- an agreed plotted track course
- requirements for car parking, toilets and other facilities
- a public safety and awareness plan (see 5.5.2.1 below)
- a signage plan – (see 5.5.2.2 below)
- an assessment of the environmental effects of the event, such as track damage or vegetation removal, and means of minimising them.

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

- Complete a site visit of the proposed course with a Council officer.
- Pay the Council a refundable bond. The bond amount will depend on the scale and the potential impact of the event. The cost of any remedial work the Council needs to carry out on the site at the conclusion of the event will be deducted from the bond prior to repayment of any remainder.
- Pay a race fee for holding the event. The Council may charge a race fee to reflect the opportunity cost of the use of public space. Any fees will be used to enhance or maintain the wider track network.

**5.56.2.1 Public safety and awareness**

- The event organiser must give notice to the public 14 working days prior to the event by signage at key entry points to the event area.
- The event organiser must provide written notification to all immediate neighbours to the event area 7 days prior to the event.
- The event organiser is required to provide a sufficient number of marshals and adequate signage to ensure the safety of event participants and other users of the area.

**5.56.2.2 Signage**

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

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

## 5.67 MOTORISED VEHICLES

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

### 5.6.1 Motorised vehicle access

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

## 5.78 HORSES

Tracks and open spaces are generally closed to horses due to potential track damage and the incompatibility of horse riding with other track uses. Horse riding is best suited to dedicated specific-use tracks and areas. The Council may investigate horse riding demand and explore the suitability of tracks and open space areas for horses in accordance with this policy (see 5.1–5.4 above and Public Places Bylaw clause 20). Areas of open space land and tracks declared open to horses are listed in Schedule B-D of this policy (page 205 or [www.wellington.govt.nz](http://www.wellington.govt.nz) for updated list).

## 5.89 Electric bikes

Electric bikes (e-bikes) are defined in Section 5 – Network Principles. E-bikes provide a wide range of people access and the ability to use and enjoy open spaces, while meeting their health and fitness needs. E-bikes have grown in popularity in recent years, including commuter and mountain type e-bikes.

In New Zealand, power-assisted cycles fitted with electric auxiliary propulsion motors with a combined maximum power output not exceeding 300 watt are not considered motor vehicles and are defined as conventional cycles.

When considering the use of e-bikes within our reserves consideration has been given to the following.

- Public safety – based on speed of travel and level of use.
- User group conflict and enjoyment – based on whether a track is unsuitable to be shared when social conflict can't be mitigated. The two main considerations include:
  - sightlines – ensuring there is time for the rider and other users to pass safely
  - width of path – ensuring there is space for other users to be easily be passed (or pass) should the sightline be limited.
- Environmental impacts – whether there will be an increase in erosion, damage to tracks and/or increased disturbance to wildlife as a result of use.

From the above criteria, e-bikes use will be limited to suitable commuter link tracks (from the suburbs roading network through the open space network), some mountain bike tracks, and where a clear sightline and/or a width to ensure conflict between users is mitigated.

The tracks opened to e-bikes are listed in Schedule D. This list of tracks and will be updated with deletions/additions by officers at the conclusion of any review process and posted on the Council's website. Please refer to [www.wellington.govt.nz](http://www.wellington.govt.nz)

## SCHEDULE A: OPEN SPACE AREAS AND TRACKS CLOSED TO MOUNTAIN BIKING/CYCLING

(last updated April 2016)

Due to the location and design of some tracks, conflicts occur between user groups. In some places, to ensure public safety, help minimise conflict between users and enhance the user experience for walkers and runners, some parks and the tracks within them will be closed to mountain biking and cyclists, including the following.

- Berhampore Golf Course
- Bolton Street Memorial Park
- Eastern Walkway
- Hue Te Taka (Moa Point)
- Huntleigh Park
- Izard Park
- Johnston Hill Reserve (loop walks)
- Katherine Mansfield Park, Thorndon
- Kelburn Park Exercise Track
- Khandallah Park/Johnsonville Park, excluding Skyline Walkway (from Sirsi Crescent to Kau Kau and Old Coach Road to Kau Kau summit track)
- Larsen Crescent Reserve, Tawa
- Otari-Wilton's Bush
- Queens Park (including Goldies Brae)
- Redwood Bush Reserve, Tawa
- Southern Walkway (Oriental Bay to Palliser Road section)
- Te Ahumairangi Hill (apart from the Northern Walkway track, Huntingdon Street to Ridgeline track, the Ridgeline track, West-East Connector track, Grant Road track)
- Trelissick Park
- Truby King Park, Melrose (apart from the sealed driveway)
- Waimapihi Reserve (and connecting tracks to Polhill)
- Wellington Botanic Garden (except the road around Anderson Park from Glenmore Street to Kinross Street and the designated 10kph path from Upland Road to Salamanca Road)
- Wilf Mexted Scenic Reserve, Tawa

The list of tracks and areas closed to mountain biking will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to [www.wellington.govt.nz](http://www.wellington.govt.nz)

**SCHEDULE B:  
OPEN SPACE AREAS AND TRACKS THAT HAVE A  
PRIORITY USE FOR MOUNTAIN BIKES**

(developed April 2016)

Due to the location and design of some tracks, conflicts occur between user groups. In some places, to ensure public safety, help minimise conflict between users and enhance the mountain bikers' experience, some tracks will have mountain bike priority use.

In the table below, mountain bike tracks are identified as priority-use tracks for mountain bikes. This means that walkers and runners are expected to give way to mountain bikers and that the tracks have been designed for a mountain biking experience and may be difficult for many walkers

Signs will be installed to alert all users, for example: *CAUTION! Priority mountain bike track, recommended that walkers and runners use an alternative route.*

<b>Park name</b>	<b>Track name</b>
Centennial Reserve	<i>Solitary Jail Brake Dual Slalom</i>
Karori Park	<i>98Downhill</i>
Makara Peak	<i>All tracks</i>
Mount Victoria	<i>Hippy's Damien's Rock drop Gromm V Roots Park bench SuperD on Mt Alfred Water Tower Shuttle cock TTS Park Bench Bomb Hole</i>
Polhill	<i><del>Squatters (George Denton Track)</del> Serendipity</i>
Te Kopahou	<i>Carparts</i>
Wrights Hill	<i>Deliverance</i>

The list of priority tracks for mountain bikes will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to [www.wellington.govt.nz](http://www.wellington.govt.nz)

SCHEDULE C:  
OPEN SPACE AREAS AND TRACKS  
THAT ARE APPROVED FOR E-BIKE USE

(developed April 2016)

The use of e-bikes in the open space network will be trialed for one year after which point their use will be reviewed and come back to Council for a final decision.

E-bikes are defined under section 5 – Network principles

- Hataitai to City walkway (commuter link track)
- Newtown to Hataitai walkway (commuter link track)
- Te Ahumairangi Hill (commuter link track)
- Makara Peak Mountain Bike Park —~~all tracks down~~ downhill tracks north of Snake Charmer, ~~but and restricted to~~ uphill restricted to the 4WD tracks. (Not open to e-bikes: Koru, Sally Alley, Nikau, Leaping Lizard and Possum Bait Line, as these cannot be accessed from the 4WD tracks)
- Skyline Walkway from Makara Peak to Old Coach Road, includes 4WD tracks at Chartwell and Sirsi Terrace
- Old Coach Road
- South coast (Te Kopahou) along coast line and the Tip Track and Red Rocks Track)
- Spicer Forest Road and through to Tawa (Chastudon Place) and Broken Hill Road, Porirua
- Sanctuary Fence Line ~~4WD track~~, through to Wrights Hills via 4WD tracks only

The list of tracks approved for e-bikes will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to [www.wellington.govt.nz](http://www.wellington.govt.nz)

**SCHEDULE D:  
OPEN SPACE AREAS AND TRACKS OPEN TO  
HORSE RIDING**

(last updated April 2016)

- Woodburn Reserve
- Old Coach Road, (Johnsonville – Ohariu Valley)
- Te Kopahou, south coast
- 944 Ohariu Valley Road
- Spicer Forest (selected tracks only)

Current leased horse grazing areas see Appendix 4

- Glenside Reserve
- Happy Valley (Tawatawa Reserve)
- Houghton Valley (Sinclair Park and Play Area)
- Chartwell Drive, Crofton Downs (Kilmister Block)
- 300 Makara Road, Makara
- 329 & 360 Makara Road, Makara

The list of tracks and grazing areas for horses will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website. Please refer to [www.wellington.govt.nz](http://www.wellington.govt.nz)

## 6. KEY INITIATIVES

The following six initiatives are proposals that will be aimed for over the life of this plan (10 years). Some are already occurring in parts, but others require negotiation over private land, which means there are risks involved in their implementation. The order of listing includes high, medium and low priorities. The priority rating is based on the following: significance within the network, linkage, connectivity, demand, diversity of use, associated risk of gaining legal access/easements and overall strategic alignment.

**HIGH** – The initiatives below make up a significant part of the open space track network, provide linkages and connections, are diverse in use, and have a positive impact on the strategic alignment of the current network.

### ➤ The Skyline Track

The Skyline Track is a visionary proposal. It is currently a 12-kilometre track that runs the length of Wellington City over some of Wellington's best-known hilltops on Te Wharangi Ridge within the Outer Green Belt. The main section still to be completed is between Old Coach Road and Spicer Forest.

This main axial connector provides:

- a purpose-designed track for walkers, runners and mountain bikers, where no one user group "owns" the track
- tracks for those seeking more rugged, challenging or extreme recreation than the existing local track network provides
- links with existing track systems to create a regional track network
- a range of recreational experiences on one continuous track.

### ➤ The Harbour Escarpment Walk

Although Ngauranga Gorge forms a deep division between Khandallah and Newlands, there is potential to link existing parks and reserve areas and create the harbour equivalent of the Skyline Walkway. The Harbour Escarpment Walk would be an exposed but exciting track starting at Waihinahina Park (formerly the Horokiwi landfill) in Newlands, running through to Ngauranga and along the coastal escarpment to Kaiwharawhara.

**MEDIUM** – The three track networks below have diversity of use and provide local and strategic linkages and connectivity. They have a positive impact on the strategic alignment of the current network.

### ➤ Great Harbour Way/Te Aranui o Pōneke

The Great Harbour Way/Te Aranui o Pōneke is a walking and cycling route around Te Whanganui-a-tara (Wellington Harbour), from Fitzroy Bay (Lower Hutt) in the east to Sinclair Head in the west. Though predominately along the roading network (within Wellington City boundaries) the route crosses parts of the open space network. Where the route passes the open space network, signage will need to be installed.

### ➤ The Rural Coastal Connection

A coastal track beginning at Owhiro Bay and continuing around the south-western coastline to Makara Beach would create a spectacular route that could be completed over several days (accommodation would be required) or done in sections with access from the rural hinterland. This track is a natural extension to the Te Aranui o Pōneke (Great Harbour Way) initiative. It relies on some landowner approvals before it can be realised. This track has also been highlighted as part of an "epic" route for mountain bike enthusiasts.

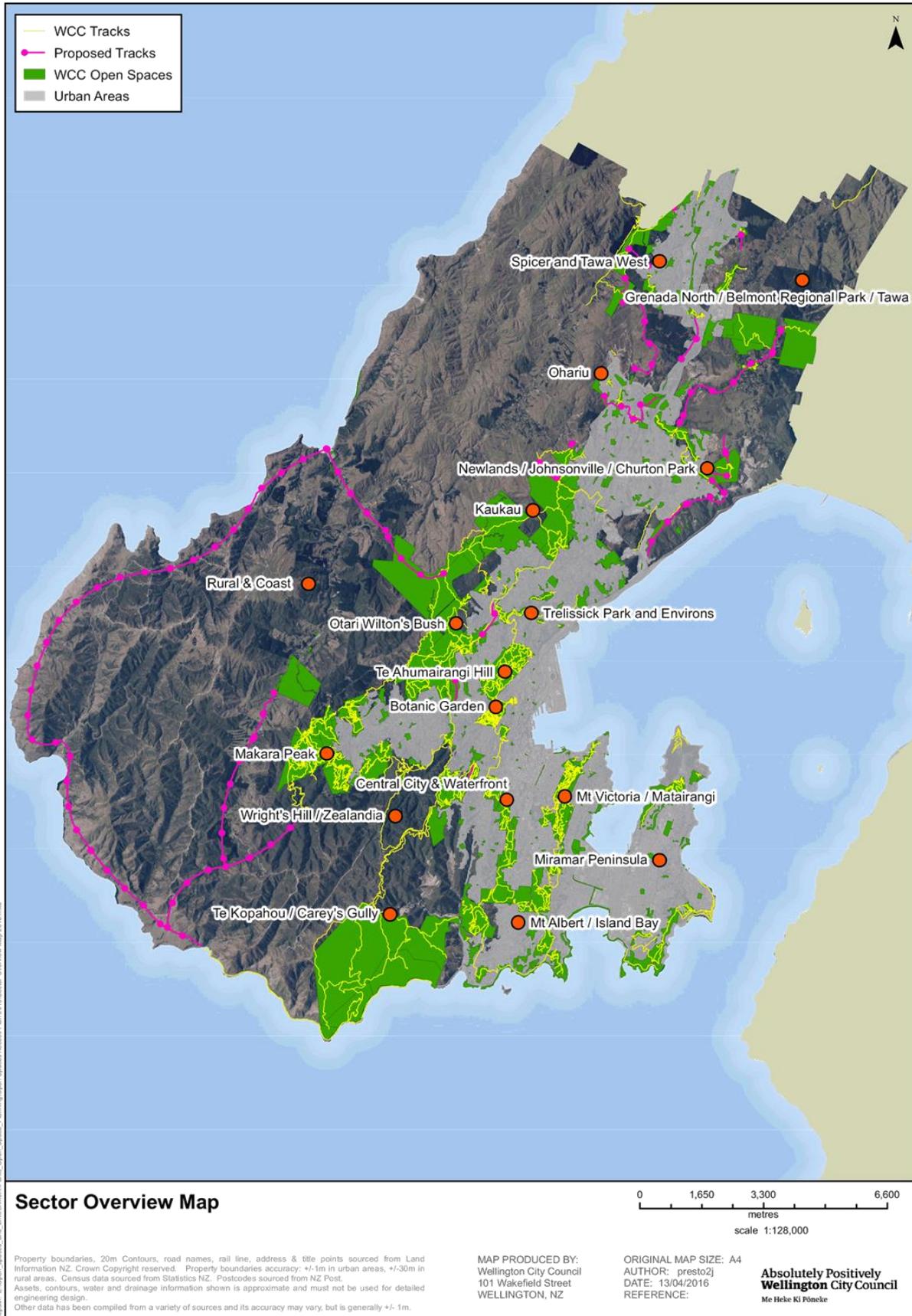
➤ **The East-West Connection – Otari to Makara**

The Outer Green Belt has been regarded as a buffer or a barrier between urban and rural Wellington. The **recently**-acquired Kilmister land has provided the opportunity for a cross-country connection – a track running from Otari-Wilton’s Bush across Te Wharangi Ridge to Makara Road and hence to the coast. An existing network of farm tracks and roads may mean that the track can be dual use.

**LOW** – Completing the initiative below will provide local and strategic linkages and connectivity. It has a limited impact on the strategic alignment of the current network.

➤ **Karori Stream Access**

Completion of the Karori Stream Track would create a gateway between Wellington and the south coast, a direct connection to the Rural Coastal Track and a link to South Makara Road. A paper road (legally a road but as yet unbuilt) runs alongside the stream and a formed vehicle track follows the stream from South Karori Road to the coast. The track beyond the end of South Karori Road is currently restricted and requires landowner agreement before the link can be finalised. There is potential for a primary all-weather track for a wide range of users.



## 7. SECTOR INFORMATION

The following information provides an overview of the various open space sectors, including a description of the secondary track network and the Te Araroa Trail. This section also gives a description of the tracks, including those recently constructed as part of the previous implementation plan (2008) and provides information on key objectives included in the new implementation plan.

### 7.1 SECTOR 1 – SPICER AND TAWA WEST

This sector, defined by the Spicer Ridge to the west, is identified in the Outer Green Belt Management Plan as the northern end of the Outer Green Belt. The eastern flanks, with pine and bush cover, form a backdrop to the communities of Redwood, Westhaven and Lindenvale and are very visible from Horokiwi Ridge across the Tawa valley.

There are new tracks in the area. There is a link to Colonial Knob via the Te Araroa Trail, connecting Ohariu Valley Road to Colonial Knob (Rangituhi) as well as a new link to Porirua City Council's Spicer Botanical Park, and a possible future link to 944 Ohariu Valley Road along the ridgeline to the south. A track from Tawa township to Spicer Forest through Tawa Bush Reserves via Chastudon Place links the urban areas with the Outer Green Belt. This is one component of a comprehensive landscape plan for Spicer Forest. This track network (linking parts of Wellington and Porirua cities) will continue to be developed. A loop track through Charles Duncan Reserve has also been created.

Redwood and Tawa bush reserves on the edge of the urban fringe have a limited track system, although there is an extensive network of informal tracks through these reserves and private land up to the ridgeline. The most developed tracks in this sector are short tracks in small local reserves, such as Larsen Crescent, Redwood Bush and Willowbank Park. These short walks complement the Tawa Valley Pathway (Ara Tawa) – a shared path network completed from Willowbank Park in the south to Kenepuru Railway Station to the north. These pathways link with a Porirua City Council shared-track initiative connecting to Porirua Railway Station and beyond.

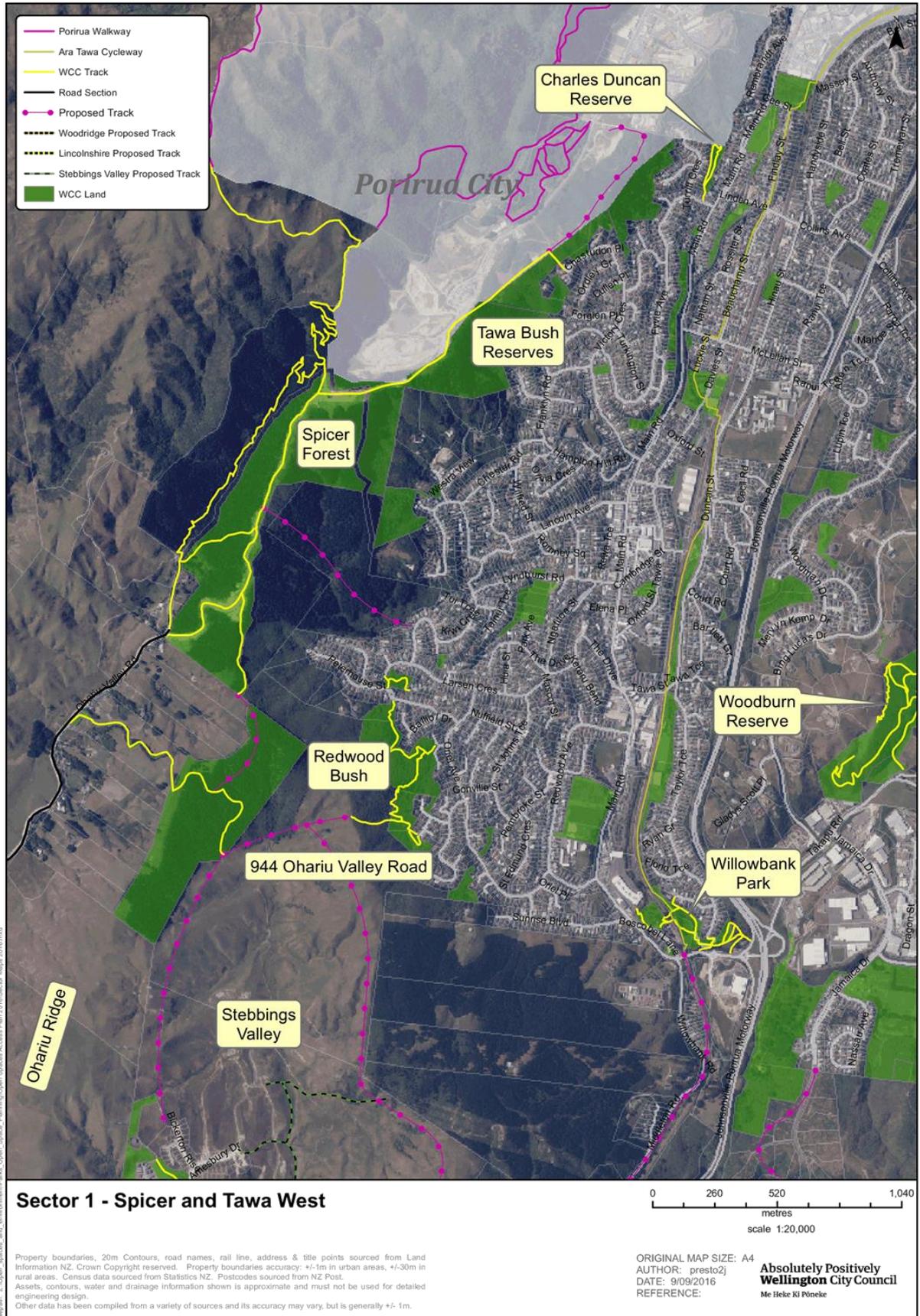
### 7.2 SECTOR 2 – OHARIU/CHURTON PARK

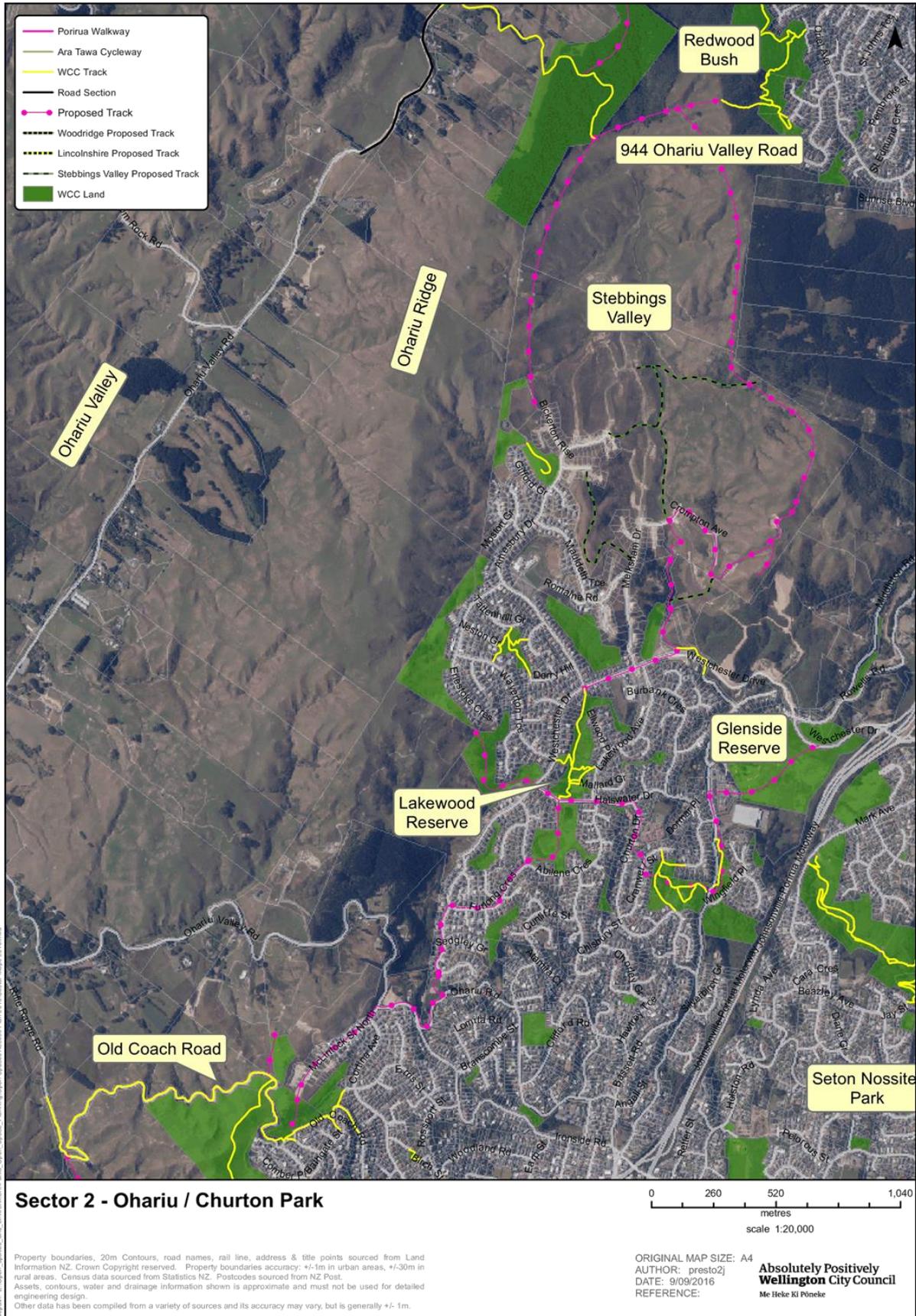
This sector covers Churton Park, Glenside and the Ohariu Valley areas of the Outer Green Belt. It links the Spicer sector with Mount Kaukau, and provides a clear physical and visual separation between the farmlands of Ohariu Valley and the urban growth area of Churton Park. The open, pasture-covered, gently undulating ridgeline of Ohariu Ridge is very visible from Newlands, Paparangi and Grenada across the valley and forms a natural backdrop to the local urban environment of Churton Park. Glenside, situated on the floor of the Porirua valley, is separated from Churton Park by Stebbings Valley and Marshall Ridge. Along Ohariu Ridge, land is in private ownership with no public access, although there is use of private land by horse riders. While the hills are mainly in pasture, there are small bush remnants in gullies alongside streams on the eastern slopes, some areas of pine plantation and early revegetation on ungrazed slopes close to the urban fringe, consisting mainly of gorse.

Reserves in Churton Park were specifically planned as part of the subdivision/development process. There are a number of short local tracks of a high standard but no track network or links outside the Churton Park community. Tracks lack diversity.

There is no existing track system in the Glenside community. There are no tracks in Johnsonville outside the Outer Green Belt area.

This sector is identified in the Northern Reserves Management Plan for investigation and developing new tracks between Stebbings and Ohariu Valley, as well as the Old Coach Road and Churton Park (Skyline North Track extension), including a link between Lakewood Reserve and the neighbourhood centre.





### 7.3 SECTOR 3 – KAUKAU

This sector runs from Old Coach Road on the northern slopes of Mount Kaukau through to Huntleigh Park below the southern slopes of the Crow's Nest on the Outer Green Belt. It links Te Araroa Trail from Spicer via the Ohariu Valley. The Te Araroa Trail exits in Ngaio, Sector 10 – Trelissick Park.

Mount Kaukau is a local and regional landmark, a high point in a distinctive ridgeline that is very familiar to residents of the western suburbs. While the tops of the ridge were grazed, the slopes below Mount Kaukau were left in bush, creating a strong visual presence in an otherwise pastoral landscape. The landscape is now changing, with much of the hillside ungrazed and in the early stages of natural regeneration.

Mount Kaukau has long provided access to the “real outdoors” close to urban areas for walkers, trampers and runners. It is close to the communities of the western suburbs and accessible from Ngaio and Khandallah, with many entry points (both formal and informal) into the area. Mount Kaukau is a destination in itself and the variety of micro-environments such as sheltered urban forest, the exposed peak, sheltered grassed valleys and the extreme environment of the upper ridgeline means that it can be used in almost all weather.

While there is an extensive network of tracks with many access points into the area, they are inconsistent in their standard.

There is an opportunity to formalise a track from the end of Rifle Range Road and Old Coach Road through to Johnsonville Park to form a link track back to the start of Old Coach Road and Truscott Avenue on the Johnsonville side.

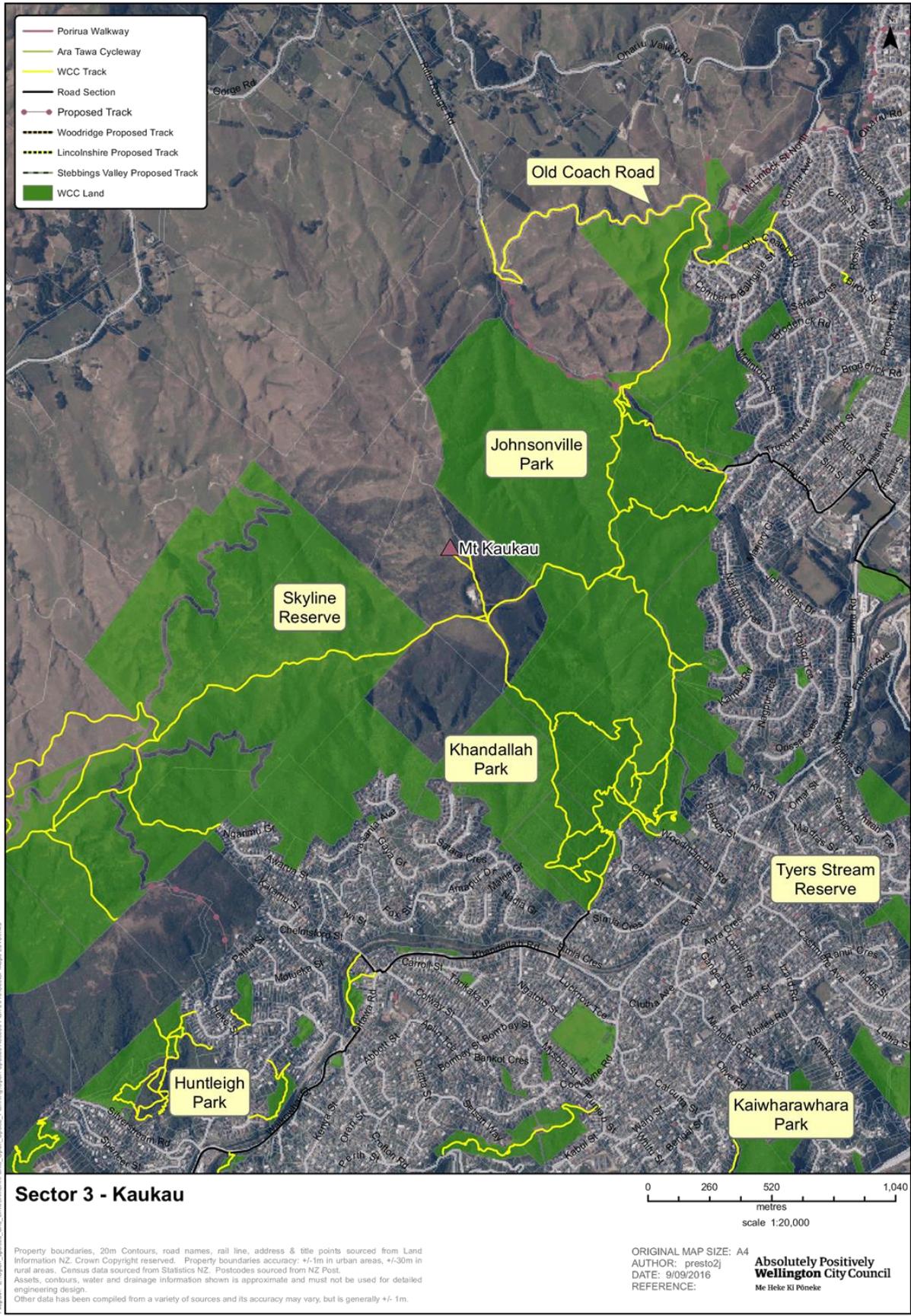
### 7.4 SECTOR 4 – OTARI-WILTON'S BUSH

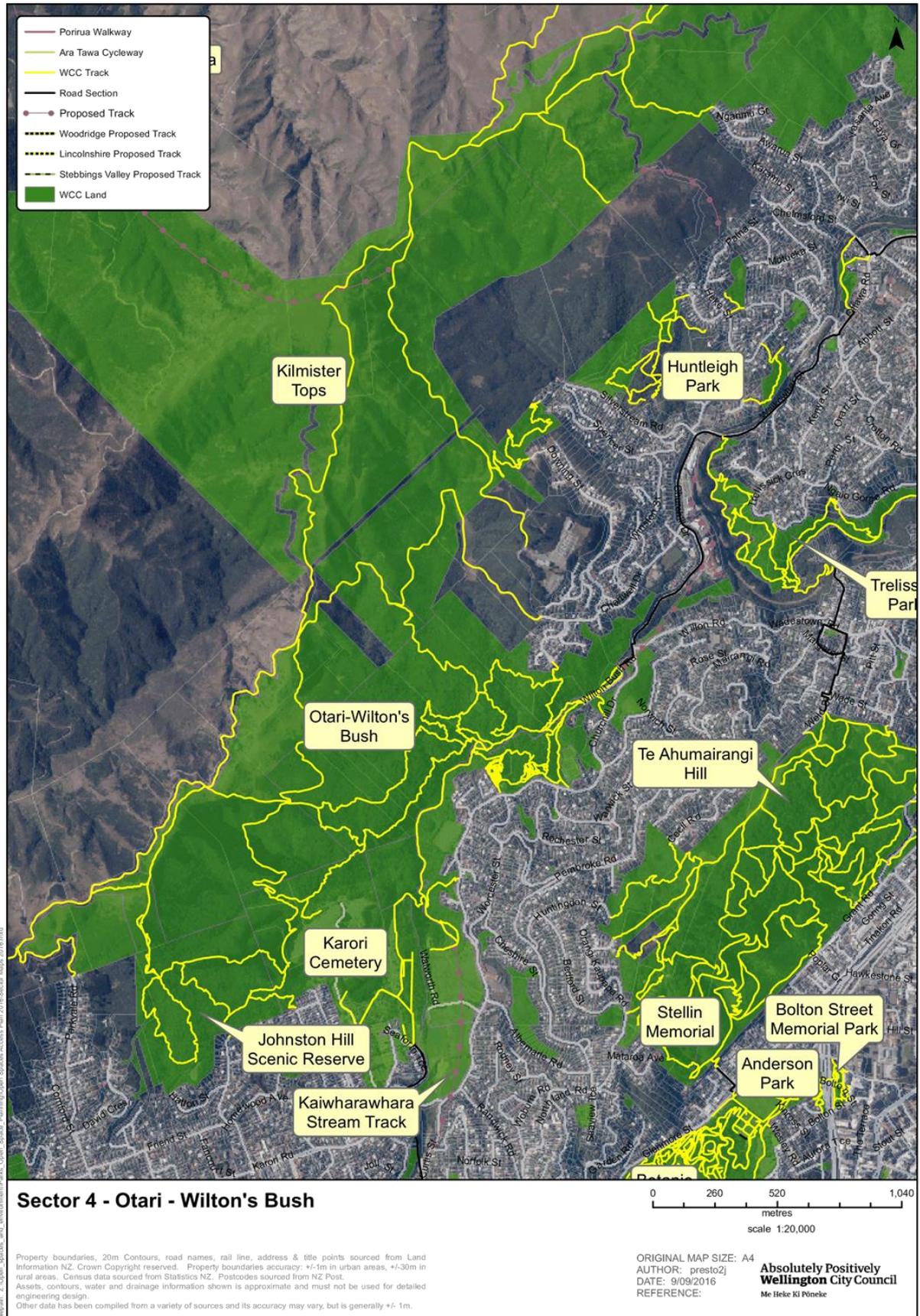
The focus of this sector is Otari Native Botanic Garden and Wilton's Bush Reserve (Otari-Wilton's Bush), which is nestled in the deep valley formed by the Kaiwharawhara Stream (also known as Te Mahanga Stream). Otari-Wilton's Bush fits discretely into the landform but areas of podocarp/northern rata forest are visually significant when viewed from Churchill Drive, parts of Wilton, Te Ahumairangi and further afield, Ngaio and Khandallah. The valley is contained by Te Ahumairangi and Te Wharangi Ridge (Kilmister Tops) on the skyline to the northwest, where the regenerating bush conceals the flat open tops of the ridgeline.

Otari-Wilton's Bush provides access into the wider Outer Green Belt and the rich vegetation on the lower slopes is part of the residential green backdrop. The area also provides facilities and destinations such as an information/education centre, canopy walkway, specialist gardens, and the Troup Picnic Area. There is also vehicle access to the Skyline Walkway at the Chartwell substation.

The existing track system provides a range of recreational experiences, from the formal bush walks of Otari-Wilton's Bush through regenerating bush to the open ridgelines, pine forest and Karori Cemetery. These tracks complement the formal recreational facilities such as sports grounds, skate ramps, the bike park and bowling club.

Otari-Wilton's Bush is managed under the Botanic Gardens of Wellington Management Plan. This has identified a number of future opportunities. These are also listed in the implementation plan. Outside Otari-Wilton's Bush, there is an extensive network of tracks – some designed but many constructed informally by users. The track system is variable throughout the network.





## 7.5 SECTOR 5 – MAKARA PEAK AND KARORI

Makara Peak includes part of Te Wharangi, the main ridge to the north and west of Karori that runs from the southern flank of Makara Peak north towards Porirua Harbour. Here the ridgeline of the Outer Green Belt is broken by Karori Stream, which runs out to the south coast between Makara Peak and Wrights Hill.

In the last decade, Zealandia (the Karori Sanctuary Experience) has developed into a major conservation project and visitor attraction (see Sector 6). Makara Peak Mountain Bike Park is a regional facility for recreation, with a focus on mountain biking. [90% of Makara Peak's tracks are built and maintained by volunteers. Makara Supporters Group makes a major contribution to track maintenance and development.](#) It is managed under the Outer Green Belt Management Plan. A master plan for Makara Peak is being drafted in 2016 – this will provide guidance on the future of any additional tracks in the Makara Peak Mountain Bike Park.

Other tracks in this sector are a mix of old farm tracks, historic tracks that provide informal access to the Kilmister farm and Makara Hill and tracks in Karori Park. They are variable in quality. A plan for the western end of Karori Park has been developed – named the “wild side” of Karori Park. The plan proposed the development of a grade 2 shared track and rationalisation of the track network at the park.

There is also an initiative to complete the link (presently 4WD) between the formed end of South Makara Road and the south coast.

There is no local track network. The provision of the Skyline Track links two very different recreational areas and provides benefit to both.

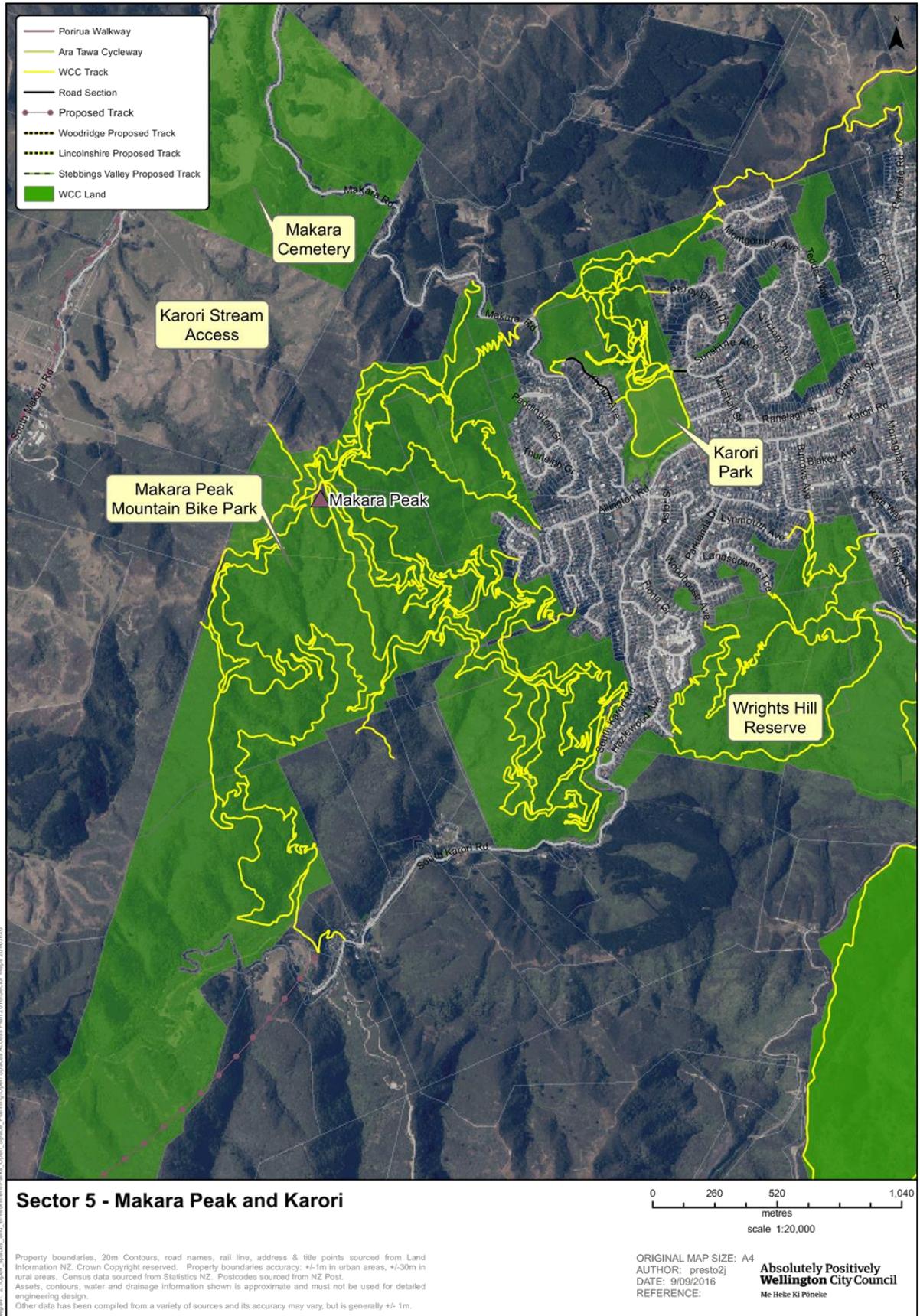
## 7.6 SECTOR 6 – WRIGHTS HILL / ZEALANDIA

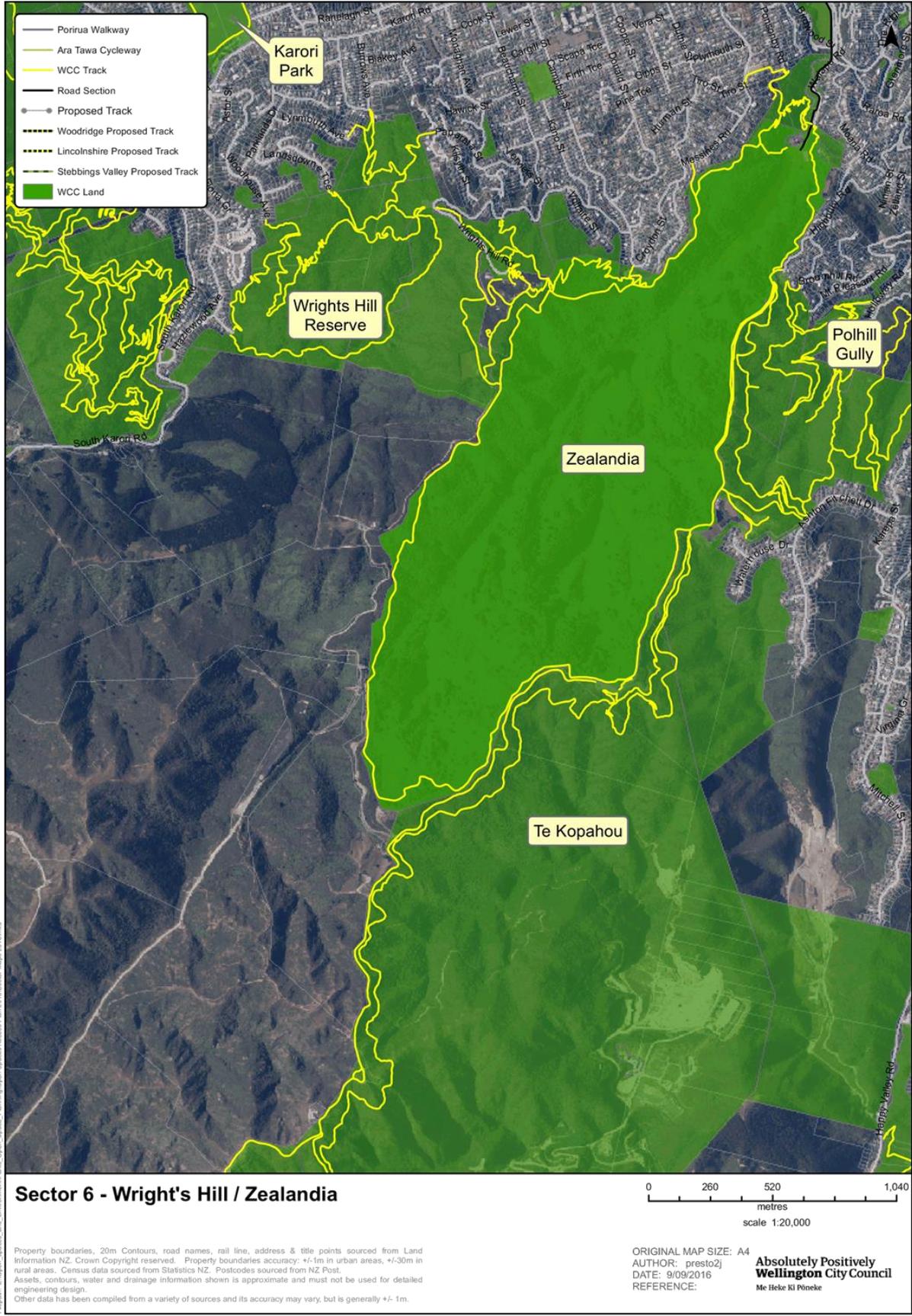
Wrights Hill forms the southern edge to the Karori basin, and is a local landmark with its distinctive flat-topped outline and scrub/pasture cover. The open west-facing slopes are a strong contrast to the sheltered, bush-clad slopes of the “ecological reservoir” that contains Zealandia (the Karori Sanctuary Experience) and the headwaters of the Kaiwharawhara Stream.

This sector has contrasting features – sheltered urban forest within the sanctuary as well as windswept inland ridgetops with plenty of recreational challenge. Wrights Hill has a series of tracks that focusses mainly on the World War II fortification system and lookout, and former links into the sanctuary valley.

Zealandia is not part of the city track system (with the exception of the boundary track). However, as a specific facility it has proved popular for a wide range of user groups. It has a combination of Department of Conservation and Sport and Recreation track standards using the first three grades: path with wheelchair access, walking track and buggy (generally without steps) and tramping track.

A number of new shared tracks have been developed in Polhill Gully Reserve, increasing access for walking, running and mountain biking in this area.





### 7.7 SECTOR 7 – TE KOPAHOU/CAREYS GULLY

Careys Gully is contained in the deeply divided, fissured ridge/valley system between Te Kopahou and Tawatawa ridges. It runs from a gully south of Ashton Fitchett Drive down to Sinclair Head/Te Rimurapa on the south coast. The high ridgeline is seen in profile from the eastern suburbs and forms a backdrop to both Island Bay and Happy Valley. Hawkins Hill is a city landmark.

Red Rocks/Pariwhero – Sinclair Head/Te Rimurapa is an important regional and local recreational destination and is the most rugged part of Wellington's iconic south coast. The development of a visitors centre and new entrance to the reserve has increased access for walkers and mountain bikers. Coastal erosion will further limit the use of off-road vehicles around the Red Rocks area. This is the most accessible track for the local and wider community, but the need for protection of the coastal ecology limits the range of user groups and potential recreational experiences.

4WD access is possible along the unformed legal road from the end of Owhiro Bay Parade to Karori Stream mouth.

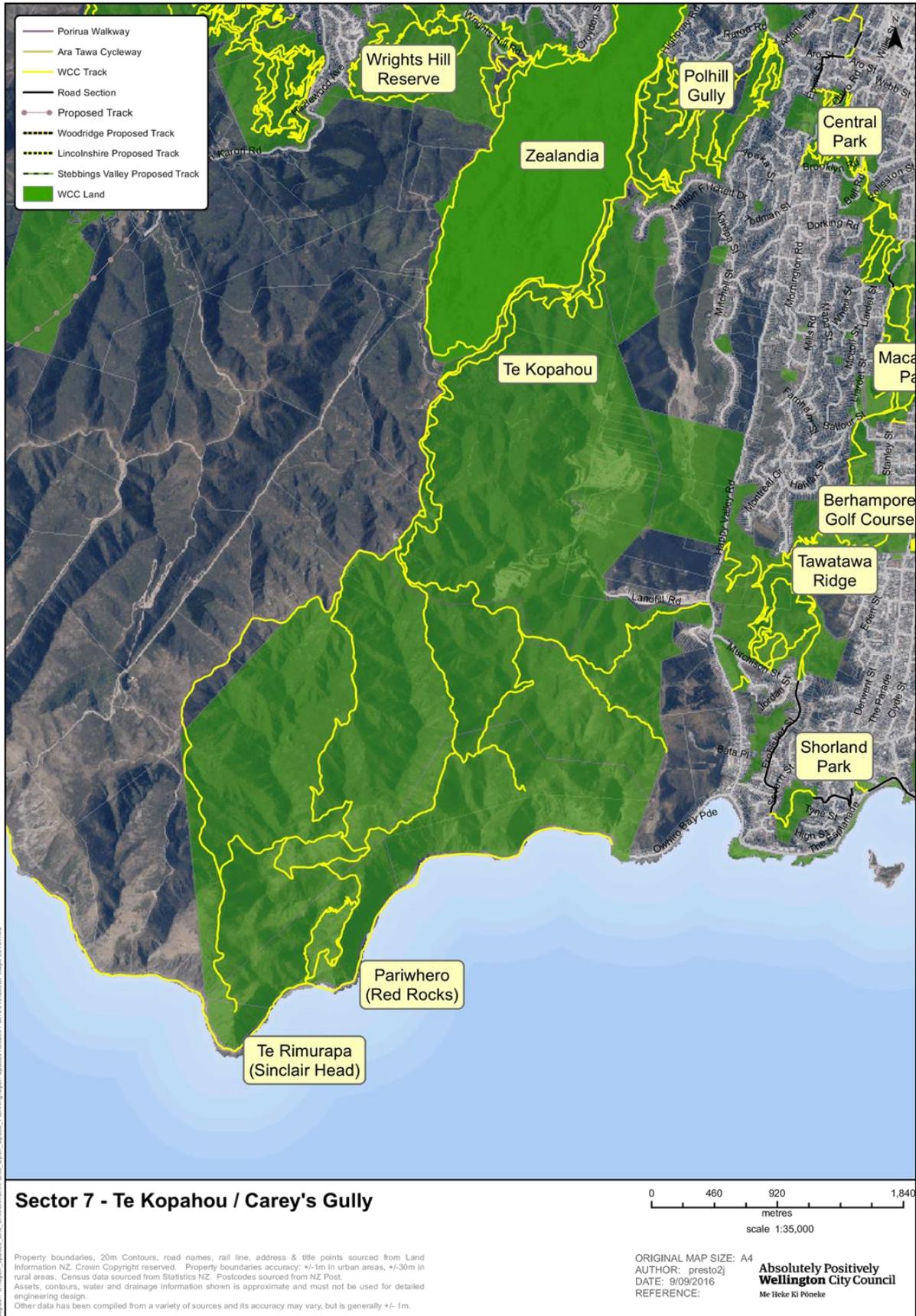
Future development of the Te Kopahou Reserves will be considered as part of the future master planning – an initiative of *Our Natural Capital*.

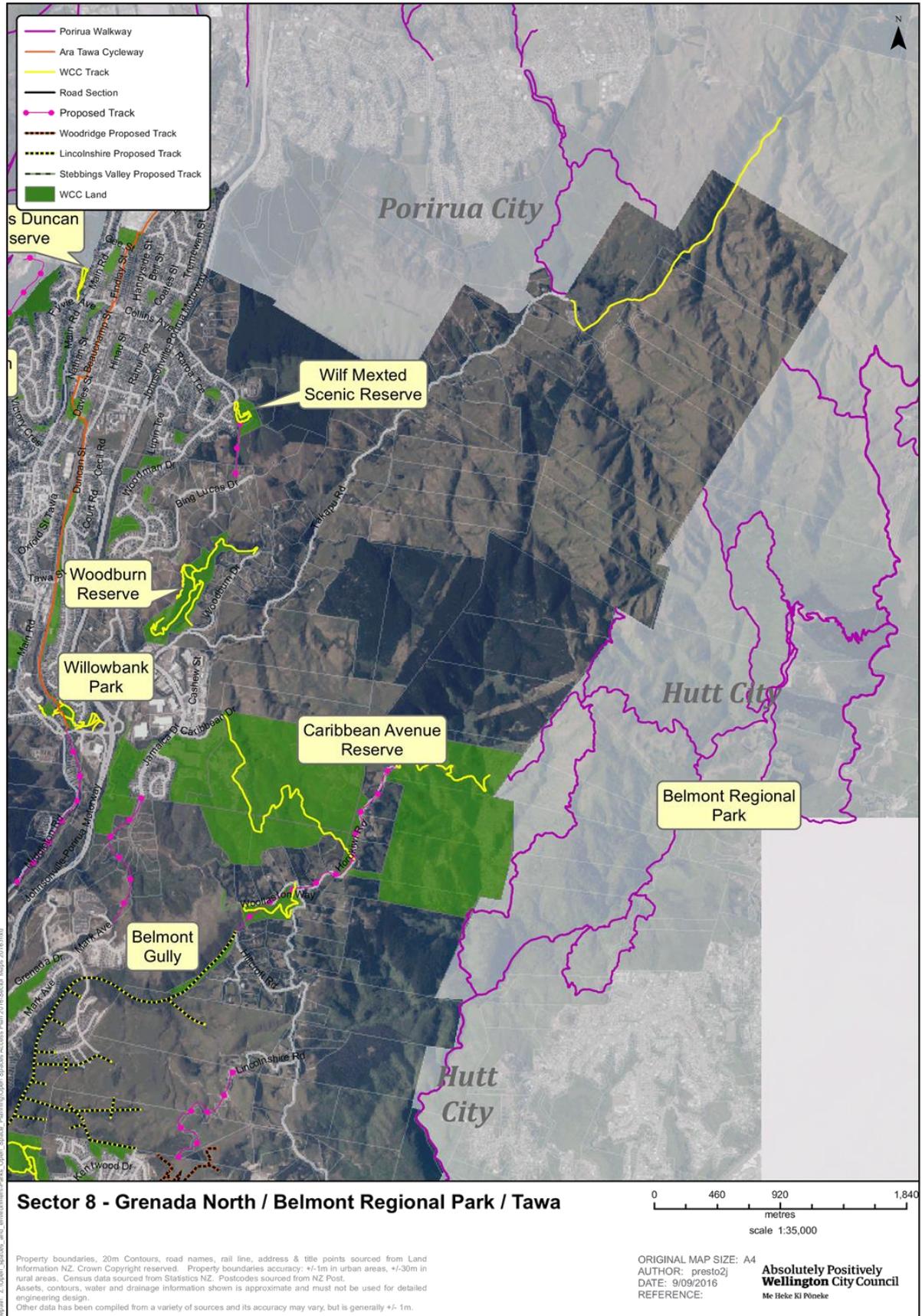
### 7.8 SECTOR 8 – GRENADA NORTH/BELMONT REGIONAL PARK/TAWA

This sector lies on the western slopes of the Horokiwi Ridge and contains a series of valley systems with grazing on ridges and spurs, and some regenerating bush in valleys. The motorway defines the western boundary of the sector and creates a strong artificial division along the valley floor between Tawa and Grenada North. However, through future subdivisions there will be opportunities to enhance the track network both here and in Stebbings Valley (section below). In particular, the current link from Caribbean Drive to Horokiwi could be extended into Belmont Regional Park with a future linkage down into the northern end of Lincolnshire Farm and down Belmont Stream into Seton Nossiter Park.

Willowbank Park has a local track network but separated from Grenada North/Belmont by the State Highway. Belmont Regional Park is just outside the area, and along the western side of the Tawa valley is the Outer Green Belt with the potential for a wide range of recreational activities. The open farmed hilltops may be exposed to the prevailing wind but they have the potential to provide a different range of recreational experiences, especially on the east side of the ridge. There are wonderful views over the northern section of the Outer Green Belt and the Hutt Valley from Horokiwi Ridge.

As part of key initiatives listed in Section 9, the Harbour Escarpment (towards Woodridge and Waihinahina in Memory of Dennis Duggan) and the northern network, including Grenada and Tawa, will help enhance the northern suburbs and provide links to Belmont Regional Park.





## 7.9 SECTOR 9 – NEWLANDS / JOHNSONVILLE / CHURTON PARK

Newlands is located on the western harbour hills, above the Porirua Stream valley and contained to the south by Ngauranga Gorge. This is an area of growth and expansion.

The track system in this sector is centred in Seton Nossiter Park. Though there are only a few tracks in other reserves and parks in Newlands, new links to neighbouring communities are being developed via reserves agreements with developers. An example is the new Lincolnshire Farm development at the northern end of Grenada Village, which includes a track that links into Seton Nossiter Park. While the future potential network is limited by the topography and the motorway system that runs through the heart of this sector, there are opportunities to link patches of remnant bush in gullies and around streams and creeks and to create a track system along the harbour escarpment.

The Harbour Escarpment is identified as one of the top six key initiatives. This track is planned to start at Waihinahina Park in Memory of Dennis Duggan (the former Horokiwi landfill) in Newlands, running through to Ngauranga and along the coastal escarpment to Kaiwharawhara.

~~Reserves in Churton Park were specifically planned as part of the subdivision/development process. There are a number of short local tracks of a high standard but no track network or links outside the Churton Park community. Tracks lack diversity. There is no existing track system in the Glenside community. There are no tracks in Johnsonville outside the Outer Green Belt area.~~

This sector includes the beginning of Te Aranui o Pōneke (the Great Harbour Way) route within Wellington City boundaries. The route enters from Hutt City where Horokiwi Road meets State Highway 2 and follows the motorway along the western harbour, past Ngauranga and along the Hutt Road to Kaiwharawhara. The National Cycleway will also follow this route as it enters Wellington City from the north.

## 7.10 SECTOR 10 – TRELISSICK PARK AND ENVIRONS

Trelissick Park lies in a deep gorge that separates Wadestown and Highland Park on the slopes of Te Ahumairangi Hill, from Ngaio. It contains a rich mix of regenerating forest, the railway line ~~along~~ the south and west boundaries, Ngaio Gorge Road on the northern boundary and the Korimako and Kaiwharawhara streams between them that run along the base of the valley. During the building of the railway line, the Kaiwharawhara Stream was blocked and a tunnel blasted through the hillside to make a new stream link with Otari-Wilton's Bush. Trelissick Park creates an ecological corridor from the harbour to both the Outer Green Belt and the north-western suburbs.

Some tracks have existed within the park for many years but many were totally overgrown until reopened from the 1990s. Other new tracks have been formed. However, the steep sides of the gorge, railway embankment and the stream itself limit the network. The primary track forms part of the Northern Walkway and is a link (via the street network) between Te Ahumairangi and Mount Kaukau. Older tracks follow the stream or are remnants of historic access ways and construction routes. A portion of the Te Araroa Trail and the Sanctuary to Sea Walkway now also traverse the park. Major tracks tend to be wide and well-maintained but with varying gradients, frequent flights of steps, and problems with erosion and slips. There are several narrow tracks for local use. Tracks link the six access points into the park for walkers, only one

[currently on the Wadestwon/Highland Park side](#)) and the park is closed to mountain bikers.

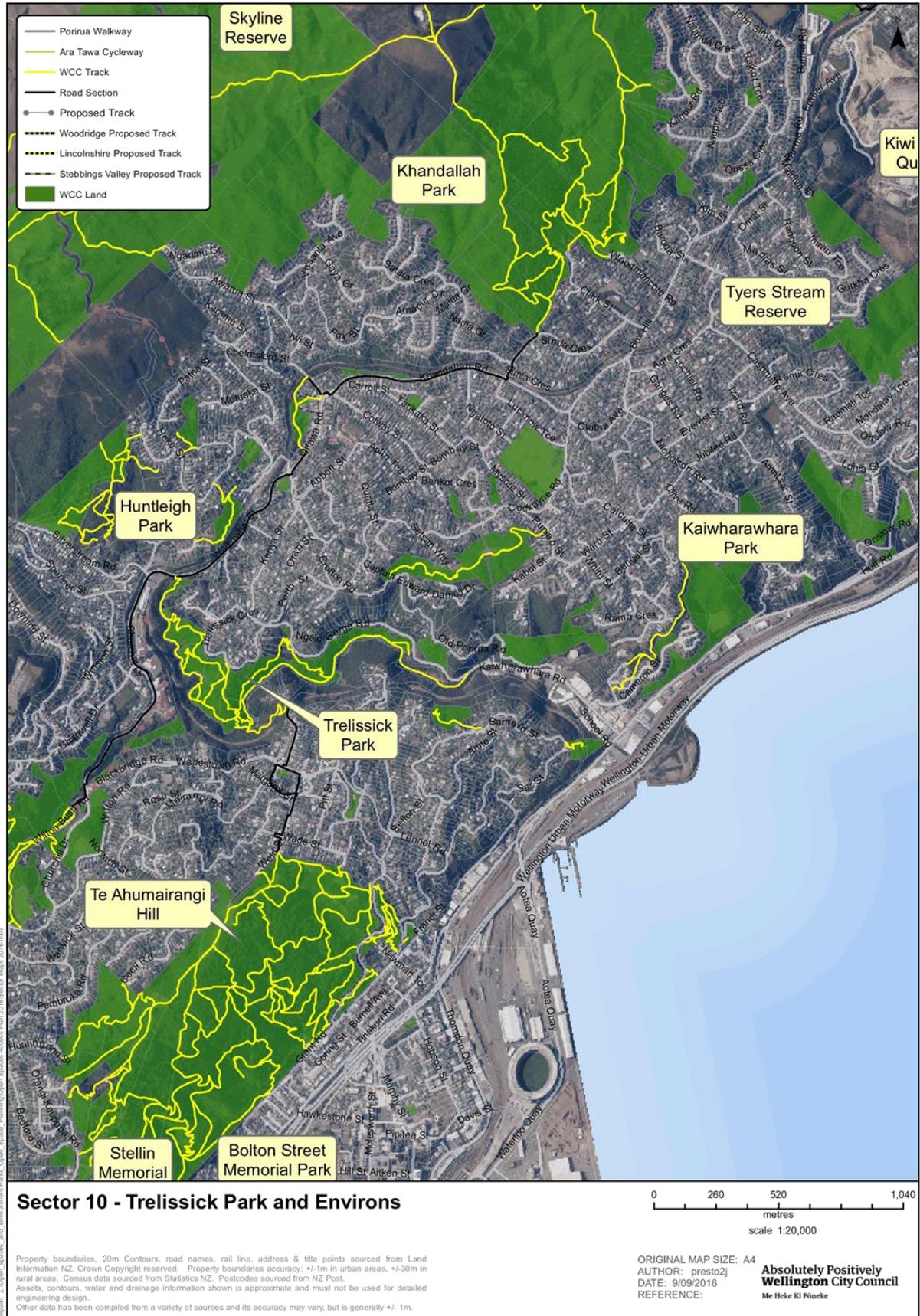
There are several smaller track systems in reserves around Ngaio and Kaiwharawhara.

Sector 10 includes a portion of the Te Araroa Trail that links with Section 3 – Kaukau to the north and Sector 11 – Te Ahumarangi to the south.

This sector also includes the Te Aranui o Pōneke (the Great Harbour Way) route from Kaiwharawhara, (along the Hutt Road) to Pipitea Marae along Thorndon Quay.

Future development of tracks in the area is considered within the Suburban Reserves Management Plan.





## 7.11 SECTOR 11 – TE AHUMAIRANGI HILL

Te Ahumairangi Hill is part of the Wellington Town Belt. Like most parts of the Town Belt, it is surrounded on all sides by the urban environment. It functions as an important “island” of green open space and is particularly important as the green backdrop to Thorndon and the central business district.

This sector includes a part of the Te Araroa Trail that links with Trelissick Park to the north and the Botanic Garden to the south.

An extensive network of tracks has existed for many years on Te Ahumairangi Hill. Some of the tracks may have had non-recreational origins and have been adapted for recreation. Many of the tracks have reasonably good form and do not appear to suffer from overuse, however, there is a multiplicity of tracks that can make navigation confusing. This has been improved through better interpretation and signage.

There is a variety of issues, including illegal mountain bike track building and riding.

Despite having an extensive track network and a strong “natural” environment quality, the area has relatively low use given its size and proximity to the central city. This may be a result of perceptions of the steep terrain in this area. The park gets good use during weekdays by workers from the central city.

## 7.12 SECTOR 12 – BOTANIC GARDEN

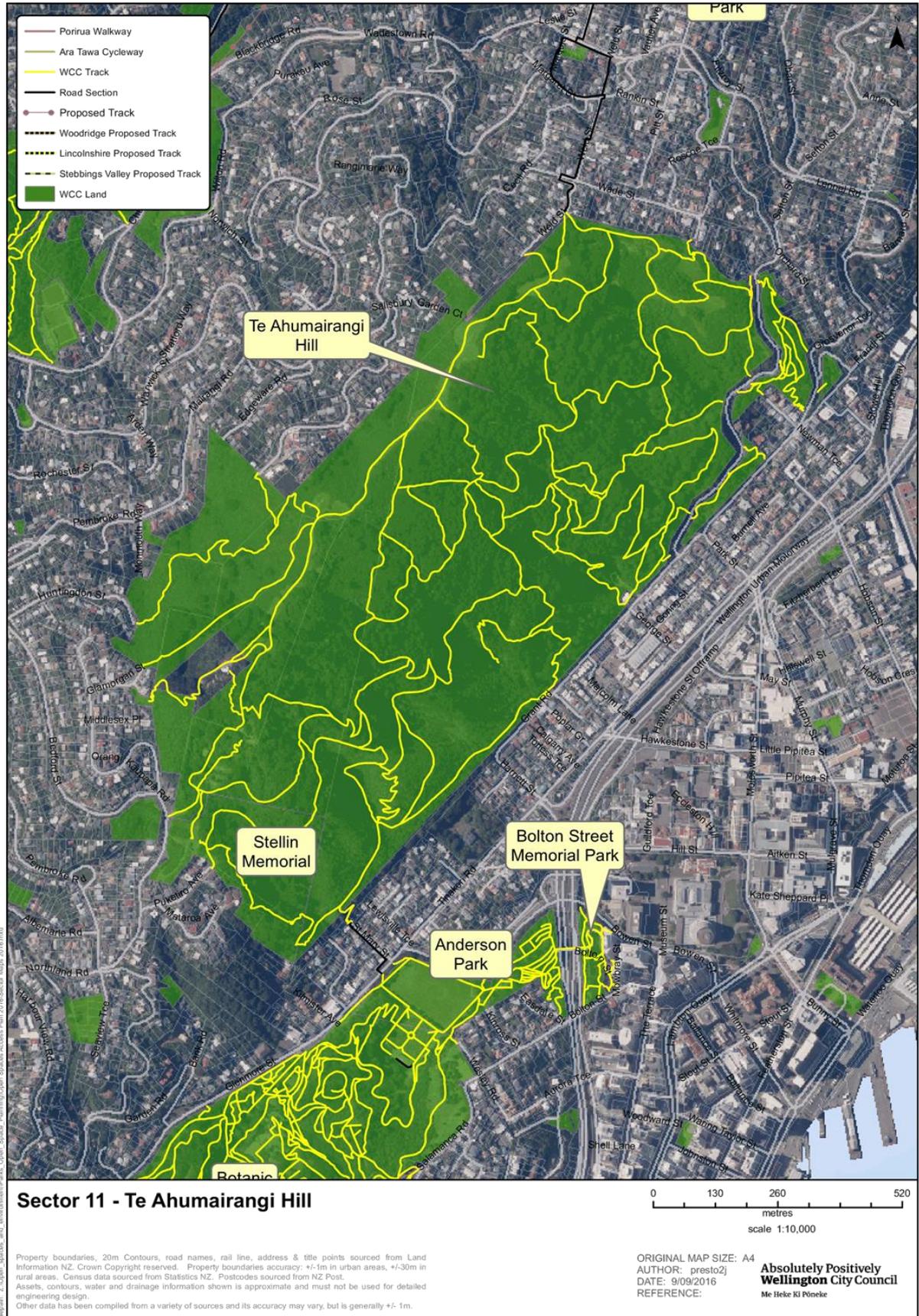
This sector includes Wellington Botanic Garden, Anderson Park, Bolton Street Cemetery and Kelburn Park. The Botanic Garden sector sits for the most part on the northwest facing side of the Pipitea Stream valley, with the artificial platform of Anderson Park tacked onto the side of the ridge. Bolton Street Cemetery and Kelburn Park link the park system to the central city and Victoria University.

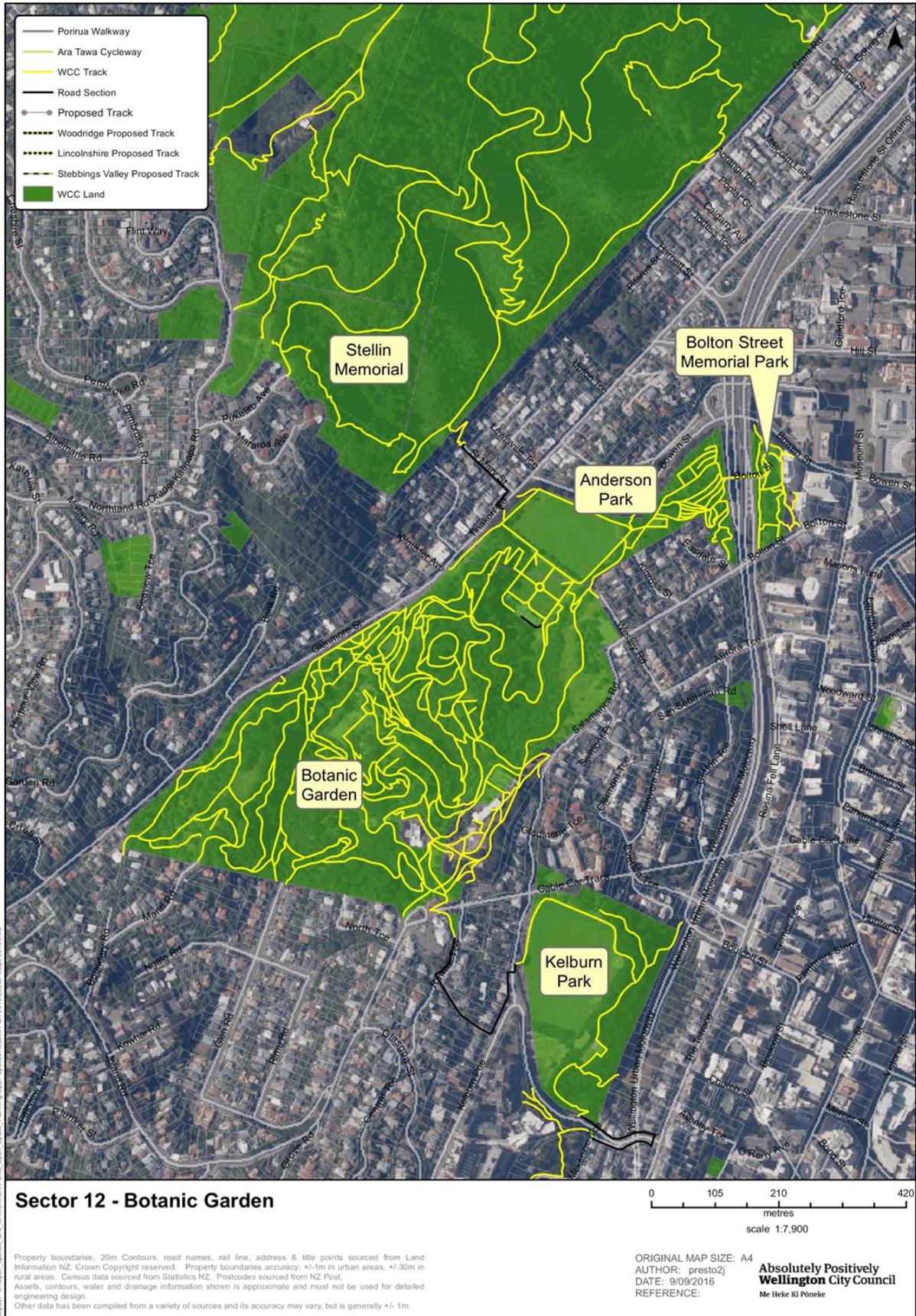
In a central city location, the Botanic Garden has numerous entry points with a well-established network of paths and accessible routes. In fact it draws people both for the attractions of the site and the overall accessibility. There are numerous destinations in the sector including features such as the rose garden, the Begonia House, the Tree House, the duck pond, the historic Bolton Street Cemetery, the children’s playground and the lookout at the top of the Cable Car, as well as the specialist gardens. The Botanic Garden provides a gentle, traditional recreational experience that most people are familiar with, and enjoy.

The Botanic Gardens of Wellington Management Plan 2014 for Wellington Botanic Garden, Anderson Park and Bolton Street Memorial Park contains policies on access. Tracks are constantly upgraded to create pedestrian-friendly paths that link main features. Two theme or iconic walkway systems meet in this area. The Northern Walkway starts in the Botanic Garden and runs north through Te Ahumairangi to Johnsonville via Mount Kaukau. The City to Sea Walkway also starts within the Botanic Garden, passes through Kelburn Park to link with the Victoria University path network and then continues through the city to Island Bay.

Some future planning work in the Botanic Garden includes encouraging use of the Botanic Garden as a pedestrian commuter route and redesigning and improve wayfinding and walking links at entrances (for example, at the Cable Car) and through the gardens.

Te Araroa Trail runs through the Botanic Garden and exits into the city via the Bolton Street Cemetery.





### 7.13 SECTOR 13 – CENTRAL CITY AND WATERFRONT

This sector is centred on the central and western arm of the Town Belt, an area that runs from the Berhampore Golf Course and MacAlister Park in the south to Central Park and Polhill Gully Recreation Reserve. The Town Belt runs along the mid slopes of the MacAlister Park spur/Brooklyn Hill and forms a green link between Brooklyn, Vogeltown, Berhampore, Newtown, Aro Valley and the central city. Intense residential development in these inner city suburbs and within the city itself has enhanced the value of this very accessible recreational resource.

This sector includes the waterfront promenade area of the central city from the Wellington Railway Station towards Te Papa and Oriental Parade. This area has developed over the years as a key commuter and recreational area. The waterfront promenade is a shared space with pedestrian priority.

Opportunities for the more challenging forms of walking, running and mountain biking exist around the Zealandia (Karori Wildlife Sanctuary) perimeter track, with access over into Wrights Hill and Makara Peak. This area is very accessible to local communities and there is strong potential for a high-grade access, with a potential dual-use track running the length of the Town Belt, with shorter loop tracks for local use. The City to Sea Walkway is one of the more prominent tracks in this area.

Te Araroa Trail enters the Central City Sector from Bowen Street. The track heads along Lambton Quay and Willis Street, until the Civic Centre. It then extends along the waterfront to the entrance of the Southern Walkway at Oriental Parade.

The Central City Sector includes Te Aranui o Pōneke (the Great Harbour Way) route from Pipitea Marae along Thorndon Quay into Bunny Street and then right into Waterloo Quay until Whitmore Street where the tracks follows the Wellington waterfront and Oriental Parade.

### 7.14 SECTOR 14 – MOUNT VICTORIA / MATAIRANGI

Mount Victoria /Matairangi is part of the Town Belt. It functions as an important “island” of green open space within a dense urban environment and is probably the most intensively used part of the Town Belt for track-based recreation.

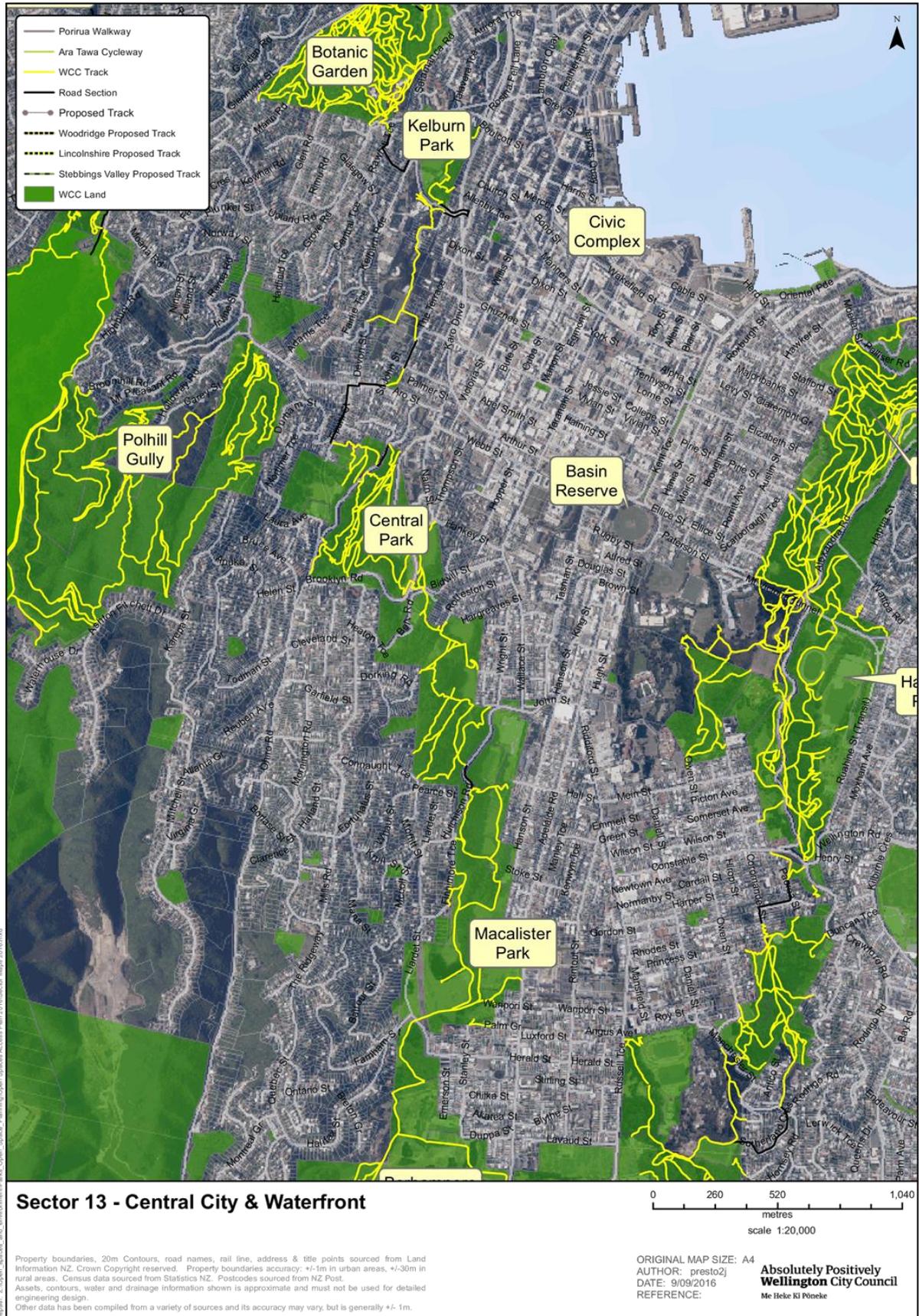
This areas falls under the Wellington Town Belt Management Plan 2013 and the Mount Victoria/Matairangi Master Plan 2015. The master plan includes a number initiatives listed in the implementation plan.

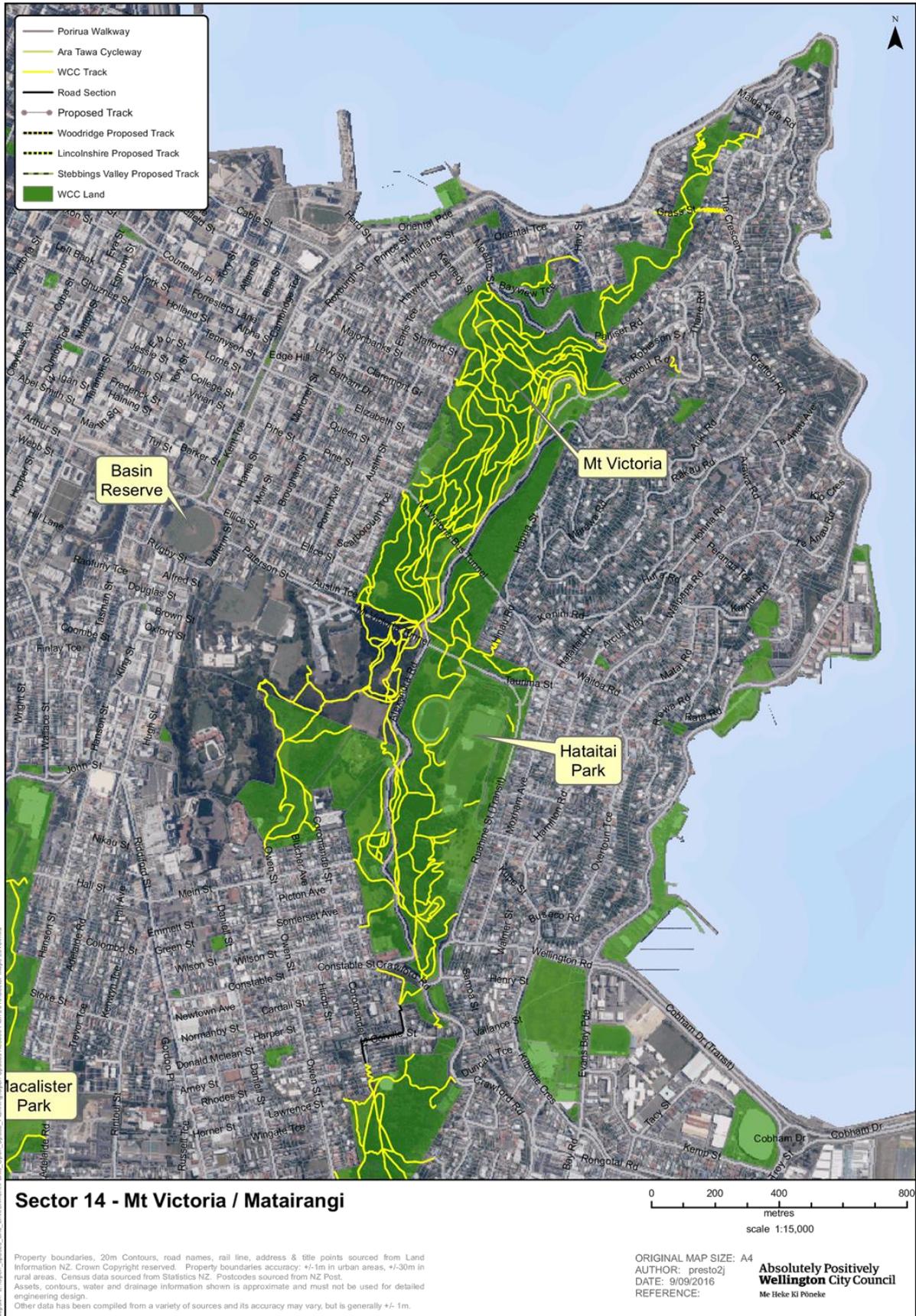
An extensive network of tracks has existed for many years on Mount Victoria. Many of the tracks probably had non-recreational origins but have been adapted and maintained for recreation, consistent with the Wellington Town Belt Management Plan.

The existing tracks lack the necessary coherence of a good recreation network – many being steep, poorly aligned, and of a poor standard preventing wider use by those with limited mobility or buggies. There is an opportunity to investigate and develop commuter links through this area to connect the eastern suburbs with the city centre.

Te Araroa Trail follows the Southern Walkway through this sector.

This sector also includes Te Aranui o Pōneke (the Great Harbour Way) route, which follows the coastline from the Wellington waterfront into Herd Street and Oriental Parade to Evans Bay Parade and along Cobham Drive.





## 7.15 SECTOR 15 – MOUNT ALBERT/ISLAND BAY

Island Bay is contained between the Mount Albert and Tawatawa Ridges in a wide valley with a strong coastal influence. The landscape in this area is wilder and more remote than Mount Victoria. Instead of the familiar pines or bush, the exposed hillsides are typically covered in regenerating native coastal vegetation.

This sector is divided into two sides, with tracks in Melrose, Houghton Bay and Lyall Bay on one side and newer tracks developed in Tawatawa Reserve, which are now accessible to the communities on the Island Bay, Happy Valley and Kingston side of the sector. All flat land on the valley floor has been developed and tracks exist mainly on ridges and hillsides.

This sector has a number of major theme walkways including the City to Sea and the Southern walkways running parallel on the main ridgelines that contain Island Bay.

Following the Southern Walkway south to Shorland Park, Te Araroa Trail finishes its most southern extend in the North Island in this sector.

This sector also includes Te Aranui o Pōneke (the Great Harbour Way) route from Lyall Bay Parade following the south coast towards Island Bay along Queens Drive to The Esplanade and on to Owhiro Bay.

An extensive network of tracks exists on Mount Albert, but as on Mount Victoria, the tracks lack coherence and the hierarchy is not well defined. A major problem is the lack of consistency; a track may vary considerably in gradient, width and surface formation along its length. While the track system covers a wide range of destinations and recreational experiences, it only functions as a network for a limited range of dedicated users.

## 7.16 SECTOR 16 – MIRAMAR PENINSULA

The southern gateway to the city, this sector has a strong linear form with one main ridge running the length of the peninsular from Orongo Ridge to Mount Crawford. The steep coastal escarpment on the eastern side has limited residential development. The main areas of open space are on the north and south headlands. Mount Crawford is visible from vantage points around the central city, accentuated by the pine planting on the upper slopes. The Orongo Ridge headland is a dramatic and distinctive landscape: it marks the harbour entrance and has a strong, natural character and includes the Eastern Walkway, which follows the coastal escarpment.

This sector has fewer local tracks than others, the track system is not evenly spread across the peninsular, and there are fewer short walks and loops for local users. Centennial Reserve, a steep bushy hillside at the north end of Miramar, provides local connections as well as some mountain bike tracks and walkways.

The peninsula has a range of destinations and unique recreational experiences that focus on the coastal landscape, such as the coastal escarpment, headlands, beaches, historic structures and characteristic coastal communities.

*Our Capital Space* includes a focus and action to support and establish the development of a recreation and heritage park on Te Motu Kairangi/Watts Peninsula

in conjunction with the Crown. A master plan would be completed to identify the future track network.

This sector also includes the Te Aranui o Pōneke (the Great Harbour Way) route that follows the Miramar Peninsula coastline (clockwise) to Marina Parade. For cyclists the route follows roads through the Pass of Branda. An alternative pedestrian track continues along the coast into Oruaiti Reserve to Breaker Bay Road. The track then follows Breaker Bay Road around Moa Point and past the southern end of the airport where it meets Lyall Bay Parade.



SECTOR 16 MAP



## 7.17 SECTOR 17 – WESTERN RURAL AND COAST

This sector is located west of the urban fringe, beyond the Outer Green Belt. It is a diverse and ruggedly beautiful landscape with limited areas of flat land and softer rolling hills, which are mainly found to the north in Ohariu Valley.

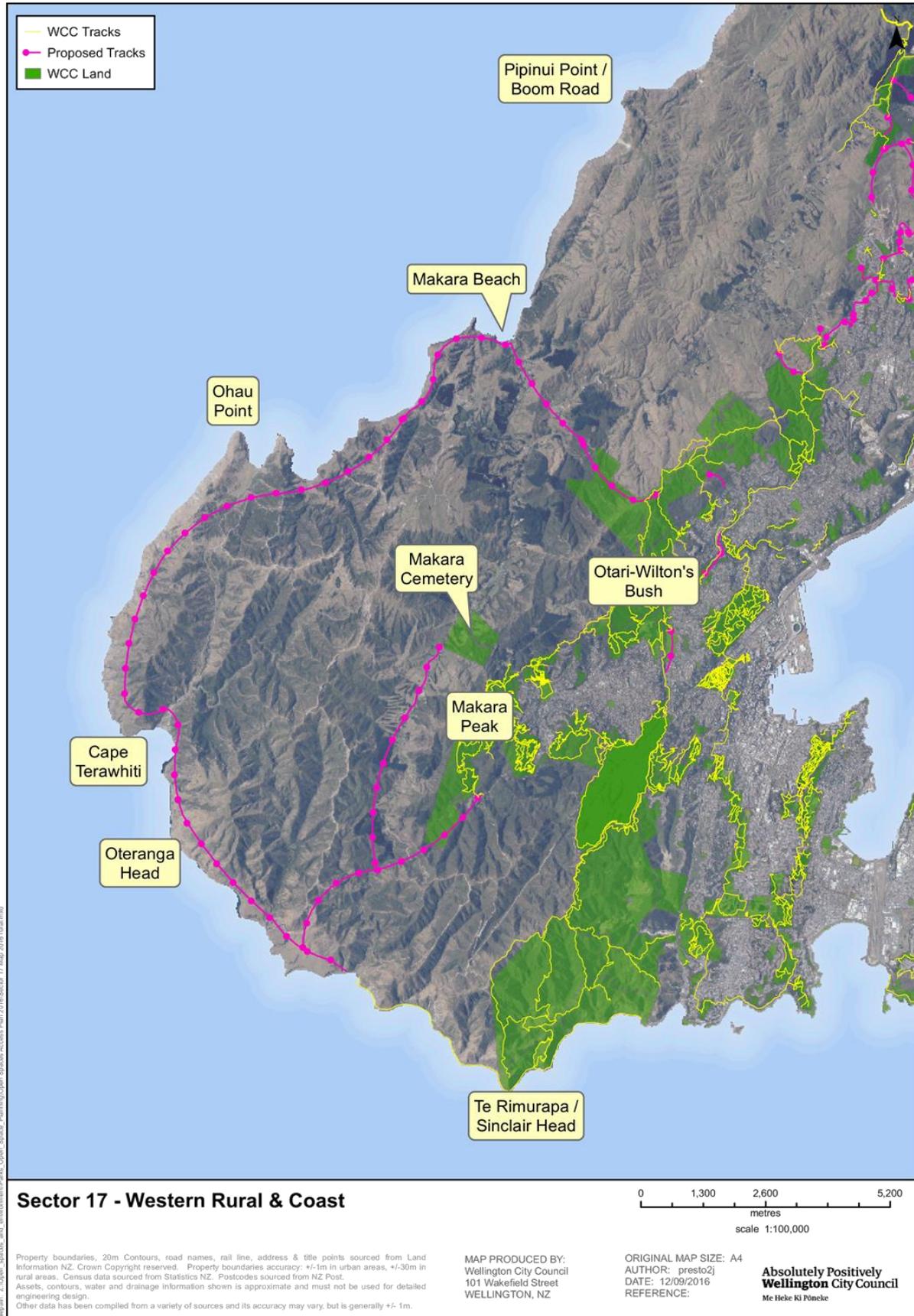
This sector also includes Te Aranui o Pōneke (the Great Harbour Way) route from Owhiro Bay to Sinclair Head.

Around the Makara Beach area is the Department of Conservation Makara Walkway; a tramping loop track about 6 kilometres long that offers spectacular views from the cliff tops surrounding Makara coastline. There is also the Turbine Short Walk, as well as the Opau Loop track – part of the West Wind Recreation Area, which offers great views of the coast and wind turbines in this area.

Recreational users are increasingly reaching out into this rural hinterland. By virtue of its close proximity to Wellington City, this sector is attracting significant levels of interest. Making up part of the Rural Coastal Connection in this area, there is potential to investigate and develop “epic” mountain bike and walking tracks around the western coast to link back to the northern network.

The remote, wild country provides a unique recreational experience, including:

- the rugged coastline
- exceptional views of Wellington, the South Island ranges, Kapiti and Mana Islands and the sea
- sites of historic and geological interest
- a range of landscapes.
- distinctive flora and fauna.



## 8. APPENDIX ONE TRACK CLASSIFICATION

Track types relate to the design specifications, which are defined by the type of use and the type of environment that the access way is located in. All design, maintenance and upgrades are carried out in accordance with New Zealand Standard SNZ 8630:2004 (refer also to the Wellington City Council Track Maintenance and Upgrade Manual, 2007). [The New Zealand Cycle Trail Design Guide is also used.](#) In this plan, the main user groups are pedestrians, bikers and vehicles. The classification for each is:

### Pedestrians

- **Urban Path** – a high-quality surface (sealed or compact surface) track used for easy recreation or commuting within the urban environment. Where possible these will be universally accessible.
- **Short Walk** – a high-quality surface (compacted) track used for easy recreation.
- **Walking Track** – a track that may contain steps or narrow sections.
- **Tramping Track** – a challenging track that may contain steps, steep or narrow sections.
- **Route** – may not always be a distinguishable track, but will be marked using poles or similar. Will have limited or no development (for example, steps or rails).

### Bikers

- **Easy**
  - Beginner – denoted by white circle
  - Easy – denote by green circle
- **Moderate**
  - Intermediate – denoted by white square
  - Advanced – denoted by blue square
- **Very hard**
  - Expert – denoted by black diamond
  - Extreme – denoted by double black diamond

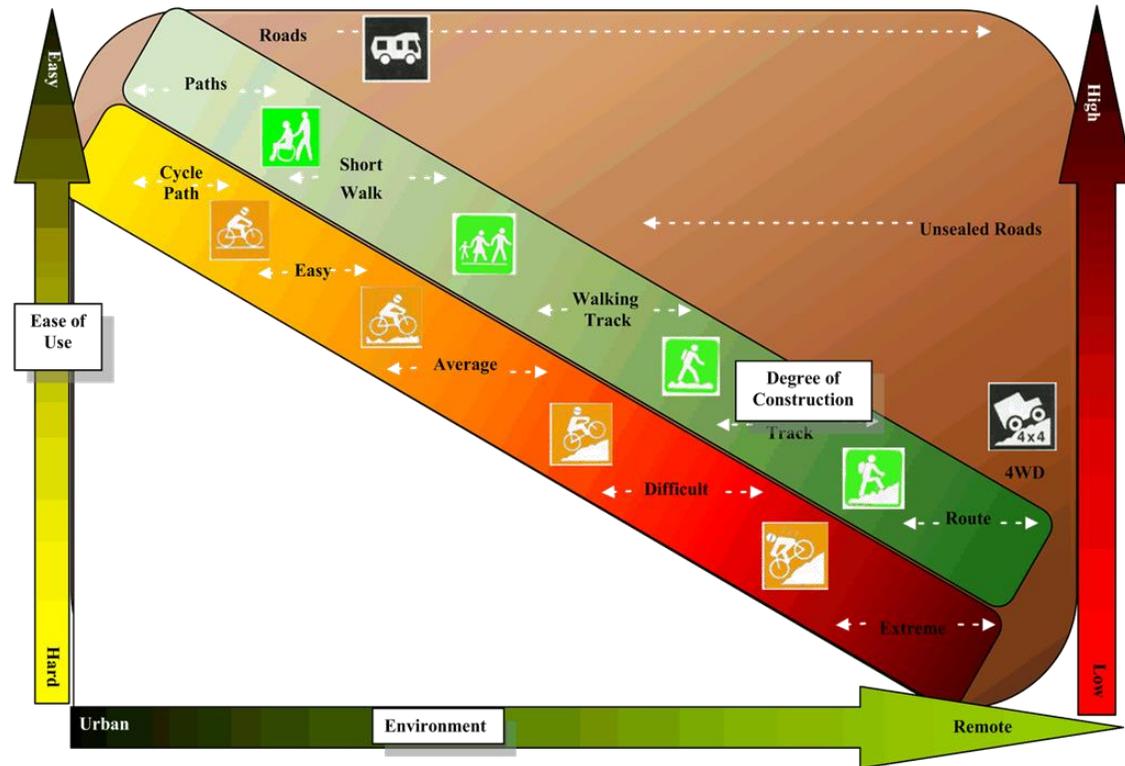
### Vehicles

- **Sealed road** – suitable for all types of vehicle.
- **Unsealed road** – suitable for most types of vehicle.
- **Off Road** – suitable for off-road vehicles only.

Generally these classifications describe a degree of construction. The diagram below shows the relationship between each of these types of tracks and the degree of construction, location within the environment and ease of use.

**Track classification diagram**

This diagram shows how different kinds of tracks and track use fit with the environment. It is meant to be a guideline only (for example there may be examples where it is appropriate to have a short walk in a remote type of environment).



**Note** – This diagram represents how different track uses fit with the environment, but does not show that in some areas particular uses may not be permitted. For example, four-wheel driving is limited in where it can occur.

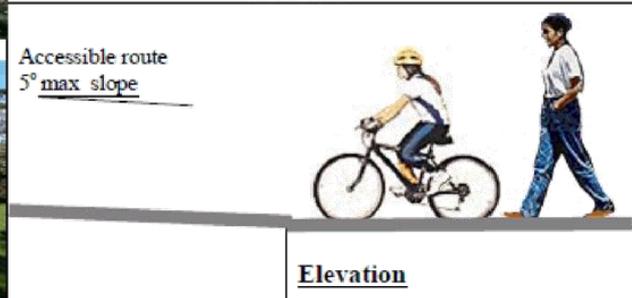
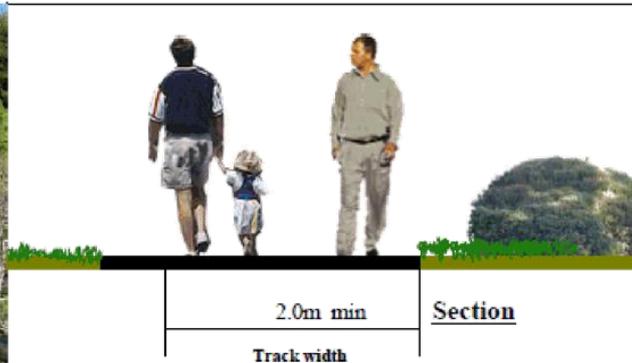
**Physical Characteristics**

- Paths are usually located in well-populated urban areas and close to public amenities. They shall be well formed and provide for easy walking suitable for most ages and fitness levels. Most Paths will cater for people mobility difficulties or limitations.
- Max width = 2.0m, Min width = 1.2m
- Max gradient = 7° (1:8) with a limited number of steps. All steps shall have a maximum riser height of 0.18m and a minimum tread length of 0.31m. Paths for people with mobility difficulties and bikers shall have max gradient 5° (1:11.4) with no steps, stiles, turnstiles or kissing gates.
- Max height of any change in walking surface shall be 5mm
- Paths shall have a minimum track width of 2.0m. The minimum width may be reduced for short sections provided there is a low risk to visitor safety. Such sections shall cover no more than 5% of the total length of each Path. The minimum width for an Accessible Route Path shall be 2.0m over its entire length.
- Paths provide pedestrian access on a durable all weather surface such as concrete and asphalt suitable for all types of footwear without getting wet or muddy in both dry and wet weather.
- Vegetation must be clear from the total width of the path formation and to a height of 2.5m, giving visitors a clear passage and unimpeded view of the surface. Windfalls blocking the Path are to be cleared within 48 hours of notification. All cut vegetation is to be removed from the track surface and disposed of out of sight of the track.



**User Groups**

- **Walkers:** Caters for the widest range of ages and fitness levels, with most accessible to people with mobility difficulties or limitations. Tracks usually to a very high standard allowing to walk two abreast, and meets urban resident requirements.
- **Runners:** Allows for runners with widest range of experience and fitness levels.
- **Bikers:** Where cycle access allowed, caters for family cyclists. Considered to be easy riding where slope does not exceed 6°.
- **Mountain Buggies:** Relatively easy with no or few obstacles.



Drazenford Williams

**Track Strategy**  
**Path**



**Physical Characteristics**

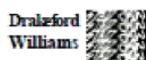
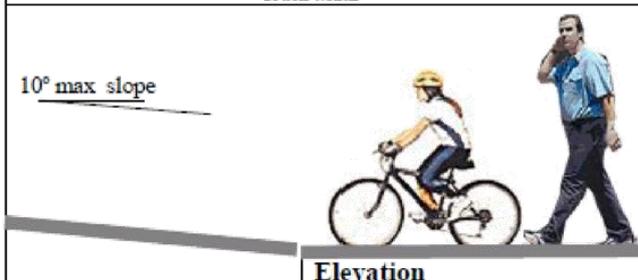
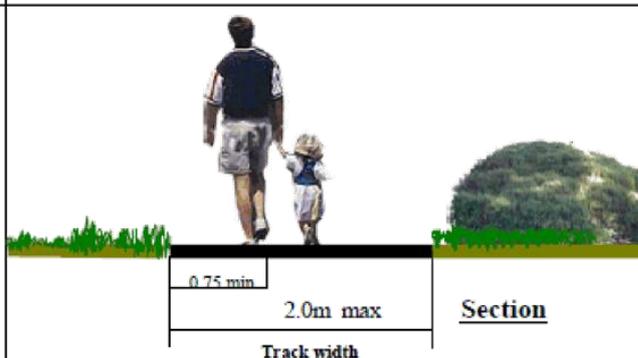
- Short Walk Tracks require no special equipment but still provide an off-road, outdoor experience. They are usually suitable for walking shoes and trainers.
- Min width = 0.75m. Max width = 2.0m. The minimum width shall cover no more than 5% of the total length of each track.
- Maximum gradient = 10° (1:5.7) not including steps, with no more than 12 steps per flight. The gradient can increase to 15° over small sections of the track. Steps must be even and consistent, max. riser 0.2m, min. tread 0.3m.
- Dual use track: Where there is a long section of track at the minimum width of 0.75 metres, passing bays will be developed in practical and appropriate places. These will have a minimum width of 1 metre and a minimum length of 3 metres. The track surface is to be well compacted so that tyres do not unduly degrade the surface.
- A Short Walk will be well defined, and may be benched. The track will be clearly marked to allow inexperienced users to find their way in all weather conditions.
- Short Walks provide pedestrian access on a well-formed, drained, all-weather surface. Up to 10% of the total track length may have short wet or muddy sections.
- Vegetation must be clear from the total width of the path and to a height of 2.5m, giving visitors a clear passage, an unimpeded view of the surface and good visibility on corners. Windfalls are to be cleared within 48 hours of notification.
- Short Walks will be clearly signposted with directional signs at all entrances and junctions. Signs will include walking times. Dual use tracks will be clearly signed as such.



**User Groups**

Short Walks are well-formed tracks that provide for easy, low risk recreation suitable for most ages and fitness levels.

- **Walkers:** Caters for all ages and most walking abilities. Some tracks may be accessible to people with mobility difficulties or limitations. Tracks are usually suitable for walking shoes and trainers. They require no special equipment but still provide an off-road, outdoor experience. Can be used by conventional pushchairs.
- **Runners:** Allows for runners with a wide range of experience and fitness levels.
- **Mountain Buggies:** Relatively easy with no or few obstacles. Once there are more than two steps in a flight, the track can be considered 'average'. Once there are more than 6 steps per flight, the track can be considered difficult.
- **Bikers:** Where cycle access is allowed, caters for easy to average cyclists. The track width makes it a little less easy and safe for family cyclists. Considered to be more difficult than 'average' when the slope becomes steeper than 12° or with flights of more than 6 steps.



**Track Strategy**  
**Short Walk**



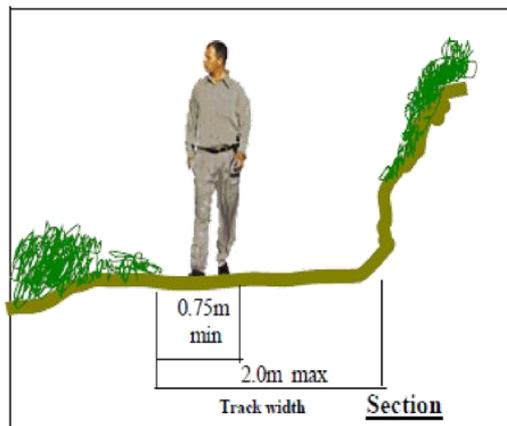
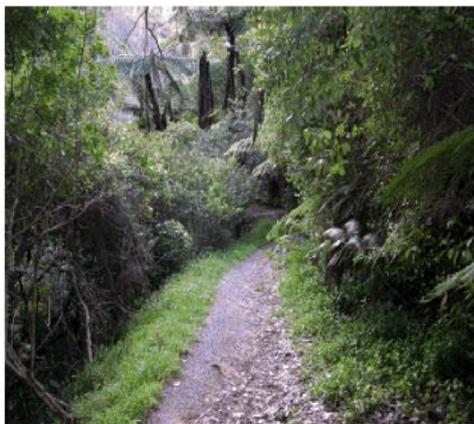
**Physical Characteristics**

- Min./max width = 0.75-2.0m
- Av.max gradient = 15° (1:3.7)
- Max gradient (> 100m)= 20° (1:2.7)
- The track will be well defined, and benched provided any negative environmental impacts are minimised. Dual use tracks need a well-compacted surface that will not easily degrade.
- Marking must enable relatively inexperienced users to easily find their way in either direction in all weather conditions.
- Flights of steps must have an even tread surface (i.e. not muddy or rough). Steps must have a maximum riser height of 0.2m and a minimum tread length of 0.3m. No more than 15% of the total length of dual use track may have steps.
- The minimum width may be reduced for short sections of track. A long section of dual use track at the minimum width must have passing bays.
- Walking Tracks will be clearly signposted with directional signs (which include both walking times and distances) at entrances and junctions. Dual use tracks will be labelled.
- Vegetation must give visitors a clear passage, an unimpeded view of the surface and good visibility on corners. Windfalls are to be cleared within 48 hours of notification.



**User Groups**

- **Walkers:** People who want a good walk for up to a full day return. Tracks usually to a high standard to enable ease of use by relatively inexperienced users with a low level of outdoor skills and fitness. Recommended footwear is light walking boots or trainers.
- **Runners:** Allows for relatively inexperienced runners with moderate fitness levels.
- **Bikers:** Where appropriate, mountain bikers permitted access. Considered to be Class 2 (Average biker skill). Require alternative route at steps when flight exceeds 6 steps.
- **Mountain Buggies:** Relatively demanding, especially where gradient exceeds 8% and where there are a number of steps.

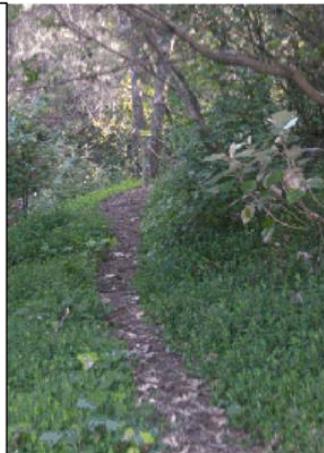


**Track Strategy**  
**Walking Track**



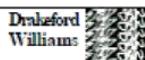
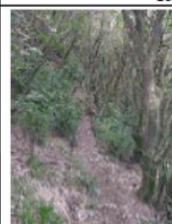
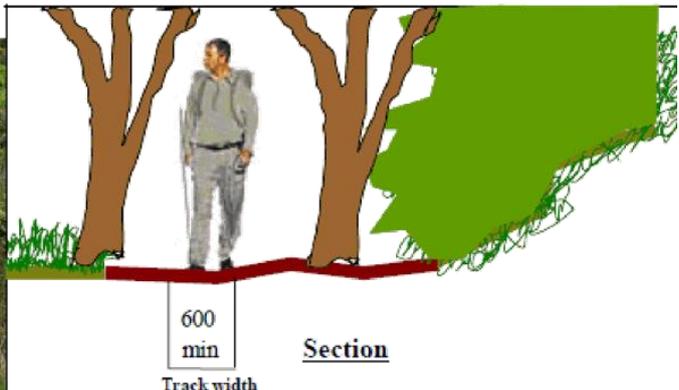
**Physical Characteristics**

- Min width = 0.6m on steep slopes and in bush.  
= 0.3m in open or flat landscapes
- Max width = 1.0m
- Max gradient = No maximum gradient.
- Any steps should be even and consistent, with min tread 0.3m.
- Tracks are well defined by formation and may be benched. They are marked by poles or markers.
- Track surface will generally be the natural surface and may include mud, water, roots and embedded rocks. Generally minor obstacles such as rocks, tree roots and earth are not removed.
- Vegetation must be cleared to ensure that there is a clear view of the track surface, especially on corners. Windfalls blocking the Path are to be cleared within 7-14 days of notification.
- Tramping tracks will be clearly signposted with directional signs (which include both walking times and distances) at entrances and junctions.
- Track condition information regarding for example an unbridged stream or steep, unstable slips is to be made available at track entrances or through off-site means.
- Dual use tracks will be signed as such.



**User Groups**

- **Walkers:** Caters for trampers or experienced walkers with a good level of fitness. Recommended footwear is light walking boots or tramping boots.
- **Bikers:** Due to difficult terrain and gradient, only some Tramping Tracks will be suitable for bikers and they will be graded as Difficult to Extreme, for riders with advanced technical skills. Will most likely be used in specialised mountain biking areas such as Makara Peak.



**Track Strategy**  
**Tramping Track**



**Physical Characteristics**

- Minimum width = No minimum width.
- Maximum gradient = No maximum gradient.
- Routes are unformed, lightly cut ‘tracks’ for experienced users with good outdoor skills. They usually have minimal landscape modification, and no structures or steps.
- There is no minimum track width.
- A Route will be marked by poles, cairns or markers.
- Tracks have a natural, unformed surface that may be rough.
- Vegetation and windfalls are to be cleared so that users can follow markers along the Route.
- Routes may have directional signs at junctions with other tracks. Other information may be provided through off-site means such as maps and route guides.

**User Groups**

- **Walkers:** Caters for people with a high degree of fitness, skill and experience. Recommended footwear for walkers is tramping boots.
- **Runners:** Some locations may be suitable for experienced cross-country runners e.g. along the ridgetops of the Outer Green Belt. However Routes are variable and each must be taken on its own merits.
- **Bikers:** Some locations may be suitable for experienced mountain bikers e.g. along the ridgetops of the Outer Green Belt. However Routes are variable and each must be taken on its own merits.



**Track Strategy**  
**Route**



10. APPENDIX THREE  
OPEN SPACE ACCESS  
IMPLEMENTATION PLAN  
2016

## OPEN SPACE ACCESS IMPLEMENTATION PLAN

### STRATEGIC DIRECTION

Our Capital Spaces	
<b>Priority 1.5</b>	<b>Open spaces and outdoor recreation opportunities are close to where people live and work</b>
Action 1.5.1	Review the provision of open spaces in suburban areas based on guidelines of 600 metres or 10 minutes' walk to one or more neighbourhood park, play space, or other outdoor recreation opportunity such as track links (New)
Action 1.5.2	Design the open space network in "greenfield" subdivisions to provide a significant majority of residential dwellings with access to neighbourhood parks or other outdoor recreation opportunities within 600 metres or 10 minutes' walk (Existing)
Action 1.5.3	Adopt and implement national standards for park categories and corresponding levels of service (New)
<b>Priority 1.9</b>	<b>Complete the track network with a priority on connecting communities and open spaces, and providing short walking and cycling loops and transport connections</b>
Action 1.9.1	Complete the Skyline Track and the Harbour Escarpment Track and links to adjacent suburban communities (New)
Action 1.9.2	Continue to develop the track network for shared use wherever appropriate, while managing any conflicts between different activities (such as cycling and walking) (Existing) Ongoing
Action 1.9.3	Review local track networks as part of the development of the Suburban Reserves Management Plan with a focus on tracks accessible to all ages and abilities (New) - Completed
Action 1.9.4	Identify opportunities for active transport routes through the open space network as part of the Transport Strategy review (New)- Linked to Transport Strategy review
Action 1.9.5	Explore partnerships for completing coastal tracks between Owhiro Bay and Makara, Otari and Makara, and for Karori Stream (New) - Ongoing

<b>Priority 2.6</b>	<b>Ensure that recreation activity does not compromise the biodiversity or other values of our open spaces</b>
Action 2.6.1	Manage track use and development and ensure it does not impact on biodiversity values (Existing) ongoing
<b>Our Natural Capital</b>	
Action 3.1.2a	Ensure all Wellingtonians in suburban and urban areas can access a natural space within a 10-minute walk or cycle (Existing) Ongoing
Action 3.1.2d	Promote cycling and walking links through and along the appropriate green and blue networks (Existing) Ongoing
Action 3.1.2e	Ensure legal protection over private land provides for public access where practicable (Existing) Ongoing
Action 3.2.2f	Develop smart and easily accessible information to enable people to access areas of high biodiversity, including web-based applications and interactive mapping (New) Long Term

## RENEWAL

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

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

The existing open space track network continues to grow with over 365340 kilometres. It is anticipated that approximately 80 percent of existing tracks will involve some form of renewal work within the next 15 years. The high standard tracks, eg urban network, will receive a higher frequency of standard of renewal than more remote tracks.

## FUNDED UPGRADES

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

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

### Track category tables

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

Notes: The letters used in the table below denote "network component" and "track types" are mostly included in the "development" actions, opposed to "planned" actions as it maybe unclear what track category the track will be until the planning work is completed.



Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	<p>environment. We can build on these activities to link them more strongly with our biodiversity outcomes. We acknowledge the importance of allowing people to access these areas, while needing to protect our ecologically significant areas from further fragmentation. We will work to resolve the tension between these two activities and find a balance that allows for both. We want Wellington as a sought-after destination for international and domestic visitors because of its amazing combination of natural areas and thriving wildlife within a vibrant city. Healthy ecosystems and accessible natural areas will be seen as an inseparable part of our economic growth.</p> <p><u>Council to work with Wellington Trail Trust, Makara Peak Supporters, Brooklyn Trail Builders and the Wellington Mountain Bike Club (and other key stakeholders, both local and regionally) to develop a trail plan that offers world class technical mountain biking opportunities in the Wellington Region as part of a regional strategy</u></p> <p><u>Work with The Walking Access Commission to update the commissions maps (WAMS)</u></p> <p><u>Implement a detailed consultation exercise with key stakeholder groups to work through user conflict issues in order to develop principles and protocols to manage different user group's expectations in the Open Space network. The consultation should be undertaken with the Councillor responsible for open space access issues and report to relevant committee.</u></p>	<p>✓</p> <p>Ongoing</p> <p>✓</p>		
Development				
<b>Sector 1 – Spicer and Tawa West</b>				
1.1 Planning	<p>Investigate track linkages from Pikitanga to new subdivision off Bing Lucas Drive. A L</p> <p>New track from Tawa to Spicer Forest via Tawa Bush Reserves. Includes connection from Ohariu Valley Road to Colonial Knob. E 3 S</p>	<p>Ongoing work</p> <p>✓</p>		
1.2 Development	<p>Develop tracks suitable for horse riding in Spicer Forest with long-term links to 944 Ohariu Valley Road.</p> <p>New track from Spicer Forest to 944 Ohariu Valley Road. A, R</p>	<p>✓</p> <p>✓</p>		
<b>Sector 2 – Ohariu <u>and Churton Park</u></b>				

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
2.1 Planning	<p>Skyline extension - Investigate a possible track link between Churton Park, Ohariu Valley Road, Old Coach Road and Spicer Forest. Could result in two or three tracks, mostly over private land. Will involve creating new tracks. A 3 P</p> <p>Planning/Development - Tracks along Stebbings Stream and to Ohariu Ridge. Private land. Long-term project. New track. Consider links to Glenside. Requires reserve contributions</p> <p><del>Planning</del> – Connecting track along Marshall Ridge (“Stebbing’s Valley”) in Churton Park Subdivision and Glenside to Redwood.</p> <p><u>Investigate street signage to link street access to Skyline walkway</u></p>	All ongoing work		
<u>2.2 Development</u>	Develop a link track between Lakewood Reserve and the proposed neighbourhood centre. A 2 L	✓		
<b>3. Kaukau</b>				
3.1 Planning	<p>Linking tracks from new subdivisions to Old Coach Road - Will involve creating a new track. C 2 L</p> <p>Investigate opportunities for tracks from Vasanta Avenue and Satara Crescent (northwest Ngaio) areas into the Outer Green Belt. C 2 L</p> <p><u>Track to allow access from Cochayne Road the Piwakawaka Track and Odell Reserve – possible loop track</u></p> <p><u>Track from Heke Street into Chelmsford Park to be investigated further</u></p>		✓	✓
3.2 Development			✓	
<b>4. Otari Wilton’s Bush</b>				

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
4.1 Planning	<p>Identify and test new interactive trails possibly using new technology. In particular a family trail and an ethno-botanical trail. B</p> <p>Investigate improving transport and wayfinding to Otari-Wilton's Bush. B</p> <p>Provide advocacy and signage advising dog walkers of their responsibility and mountain bikers that the area is closed to biking. B</p> <p>Investigating linking Otari-Wilton's Bush with Te Araroa National Walkway. B</p> <p><u>Investigate reconfiguring the pedestrian entry from Wilton Road car park to the existing visitor Information Centre, Te Marae O Tane. B 2 L</u></p>	<p>✓</p> <p>✓</p>	<p>✓</p>	<p>✓</p> <p>✓</p>
4.2 Development	<p>Construct a central pathway through the collections with viewing points and links onto the Circular Walk and Nature trail as proposed in the Landscape Development Plan B 2 L</p> <p>Develop "up close and personal" walks through <i>Phormium</i> "Goliath" a lancewood forest "thicket" and a divaricate tunnel. B 2 L</p> <p>Develop a walking circuit through the beech collection from the north Picnic Lawn. B</p> <p><u>Reconfigure the pedestrian entry from Wilton Road car park to the existing visitor Information Centre, Te Marae O Tane. B 2 L</u></p> <p>Continue to develop the Nature Trail and Treasure Trail as the main educational trail with interpretative signage, plant labelling of all common trees and curriculum-based self-guiding material B 2 L</p> <p>Increase number of road signs from central city to Otari</p>	<p>✓</p> <p>✓</p> <p>Ongoing</p> <p>✓</p>		<p>✓</p> <p>✓</p>
<b>5. Makara Peak</b>				
5.1 Planning	<p>The following to be considered as part of master planning for Makara Peak:</p> <ul style="list-style-type: none"> <li>investigate a track link at the Chamberlain Road/Victory Crescent Reserve in partnership with Makara Peak Mountain Bike Supporters.C L</li> <li>investigate a track connection between Woodhouse Avenue, Hazelwood</li> </ul>		<p>✓</p> <p>✓</p>	

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

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Highbury Road Reservoir land. Large unstable pines will need to naturally fall first and land formally vested and managed as reserve before any track development. C	(approach Wellington Water in the first instance)		
6.2 Development				
<b>7. Te Kopahou / Careys Gully</b>				
7.1 Planning	<p>Skyline Track through Careys Gully – Include a review of the four-wheel drive guidelines. Assess track conditions C 2 S</p> <p>Identify opportunities to develop track links as part of any future subdivision of the private land between Ohiro Road and Mitchell Street. C 2 S</p> <p>Brooklyn War Memorial – Investigate better signs/wayfinding from Mitchell Street, and opportunities to better promote the site and site history. C 2 S</p> <p>Initial planning for part of the Rural Coastal Connection. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, Meridian). Consider separating uses (pedestrian/vehicles) in parts between Owhiro Bay and Sinclair Head (as called for in the South Coast Management Plan). Upgrade signage on existing tracks R 2 S.</p> <p>Further track work in this area will be considered as part of a future master plan.</p>	<p>✓</p> <p>Subject to future</p> <p>✓</p> <p>Partly started, Ongoing</p> <p>✓</p>		
7.2 Development	Mitchell Street Play area - Consider signs to direct users to Elliot Park for kick-about space. C	✓		
<b>8. Grenada North/Belmont Regional Park/Tawa</b>				
8.1 Planning	<p>Work with the landowners between Redwood Bush, Tawa Reserves and the Outer Green Belt to negotiate access for walking and cycling as part of the subdivision of Upper Stebbings Valley. A 2 L</p> <p>Work with Friends of Tawa Bush to develop link between Wilf Mexted and Woodburn Reserves and into Willowbank Park. A 2 L</p>	All ongoing		

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Investigate the establishment of a cross-valley link between Glenside and Grenada Village via Mark Avenue extension. A			
8.2 Development	Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully C 2 S	Ongoing		
<b>9. Newlands <del>and</del>, Johnsonville and Churton Park</b>				
9.1 Planning	Investigate the development of a link between Horokiwi and Belmont Regional Park. New tracks between Horokiwi Road and Lincolnshire Farms (include Reservoir Ridge). Planning required in relation to reserves agreement. A 2 L	✓		
	Finalise route options to complete the Harbour Escarpment Walkway – subject to obtaining landowner access. A 2 L	✓		
	<del>The Council and the landowner at Stebbings Valley have an agreement that includes establishing new tracks in new reserves that will be developed and opened to the public as the private development progresses.</del>	Ongoing		
	Planning/Development - New track from the Mark Avenue end of Seton Nossiter Park to Middleton Road – Involves a connection over motorway.	✓		
	<u>Investigate access from Miles Crescent and links to Harbour Escarpment</u>	✓		
	<u>Investigate linkage from Harbour Escarpment to Tyre Reserve (to Cashmere Ave) via Tyres Road</u>	✓		
9.2 Development	Complete the Harbour Escarpment Walkway from Waihinahina Park in Memory of Dennis Duggen to Ngauranga. Includes short section of new track at Brandon's Rock (Council land), new link from Gilbert Bush reserve to Waihinahina Park, and Gilbert Bush Reserve via Bellevue subdivision to Brandons Rock. A 2 P	✓		

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
<b>10. Trelissick Park and Environs</b>				
10.1 Planning	<p><u>Planning – New connecting track from Magazine Store to Fort Buckley. Railway (OnTrack) land</u></p> <p>Investigate a new track link from Highland Park into the park to provide a second park entrance from Wadestown. <u>Oban Street is the most likely route for a connection.</u> C 2 S</p> <p><u>Continue to investigate opportunities for pedestrian access into Tyers Stream reserve.</u> C 2 S</p> <p>Investigate a link from Homebush Park around to Tyers Stream Reserve as part of future subdivision of land above Jarden Mile. C 2 L</p> <p>Investigate a future track link between the Hutt Road and Khandallah via Cashmere Park. C</p> <p>Investigate the need and feasibility of a track between the Kaiwharawhara Park sportsfield and the Bridle Track. C 2 R</p>	<p>✓</p> <p>✓</p> <p>✓</p>	<p>✓</p>	<p>✓</p> <p>✓</p>
10.2 Development	Develop a second walkway access off Homebush Road. C 2 L		✓	
<b>11. Te Ahumairangi Hill</b>				
11.1 Planning	<p>Creswick Terrace play area. A second access from higher up on Creswick Terrace could improve access and better connect the park to the local walking route network. Investigate cost/benefit. C 2 L</p> <p><u>Investigate feasibility of a better link between Orangi Kaupapa and Thorndon via Te Ahumairangi.</u></p> <p><u>Council to work with stakeholders to explore future mountain bike access in Te Ahumairangi Hill.</u></p>	<p>✓</p>		<p>✓</p>

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
11.2 Development	Focus on street signage from the central city for pedestrians	✓		
<b>12. Botanic Garden</b>				
12.1 Planning	Encourage use of Botanic Garden as a pedestrian commuter route and assess the potential for improving interpretation on some of these major routes. B  Redesign and improve wayfinding between Bolton Street and the entrance into the Botanic Garden, Bolton Street Cemetery and Anderson Park off Kinross Street. B  Improve walking links between Kelburn Park and the central city, including signs. D	Ongoing	✓	
12.2 Development	Street signage from the central city to Main Gardens and Bolton Street Cemetery for pedestrians	✓		
<b>13 Central City -</b>				
13.1 Planning	Investigate the development of a track between Kelburn Parade and Aro Street with a possible link to the top of Semellof Terrace. D 2 S  <a href="#">Investigate link for off road mountain bike trail from Wakefield Park to Central Park</a>  <a href="#">Consult further with the Aro Valley and Mountain Biking Community on the creation of a downhill track in Polhill</a>	✓  ✓	✓	
13.2 Development	Update and increase the number of signs within the central city, as well as smart technologies and websites that direct people towards the open space network, including Pohill Gully, Central Park, Mount Victoria/Matairangi, as well as major sporting hubs, eg Wellington Regional Aquatic Centre, ASB Sports Centre, Makara Peak Mountain Bike Park and other key sports parks	✓		
<b>14 Mt Victoria / Matairangi</b>				

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

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Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	<p>area.</p> <p>Consider geocells on the Hataitai commuter route to assist with water management and steep slopes.</p> <p>Seal Te Ranga a Hiwi track to provide an accessible path</p> <p>Plan for ongoing legal access from Chest Hospital north to Southern Walkway. Presently Crown land - Legal exercise.</p>		<p>✓</p> <p>✓</p> <p>✓</p>	
14.2 Development	<p>Create a loop walk (meeting NZ Track Standards) from Courtenay Place via Majoribanks Street up to Mount Victoria Lookout then down to Oriental Bay and back into town. This will require the creation of an obvious gateway to the park and signage from the city). P E</p> <p>Develop a main park entrance at Majoribanks to connect with central city P 2 E</p> <p>Develop Pirie Street as other main entrance (as per Mount Victoria/Matairangi Master Plan) P 1 E</p> <p>Develop relevant sections of the Summit Walkway and the Southern Walkway to a higher standard to recognise value of Te Ranga a Hiwi. P 1 E</p> <p>Develop tracks beside Alexandra Road to keep walkers, runners and people on bikes away from traffic. P 2/3/4 E</p> <p>Develop tracks (footpaths) beside Lookout Road to connect the upper lookout car park with the Centennial Memorial. P 1 E</p>	<p>✓</p> <p>✓</p> <p>✓</p>	<p>✓</p> <p>✓</p> <p>✓</p>	

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
	Realign intersections between mountain bike and walking tracks to create an oblique angle with a slow-down formation on the mountain bike track to reduce the risk of high speed collisions. Where this is not possible, ensure that "black diamond" mountain bike tracks do not intersect with the main commuter and tourist track within the park. P 3/4 E	✓		
	Develop more single-track mountain bike tracks and endeavour to separate walkers and bikers in some areas – where appropriate. D 2 P	Ongoing		
	Upgrade the Hataitai to City Track as a major commuter route for walkers and cyclists. D	Ongoing		
	Improve walking access along the summit ridge between the lookout and the Centennial Memorial. D 2 L	Ongoing		
	Treasure Island Grove/Kainui Reserve – Install better signage identifying the park and the track route through the park. C 2 L	✓		
	All tracks would be indicated as shared between cyclists and walkers with access to online mapping systems.	✓		
	Place names and signage in Te Reo/English where practical.	✓		
	Name open spaces to reflect history and location in consultation with mana whenua.		✓	
	Colour wayfinding systems with symbols.	✓		
	Icon wayfinding system.	✓		
	Unsigned unless marked and graded mountain bike route.	✓		
<b>15 Mt Albert / Island Bay</b>				

Sector and type of work (eg planning of development)	Action	Short term 1–3 years	Medium term 3–5 years	Long term 5–10 years
15.1 Planning	Sinclair Park and track links – review signage. C  Assess the proposed tracks links between Newtown and the central city to ensure they integrate with the Town Belt track network and minimise conflict with Town Belt users. Potential commuting access, D 2	✓	✓	
15.2 Development	Enhance track connectivity between Tawatawa Reserve and adjoining privately-owned land of Manawa Karioi and Island Bay Charitable Trust. C 2 L			✓
<b>16 Miramar Peninsula</b>				
16.1 Planning	Link Defence land to Centennial Reserve across Massey Memorial (east–west). Consider links to Scorching Bay Reserve. E 2 L (subject to proposed Te Motu Kairangi Park proceeding and master planning)  Carter Park - Investigate feasibility (in particular safety and suitability of the start of a track and the run out at the bottom) of a Grade 5 mountain bike track at Carter Park. C C5  Centennial Park - Continue to support the Miramar Tracks Project Group by considering the best way to assess possible remnants of a dam C 2 L  Planning - Monorgan Road Play Area. Consider installing footpath to play area	✓     ✓	✓	✓
16.2 Development	Churchill Park and Play Area - Confirm alignment of Great Harbourway track. C 2 P	✓		
<b>17 Western Rural and Coast (“Rural Area”)</b>				
17.1 Planning	<u>Identify and determine what ‘paper roads’ can be incorporated into a Wellington wide track network and develop a strategy (in conjunction with other organisations, such as the Walking Access Commission) to work with adjoining landowner, when the roads could add strategic value to the open space network. Include identification of potential health and safety risks, hazards and maintenance of roads, lambing, stock safety, as well as investigating potential land swap negotiations, rate relief, easement and covenants and other opportunities. See below</u>	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
17.2 Development	See below			

## UNFUNDED PROJECTS

Some of the 'Key Initiatives' included in this section have been confirmed and committed to by Council, however more investigation is needed before budget requirements are known. Where timelines have been provided they are indicative only

Sector	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
No Sector allocated	Implementation of signage along the Great Harbourway	✓		
<u>Sector 2</u>	<u>New track from Trilids Lane to Churton Drive. Access through reserve from Trilids Lane to just north of the intersection of Chisbury Street and Churton Drive. Very steep gradient. Purpose is for school children to avoid traffic down Halswater Drive.</u>		✓	
Sector 4	The east-west connection initiative ideal is a track from Thorndon to Makara – including the Old Māori Trail through Kilmister Block.  New track from David Crescent to Johnston Hill.			
Sector 6	Development - Upgrade the St John's Pool track and links to it. Include interpretative signs on the St John's Pool Track. Include upgrading track from Messines Road to St John's Pool. Also include a new track from St John's Pool to Birdwood Bush and Appleton Park. The track to Appleton Park is part of the Kaiwharawhara Stream initiative. Possible bridges. Consider dual use.  Investigate re-opening Hape Stream, Silverstream and ridge over spot heights 408 and 418 with legal access. Currently overgrown but has co-operative owner. Linkages with Sector 7 required.			✓  ✓
Sector 7	Investigate new track proposal that will extend purpose built walking/running/cycling tracks from Aro Valley to the south coast – Brooklyn Trail Builders initiative. Should be investigated as part of the Te Kopahou Master Plan  <u>Investigate track connectivity between City to Sea Walkway Tawatawa, Paekawakawa Reserves and Island Bay (secondary connector), including loop track into Island Bay</u>	✓		

Sector 8	New tracks in the Woodburn Drive area. Include signage. Provide link to Belmont Regional Park.			
Sector 9	<del>New track from Trilids Lane to Churton Drive. Access through reserve from Trilids Lane to just north of the intersection of Chisbury Street and Churton Drive. Very steep gradient. Purpose is for school children to avoid traffic down Halswater Drive.</del> Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully. A 2 L – Subject to subdivision development			
Sector 10	New connecting track from Ngaio Gorge Road to Kaiwharawhara Stream. Easement over private land required			
Sector 17	Advocate for the implementation of the Rural Coastal Connection initiative. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, and Meridian). Install interpretation (brochures, onsite) and continued coastal orientation signs. Consider Quartz Hill link, Snowdens Road and Te Ika a Maru Bay. E 2  Implement the Karori Stream track initiative. Consider river crossings involved. Potentially only 1.5 hours' walk from road end to coast. Include feasibility study of potential for four-wheel drive trips from Owhiro Bay to Karori. Look at demand/options/pros and cons. E  Implement the East West Connection initiative to Makara coast from Makara Peak to Skyline. Subject to availability of suitable access. Include signage. Possible link through to Trelissick Park and Kaiwharawhara, (which was thought to be the traditional access to the west coast. E			

**CRITERIA FOR SETTING TRACK-WORK PRIORITIES**

<u>CRITERIA</u>	<u>RANKING SCALE (1 to 5)</u>	<u>WEIGHTING</u>
1. <b>Network Significance</b> (What contribution will this work make to the overall track network?)	High _____ Medium _____ Low	<b>3x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
2. <b>Access, Linkages, Connectivity</b> (Will this work provide important access, links or connections?)	Important links _____ Some links _____ No links	<b>3x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
3. <b>Demand</b> (How much public interest is there in this work being done?)	High demand _____ Moderate demand _____ Low demand	<b>3x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
4. <b>Diversity</b> of uses (How broad is the range of uses catered for by this work)	Highly diverse _____ Somewhat diverse _____ Not diverse	<b>1x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
5. <b>Associated Risk</b> (How difficult is this work likely to be?)	Low risk (easy) _____ Moderate risk _____ High risk (Hard)	<b>1x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
6. <b>Context</b> factors (Are there other local factors that make this work useful?)	Many factors _____ Some factors _____ No factors	<b>1x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	
7. <b>Alignment</b> with Council's other strategies objectives and programmes (Will this work be useful for other Council purposes?)	Strongly aligned _____ Somewhat aligned _____ Not aligned	<b>2x</b>
	<u>5</u> <u>4</u> <u>3</u> <u>2</u> <u>1</u>	

11. APPENDIX FOUR  
CURRENT LEASE HORSE  
GRAZING AREAS

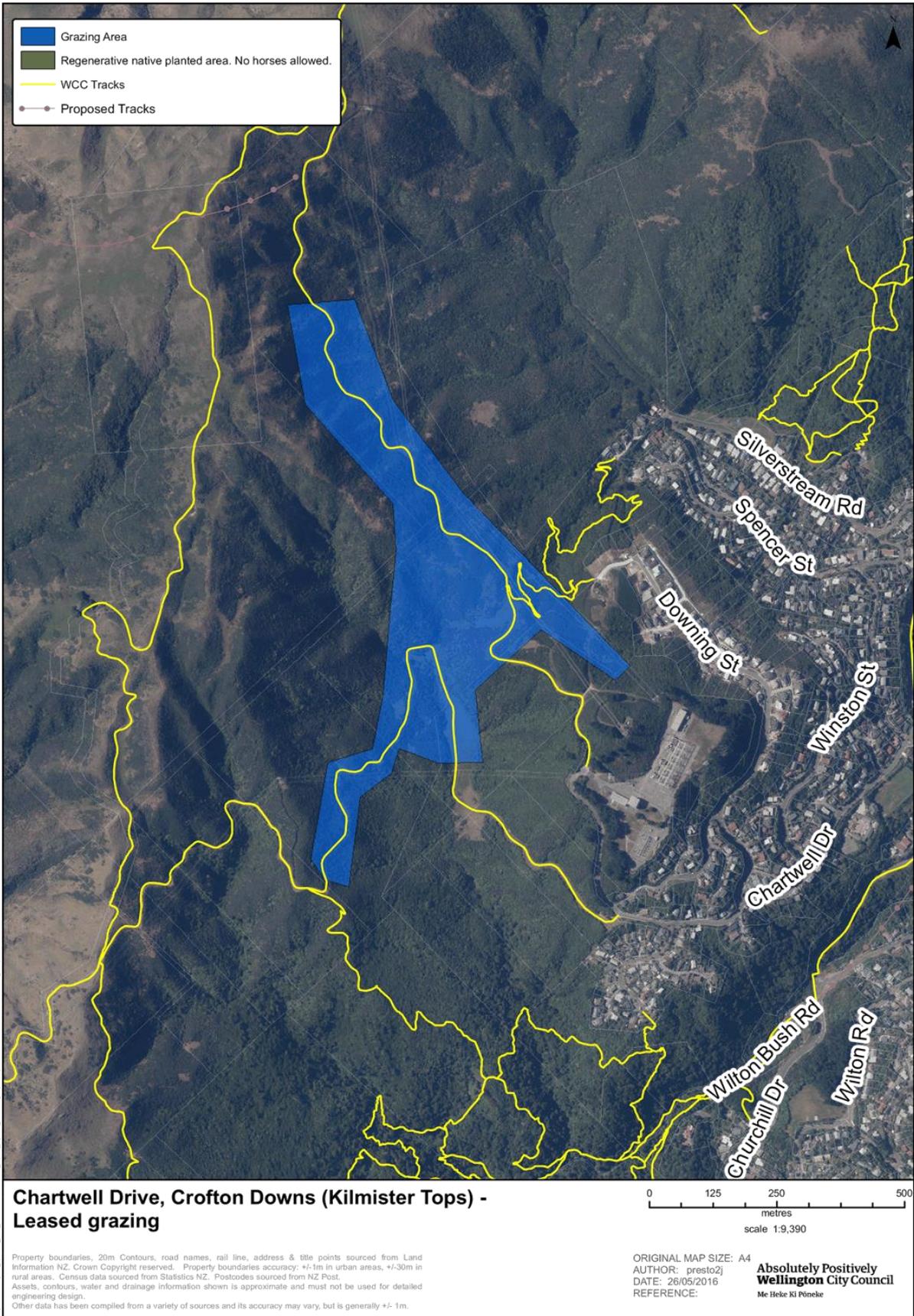
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## 12. APPENDIX FIVE – WELLINGTON CITY COUNCIL WALKING AND CYCLING POLICY OBJECTIVES (2008)

The Wellington City Council Walking Policy includes the following objectives:

*Objective 1: To promote the benefits of walking so that more people walk*

*Objective 2: To improve pedestrian safety throughout the city*

*Objective 3: To improve the experience of those walking through or about the Central Area*

*Objective 4: To increase the number of commuter trips taken by foot to and from the Central Area*

*Objective 5: To improve the experience of those walking to and from public transport stops*

*Objective 6: To increase the number of short walking trips to and from Suburban Centres*

*Objective 7: To increase the number of walking trips made to and from educational centres and the regional hospital*

The Wellington City Council Cycling Policy (2008) includes the following objectives:

*Objective 1: To improve cycle safety throughout Wellington*

*Objective 2: To improve the convenience of cycling in Wellington*

*Objective 3: To improve the experience of cycle trips to and from the Central Area*

*Objective 4: To improve the experience of cycle trips to and from Suburban Centres*

*Objective 5: To improve the experience of cycle trips to and from educational centres*

*Objective 6: To improve the experience of cycle trips for recreation*

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## **REPORT OF THE REGULATORY PROCESSES COMMITTEE MEETING OF 1 SEPTEMBER 2016**

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**Members:** Mayor Wade-Brown, Councillor Ahipene-Mercer (Chair), Councillor Foster, Councillor Lee, Councillor Pannett, Councillor Sparrow.

### **The Committee recommends:**

#### **PROPOSED ROAD STOPPING - LAND ADJOINING 126 JOHN SIMS DRIVE, JOHNSONVILLE**

### **Recommendations**

That the Council:

1. a. Declares that approximately 76m<sup>2</sup> (subject to survey) of unformed legal road land in John Sims Drive, Johnsonville, shown outlined red on Attachment 1 of the officers report (the Land), and adjoining 126 John Sims Drive (being Lot 11 DP 40406 CFR WN12B/401) is not required for a public work and surplus to Council requirements.
- b. Agrees to stop the legal road and dispose of the Land referred to above.
- c. Declares that approximately 4m<sup>2</sup> (subject to survey) of unformed legal road land in John Sims Drive, Johnsonville, highlighted blue on Attachment 1 of the officers report and adjoining 126 John Sims Drive (being Lot 11 DP 40406 CFR WN12B/401) is not required for road.
- d. Agrees to stop approximately 4m<sup>2</sup> (subject to survey) of unformed legal road (shown blue on Attachment 1 of the officers report) for use as isolation strips.
- e. Delegates to the Chief Executive Officer the power to conclude all matters in relation to the road stopping and disposal of the Land, including all legislative matters, issuing relevant public notices, declaring the road stopped, negotiating the terms of sale or exchange, impose any reasonable covenants, and anything else necessary.

### **Attachments**

Nil



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**REPORT OF THE GOVERNANCE, FINANCE AND PLANNING  
COMMITTEE MEETING OF 28 SEPTEMBER 2016**

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**Members:** Mayor Wade-Brown, Councillor Ahipene-Mercer, Councillor Coughlan, Councillor Eagle, Councillor Foster, Councillor Free, Councillor Lee, Councillor Lester (Chair), Councillor Marsh, Councillor Pannett, Councillor Peck, Councillor Ritchie, Councillor Sparrow, Councillor Woolf, Councillor Young.

**The Committee recommends:**

**2015/16 ANNUAL REPORT**

The recommendations were not available at the time the agenda was printed.

**Attachments**

Nil



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## **4. Public Excluded**

Resolution to Exclude the Public:

THAT the Council :

Pursuant to the provisions of the Local Government Official Information and Meetings Act 1987, exclude the public from the following part of the proceedings of this meeting namely:

General subject of the matter to be considered	Reasons for passing this resolution in relation to each matter	Ground(s) under section 48(1) for the passing of this resolution
4.1 Public Excluded Report of the Transport and Urban Development Committee Meeting of 15 September 2016 Acquisition of Land	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.
Acquisition of Land for Road	7(2)(i) The withholding of the information is necessary to enable the local authority to carry on, without prejudice or disadvantage, negotiations (including commercial and industrial negotiations).	s48(1)(a) That the public conduct of this item would be likely to result in the disclosure of information for which good reason for withholding would exist under Section 7.