
ORDINARY MEETING

OF

ENVIRONMENT COMMITTEE

MINUTE ITEM ATTACHMENTS

Time: 09:15 am
Date: Wednesday, 3 August 2016
Venue: Committee Room 1
Ground Floor, Council Offices
101 Wakefield Street
Wellington

Business

Page No.


2.1 Oral Hearings For Draft Open Space Access Plan

1.	Wellington City Light Horse Club Presentation - Submitter 90	2
2.	Wellington City Light Horse Club Supplementary Information - Submitter 90	7
3.	David Craig Supplementary Information - Submitter 239	9
4.	Wellington Trails Trust Presentation - Submitter 125	10
5.	Cycle Aware Presentation - Submitter 253	15
6.	Matt Coltart Supplementary Information - Submitter 125	22
7.	John White - Supplementary information. Submitter 268	24
8.	Steve Flaunty Presentation - Submitter 54	25
9.	Georgia Vaughan and Seb Carrington Supplementary Information - Submitter 38	45
10.	Cross Country Vehicle Club Presentation - Submitter 245	46
11.	Burkes Cycles Presentation - Submitter 181	52
12.	Leasa Carlyon Presentation - Submitter 27	58
13.	David Carlyon Presentation - Submitter 98	67
14.	Wellington Dog Owners Group - Submitter 262	75
15.	Makara Peak Mountain Bike Supporters Incorporated - Submitter 242	81

8/18/2016

Wellington City Light Horse Club Inc.

Since 1940's or thereabouts!




About Us

- WCLHC inc. dates back to the 1940's when light cavalry horses grazed at Government house
- Wellington City Council has been there
- Club members from all over Wellington would come to events at Houghton Bay in it's 'hay'day'



Where Are We?

- From Quebec St. Kingston to Carlucciland and corner Murchison St. and Happy Valley Road
- In the grounds above Houghton Bay School
- Out and about in: Brooklyn, Newtown, Berhampore, Island Bay, Owhiro Bay, Kingston, Happy Valley, Houghton Bay, Melrose, Lyall Bay, and occasionally Mount Victoria!



WCLHC 2015

- We are a part of the wider South Coast Community
- Small but loveable!
- We are out and about, visible to, and visible in the community
- We help to make Wellington, especially the South Coast, the special place that it is



8/18/2016

Item 2.1 Attachment 1

**Coming to an event near
you!**
**The Owhiro Bay Country Fair
2014**



**Owhiro Bay Fun Day
2014**

Children Take Charge (under supervision of course)



**WCLHC Open Day
January 2015**



Education

How many city children get to see a horse being shod
up close and personal?



8/18/2016

Safety

- ⤵ All members and riders, young and old, wear helmets
- ⤵ The safety of all riders and road and track users is paramount

A photograph showing two riders on horses in a grassy field. One rider is in the foreground, wearing a blue shirt and a helmet, looking towards the camera. Another rider is in the background, also on a horse.


Safety, or More Education?

We certainly do our bit towards driver education!

A photograph showing several riders on horses on a paved road. The riders are moving away from the camera down the road. There are cars and buildings in the background.

BUT

- ⤵ We would rather keep off the roads, for everyone's sake
- ⤵ There are plenty of off road areas that we have historically used and would like to keep using

A photograph showing four riders on horses on a beach. The horses are standing on the sand near the water's edge. The riders are wearing helmets and riding gear.

We are Very Lucky

- ⤵ We have paradise as our back garden
- ⤵ These tracks have been training grounds for a NZ endurance champion and are enjoyed by many other disciplines as well
- ⤵ We are happy sharing these spaces with all

A photograph showing two riders on horses on a dirt track. The track is on a hillside overlooking a coastline with a blue bay and mountains in the background.

8/18/2016

Item 2.1 Attachment 1


PLEASE

- ⤴ Consider WCLHC Inc. in future recreational plans
- ⤴ We are only a small recreational group, but we love and benefit our community



HOW?

By ensuring we have safe and clearly marked access to the recreational tracks and open spaces around Wellington and the South Coast.



Track Planning

- ⤴ The NZ Horse Network website has some fantastic resources on planning multi use tracks and trails.
- ⤴ Signage is paramount to ensuring the safety of all track users.
- ⤴ Since cyclists were allowed on bridleways in the UK in 1967, there has been no increase in accidents.



Knowingly sharing trails keeps everyone safer



8/18/2016





Welcome to the Wellington City Light Horse Club

Wellington City Light Horse Club Incorporated dates back to the late 1940's when the light cavalry horses grazed in the grounds of Government House and then Hutchison road in Newtown. In the years since, they have moved to the grounds at Houghton Bay and Happy Valley.

At it's peak, the club had over 100 members and held regular pony club events for horse owner from all around the region. Riders and their ponies would travel to other club grounds for events and get-togethers. Horse floats were not readily available and the horses would be ridden to these events from as far afield as Makara and Upper Hutt. For longer journeys, sometimes they would be loaded onto stock trucks, but recreational weekend rides to Otaki or Masterton and back were not uncommon.

Nowadays the club is quite small, but we still try to maintain a public image and hope to preserve a bit of the old country feel of the area We think it's great for adults and children alike to be able to get close to horses in their environment and we welcome any feedback you have, whether good or bad.

You can  Like us on facebook: **Wellington City Light Horse Club**
<https://www.facebook.com/WellingtonCityLightHorseClub?fref=nf>

or email jacquilane40@gmail.com or 0220344667

Wellington City Light Horse Club Inc.

- U Part of the South Coast and Wellington community for over 60 years.
- U Helps to foster a sense of pride in the community.
- U Benefits individuals through education and experience.
- U Builds confidence, respect and compassion and helps overcome fears.
- U Provides education for all road and track users, helping to develop a safer community.
- U Believes safety of riders, horses and all other road and track users is paramount.
- U Works with local environmental groups to enhance our environment.
- U Has ridden and shared the tracks and trails of Wellington for decades without incident.

David Craig's oral submission
4th August 2016

My issue relates to an inconsistency within the proposed open spaces plan regarding 'ebikes'.

Under point 5.8 page 15 the open spaces plan says an 'ebike' that meets the defined criteria as described in the network principles as a 'conventional bike'. Yet the plan separates the 'ebike' access from non 'ebike' access. Why should this be the case when they are technically considered conventional bikes under the definition rules?

The plan is trying to encourage more users and a wider demographic but the restrictions for ebikes are not consistent with its intent.

The plan is trying to boost the opportunity for tourists. Imagine having to send our valued tourists up the road before they can enjoy the beautiful environment our trails are in.

The definition states a 300W battery, this should read 300W motor. I get the impression there is not a great understanding of what a power assist bike is.

When my nine year old daughter is old enough for a full size bike I see us both being on an 'ebike' version of a conventional bike so we can enjoy more of the trails together.

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

It appears to me that the separation issue for the trails has been brought about by a perceived speed differential problem. I would suggest that there is an existing speed differential issue on the trails. For example when I take my nine year old daughter for a ride at Makara peak we are the slowest ones there and have to stop and let quicker riders past. I believe a solution to this is to provide passing bays at reasonable intervals that should solve this current issue and will also cater for the inevitable future increased volumes of traffic and for any speed differential an 'ebike' user may incur.

Wellington Trails Trust

Draft Open Spaces Plan Oral Submission

Purpose of the Trust:

“Unlocking investment to build and promote a world class mountain biking experience that will grow Wellington’

Trustees

Frazer Allan – Victoria University, Chairperson

Sam Knowles – Director

Livia Easterhazy – Clemengers

Ashley Peters (Burgess) - WORD

James Winchester – Simpson Grierson

Anthony Edmonds – Implemented Investment Solutions

Matt Farrar – Davanti Consulting

Thomas Pippas – Deloitte (not trustee)

August 2016

Open Spaces Plan

- Draft Open Spaces Plan’s “**vision**” is excellent. Consistent with the 2015 Wellington Trails Business Case (funded by WEID Fund).
- Gaps between Open Spaces Plan’s “vision” and initiatives.
- Wellington has fallen behind other regions in realising our potential to be a world class trail network, within easy reach of a vibrant CBD.
- Gaps continue to exist that were identified in WCC’s 2015 Wellington Trails Business Case.
- Trails are the way the community accesses the environment

Key “gaps” in Open Spaces Plan

- **Trails that provide outstanding opportunities for recreational and tourism”**
 - Wellington significantly lags Rotorua, Queenstown, Christchurch and Nelson – who are accelerating their focus on trails.
 - In Wellington - entry level family friendly mountain bike trails are missing
 - Technical trails are also missing
 - Trail network dominated by intermediate level tracks (not world class)
 - Signage and infrastructure missing
 - Leverage Wellington’s competitive advantage – connectivity between green areas and city
 - Open Spaces Plan initiatives do not address this.
 - **“Ensure that tracks provide for a range of user interests, skills, abilities and fitness levels in each area”**
 - Again - Entry level and technical trails are missing.
 - Trail initiatives are not close to where people live.
 - Mountain bikers develop trails that are used by walkers, runners etc. (which is awesome)
 - **“High quality primary network accessing major destination points in Wellington”**
 - Where are the initiatives that support this aspect of the vision?
- Open Spaces Plan initiatives don’t address “gaps”. Achieving vision requires gaps to be closed**

Closing the “gaps”

- **Build trails close to where people live:** Polhill 6 new tracks proposed by Brooklyn Trail Builders.
- Create **entry level** trails for families new trail users.
- Link parts of city with entry level trails. Examples:
 - Link Wakefield Park to Central Park with off-road trail
 - Link city to suburbs (e.g. City - Trelissick Park – Wilton/Ngaio/Khandallah)
- **Create technical trails that are world class** - consult with stakeholders on opening Te Ahumairangi further:
 - section 7.11: “area has low use given it size and proximity to central city”
 - Trail network exists already. Requires WCC approval.
 - Challenging trails to bring enthusiasts to Wellington. Tourism benefit
 - Delivers outcome aligned with Open Spaces Plan vision.
- Address signage and infrastructure (use Makara signage system)

Te Ahumairangi Hill

- Status of Te Ahumairangi to be changed under Town Belt Management Plan to allow for development of more mountain bike trails
- Te Ahumairangi is steep and not well suited for many activities
- The steep terrain is however well suited for advanced/expert mountain bike trails.
- Small number of people walk or run there and when they do it is predominately along the ridgeline.

“one of the least-visited sectors of the Town Belt”

“low use given its size and proximity to the central city”

- The development of such trails would result in significant increase of recreational users in this part of town belt.
- Important that user conflict and safety is managed.



Key Points

Support overall vision of maximising access to open space network

Welcome proposal to allow electric assist bikes on selected tracks

But requiring electric assist cutout at 25km/hr will reduce access

Potential for useful commuting routes in areas proposed to be closed in the Plan

Signage of the Great Harbour Way should be part of the Plan

Benefits of Electric Assist Bikes

Overcome Wellington's wind and hills

Can be an alternative to cars for many trips

Enable older and less able people to bike



Electric Assist bikes are not “electric motor bikes”

300W rather than 2000-4000W

Require pedalling

Are used at similar speeds to standard bikes



Allowing electric assist bikes on the Open Space Network

Good selection of commuting and recreational routes proposed

25km/hr power cutout excludes many eBikes

Behaviour problems can be addressed by track design and education

Electric assist bikes have caused no problems on Otago Rail Trail

Potential bicycle commuting routes in “closed areas”

Botanic Gardens parallel to Glenmore St

Berhampore Golf Course/Wakefield Park as part of the Island Bay - CBD

Edge of Trellissick Park parallel to Ngaio Gorge Road



Sign the Great Harbour Way/ Te Aranui o Pōneke

WCC should consistently sign the GHW route through all of its route through Wellington City, not just the Open Spaces areas.



WCC Open Plan Oral Submission

Matt Coltart

3rd August, 2016

Mountain biking reminds me of skiing

I have been riding mountain bikes on Wellington trails for many years. I love the fitness, freedom and flowing fun the trails bring. It reminds me of the feeling I get from skiing. Skiing is a sport I have enjoyed with my family my whole life and I still ski with my 72 year old father and 10 year old daughter on the same trails. This is a wonderful and rare thing that I treasure.

I think mountain biking is on the verge of being, like skiing a true family sport. The difficulty comes with the various fitness capabilities and the inevitable degeneration that comes with age and becomes an insurmountable barrier to getting to the top of those great rides you have always enjoyed and would like to enjoy with your family.

The reason it is on the verge of becoming truly family inclusive is because of the advances made in mountain bike technology and trail design.

Good mountain bike technology

Mountain bike technology has changed significantly over the years from the old no suspension, v-brake clunkers that were just dangerous to ride on the unformed, not fit for purpose walking trails and fire breaks in the Wellington hills to the high end full suspension, disk brake, carbon frame mechanical wonders we see today.

Trail technology

Trail technology has also come an incredibly long way. The purpose built flowing fun trails with good drainage, excellent berms and flowing features are perfect for riding today. You can go faster with more predictability, much safer more often with less wear to the trail. The trails are well graded with predictable features. This makes the trails so much more accessible to a wider range of abilities.

Ride up together

Low powered eBikes are the perfect solution to allow all to ride together and enjoy our open space in a healthy, happy and fun way. The small additional power will give everyone the ability to reach the top of those fun trails together. Just like skiing it is the ride up that limits people getting to these trails as they get older.

Mountain bike priority trails

The plan has identified priority mountain bike trails, which I think is a fantastic move that along with signage will create a safer trail network. I don't agree however that mountain bikes should be separated from ebikes.

Relative power

POWER COMPARISON	
POWER SOURCE	WATTS
300cc MX bike	41,030W
50cc Scooter	1,865W
Top Athlete (Peak power, 20 seconds only)	2,000W
Top Athlete (Sustained over an hour)	400-500W
Human (Peak Power, 20 seconds only)	500W
Human (Sustained over an hour)	100-200W
NZ street legal bike (electric motor)	300W

Downhill

Down hill direction trails are designed to go fast down. I find this the most fun. A good flowing trail requires little pedalling and relies on gravity to power you along. If there is no requirement for additional power then it is reasonable to conclude there is little to no difference to the wear on a trail between a low powered ebike and a typical mountain bike for downhill direction trails.

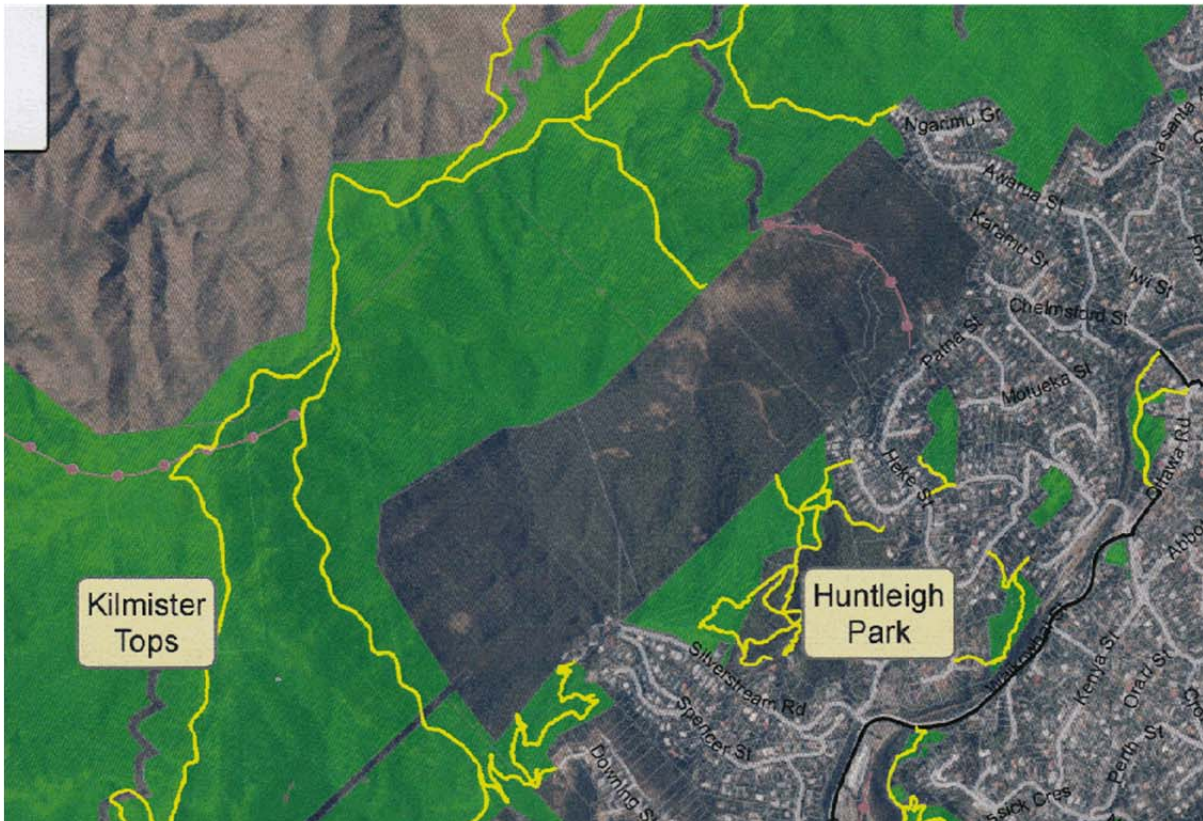
I think it is unreasonable to remove ebikes from downhill direction mountain bike priority trails

Uphill

The best riders in the world have the skill to place even power to the rear wheel of a bike to reduce skidding and maximise traction for the most efficient movement up hill. A beginner rider will deliver bursts of power to the wheel at the strongest point in the pedal stroke making the wheel break free and skid. This is inefficient and causes wear to the trail. A low powered electric motor replicates the consistent power a top rider delivers. There is far less skidding and thus less wear and tear to a trail ridden by an ebike.

Lets not let unsubstantiated fear of something new stop people enjoying their quality of life. If you can legally ride your bike to the park, you should be able to ride the park.

Item 2.1 Attachment 7





E-Bikes & Open Spaces Recreation

Steve Flaunty, Wellington, NZ. July 2016

1

Disclosure:

The author declares he receives no payments or benefits and maintains no interest, financial or otherwise, from and in, any commercial entity associated with the sale, distribution, manufacture or design of eBikes within New Zealand or any other country.

Disclosure

Steve Flaunty, Wellington, NZ. July 2016

2



E-Bikes & Open Spaces Recreation

Steve Flaunty, Wellington, NZ. July 2016

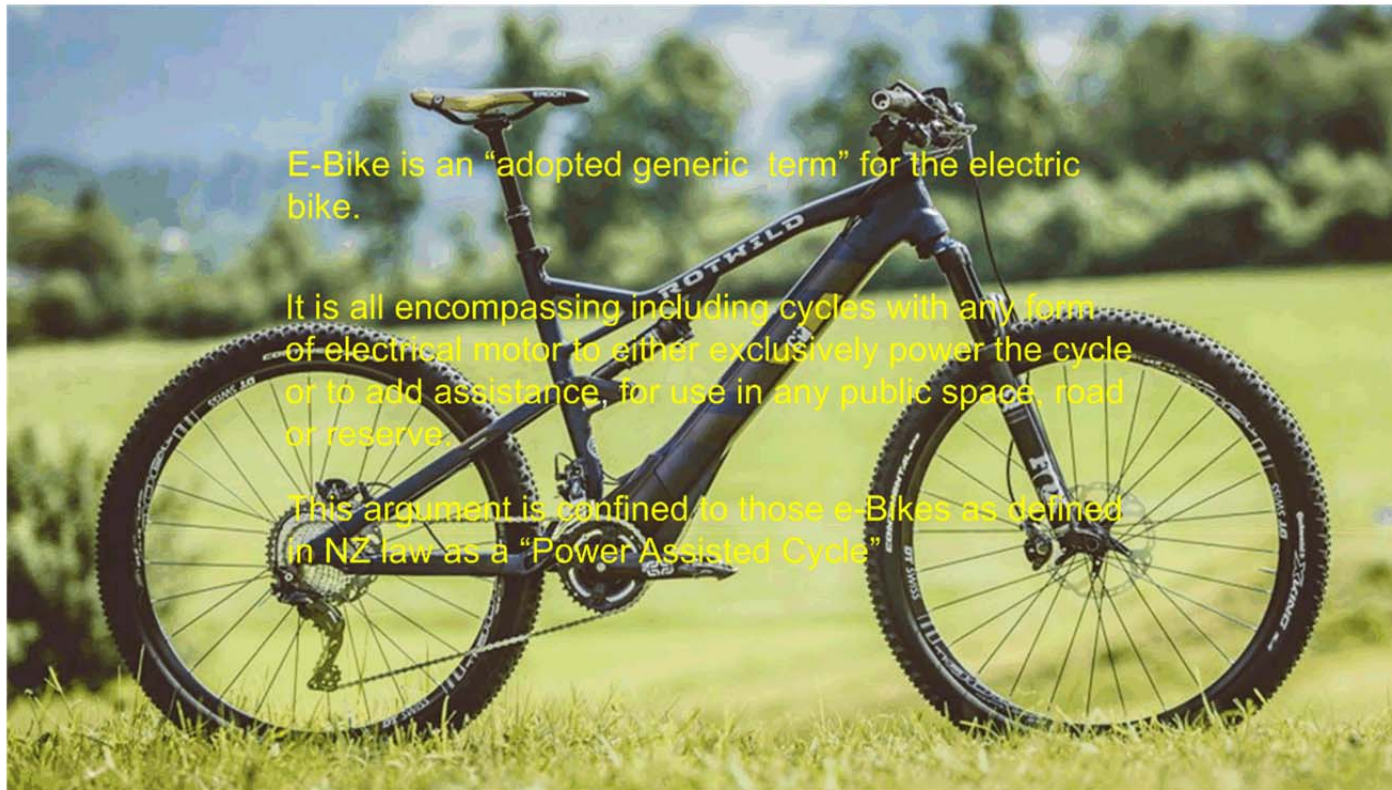
3



The Vision of WCC

Steve Flaunty, Wellington, NZ. July 2016

4



E-Bike is an “adopted generic term” for the electric bike.

It is all encompassing including cycles with any form of electrical motor to either exclusively power the cycle or to add assistance, for use in any public space, road or reserve.

This argument is confined to those e-Bikes as defined in NZ law as a “Power Assisted Cycle”

What is an e-Bike

Steve Flaunty, Wellington , NZ. July 2016

5



Must be pedalled for forward motion

Primary propulsion is human muscular energy

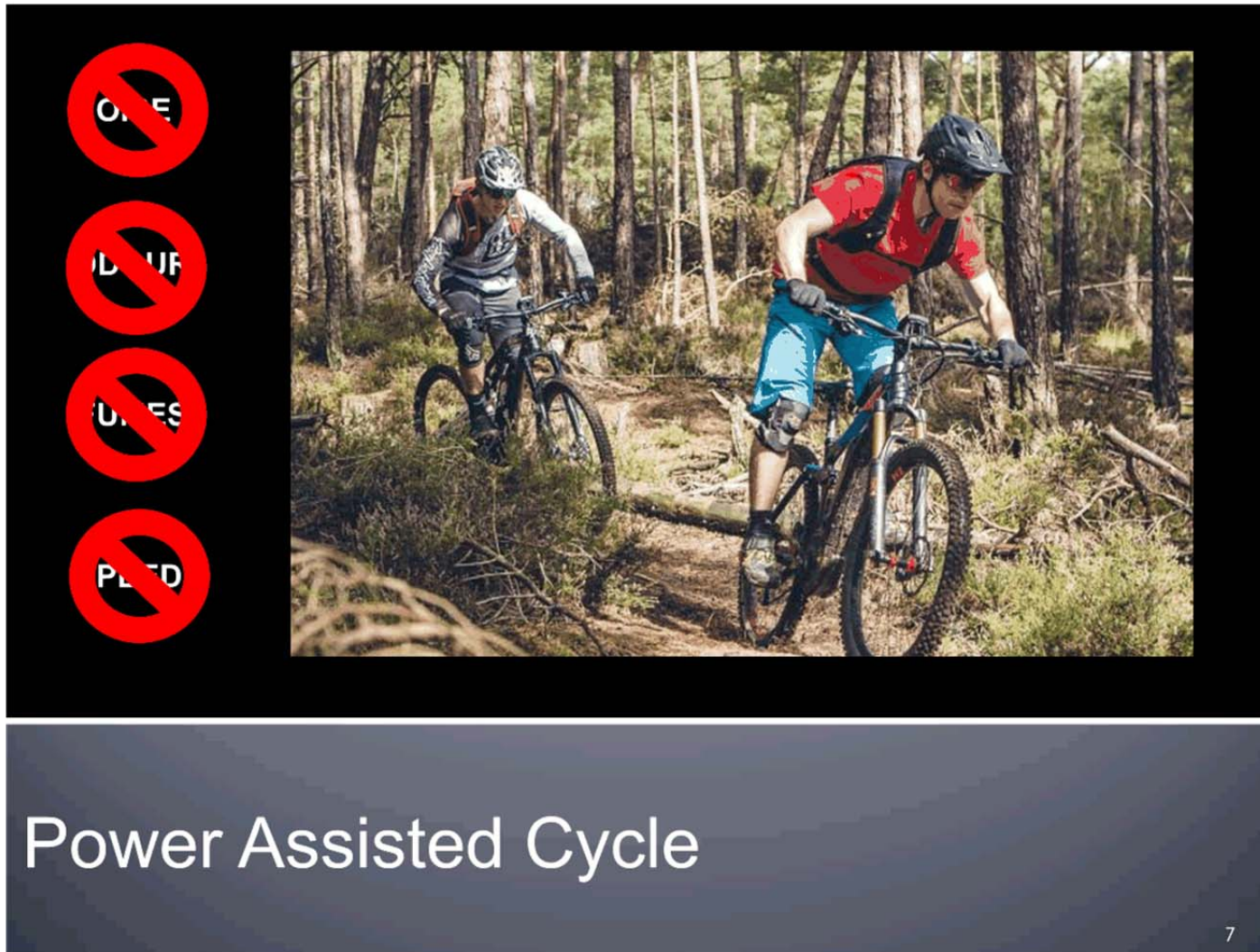
Power is limited to 300 Watts
(250w most common)

250-300Watts is the average output of an adult rider

Power Assisted Cycle

Steve Flaunty, Wellington , NZ. July 2016

6



ONE
DUP
UES
PLED

Power Assisted Cycle

7

Makara Peak Mountain Bike Park
E-Bike proposed tracks

0 237.5 475 950
metres

All Other Tracks
E-Bike Proposed Tracks
Makara Peak 4WD E-Bike Proposed Tracks

The Argument Against

Steve Flaunty, Wellington , NZ. July 2016

8



Speed uphill ?

Overtaking hazard?

Subjective

No scientific basis & ignores the current situation

The Argument Against ?

Steve Flaunty, Wellington , NZ. 16 March 2015

9



On any uphill track there are riders of differing fitness and skill levels

Overtaking happens all the time on uphill tracks

The speed differences are small; 3-4 kph

The Current Situation

Steve Flaunty, Wellington, NZ. July 2016

10



The Current Situation

Steve Flaunty, Wellington , NZ. July 2016

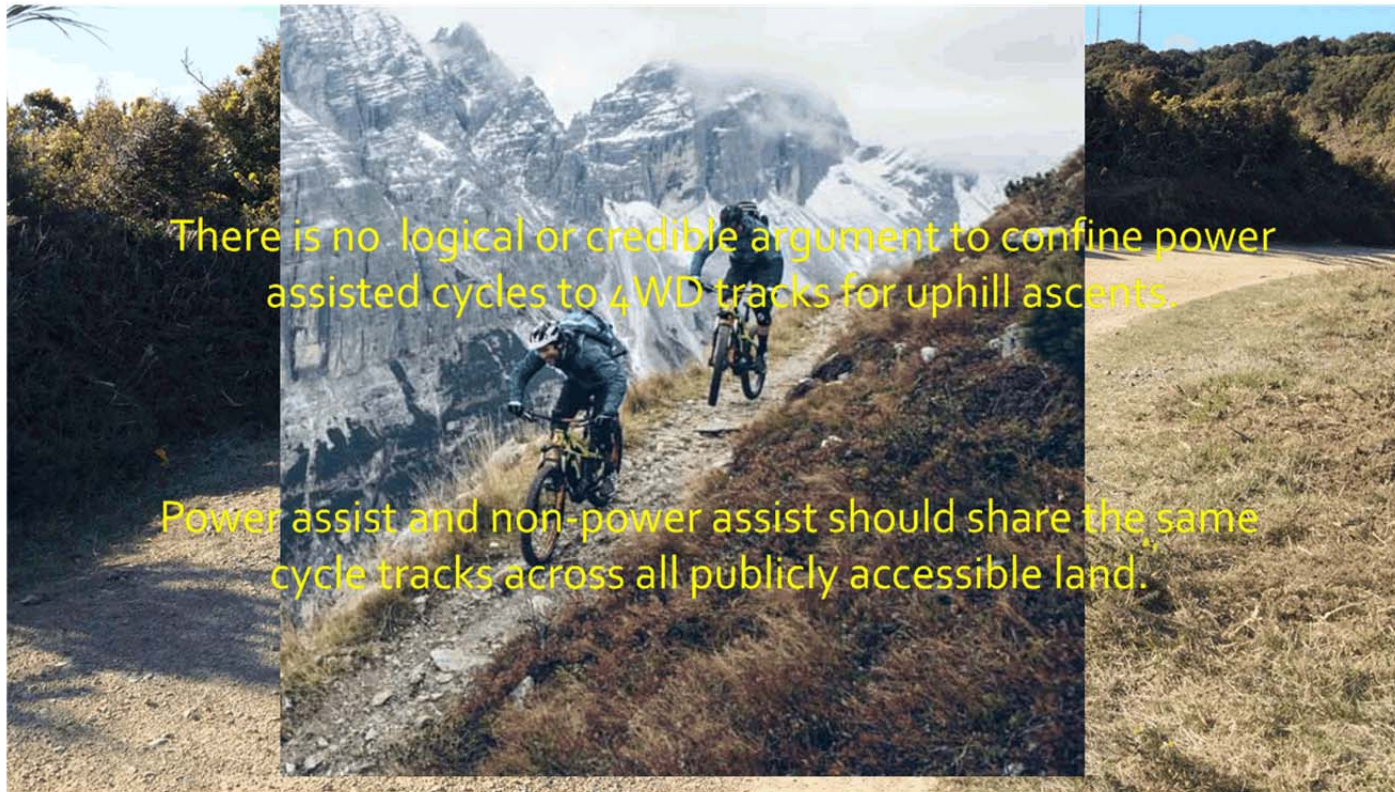
11

Nothing Changes

The Current Situation

Steve Flaunty, Wellington , NZ. July 2016

12



There is no logical or credible argument to confine power assisted cycles to 4WD tracks for uphill ascents.

Power assist and non-power assist should share the same cycle tracks across all publicly accessible land.

The Future

Steve Flaunty, Wellington, NZ. July 2016

13



The Demographics

Steve Flaunty, Wellington , NZ. July 2016

14



Uptake of power assisted cycles for open space mountain bike tracks will be dominated by the older demographic as degenerative conditions set in.

The Demographics

Steve Flaunty, Wellington, NZ. July 2016

15



Legislation

Steve Flaunty, Wellington , NZ. July 2016

16

cycle—

(a) means a vehicle that has at least 2 wheels and that is designed primarily to be propelled by the muscular energy of the rider; **and**

(b) includes a power-assisted cycle

cycle path—

(b) includes a cycle track formed under section 332 of the Local Government Act 1974
Land Transport Act 1986 (Road User Rule 2004

The Legislation

Steve Flaunty, Wellington , NZ. July 2016

17

Section 65: Indirect Discrimination

Prohibited Grounds of Discrimination

Disability means:

“ any other loss or abnormality of psychological, physiological, or anatomical structure or function “

The Human Rights Act

Steve Flaunty, Wellington , NZ. July 2016

18

Section 65: Indirect Discrimination

In the context of power assisted cycles on open spaces

If a rider endures, suffers or is inflicted with a physiological abnormality or loss and wishes to enjoy the open space cycle track network then under Section 65 of the HRA (Indirect Discrimination) they should be allowed access on a power assisted cycle.

The Human Rights Act

Steve Flaunty, Wellington , NZ. July 2016

19



DISTRICT PLAN :
Objectives, Policies & Rules

16.1 Open Spaces – Introduction

“ These should be as equitably and as easily enjoyable by older people and all others with mobility restrictions as by the rest of the public “

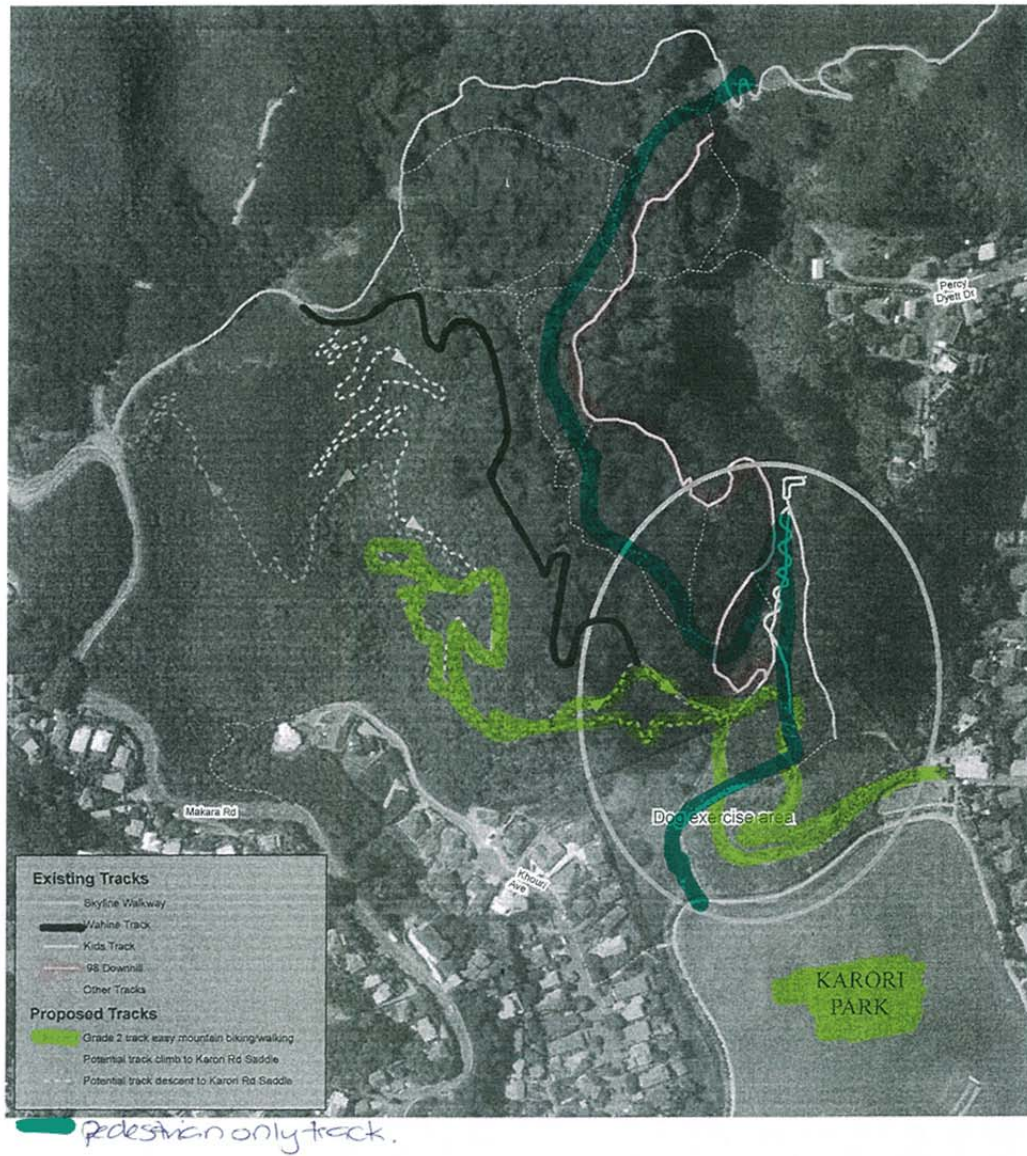
The Vision of WCC

Absolutely Positively
Wellington City Council
Me Heke Ki Pōneke

Steve Flaunty, Wellington , NZ. July 2016

20

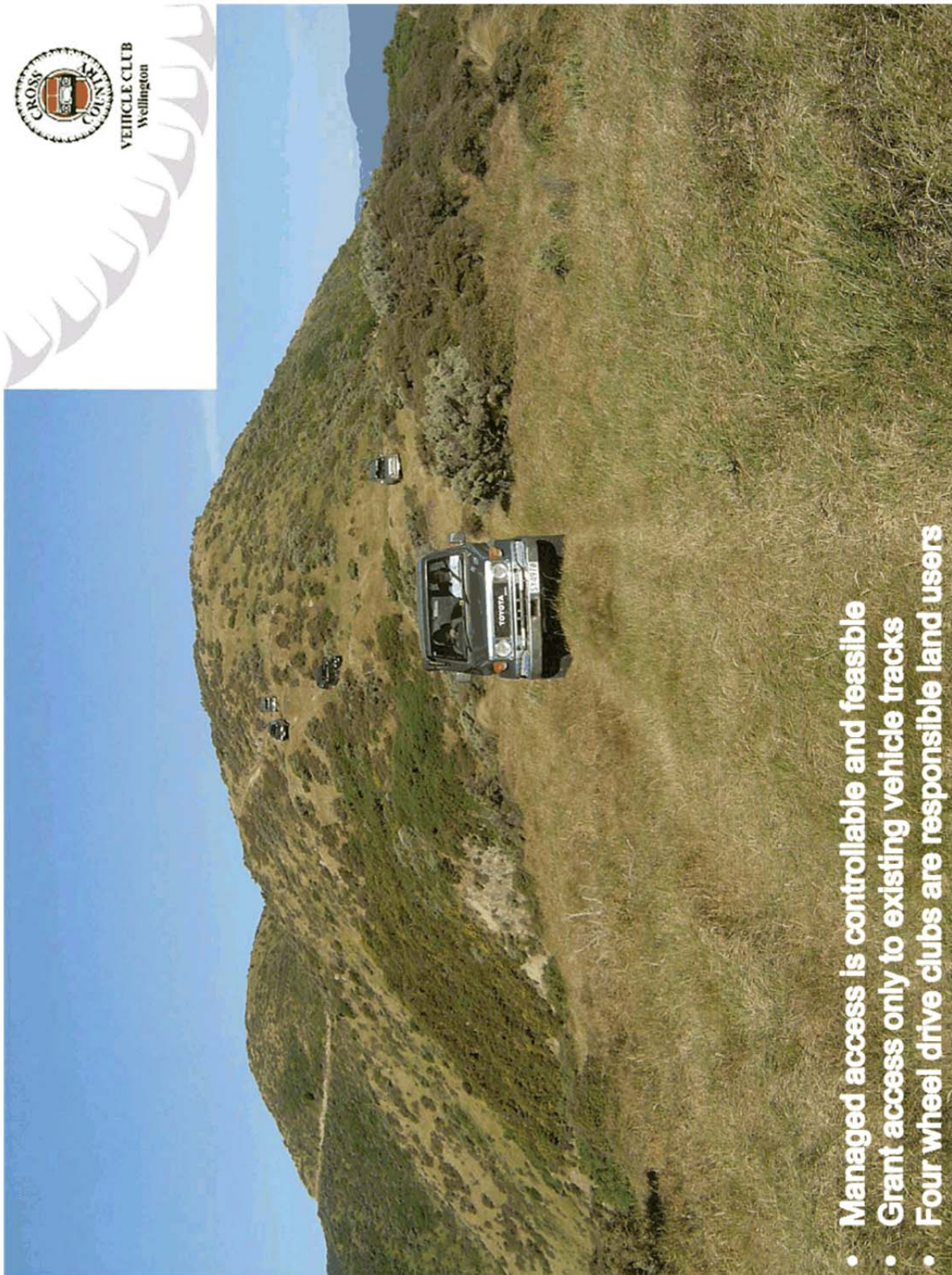
Figure 1



This plan will guide the future management and development of this part of Karori Park over the next 10 years.



Item 2.1 Attachment 10





- **Managed access is controllable and feasible**
- **Grant access only to existing vehicle tracks**
- **Four wheel drive clubs are responsible land users**

Item 2.1 Attachment 10





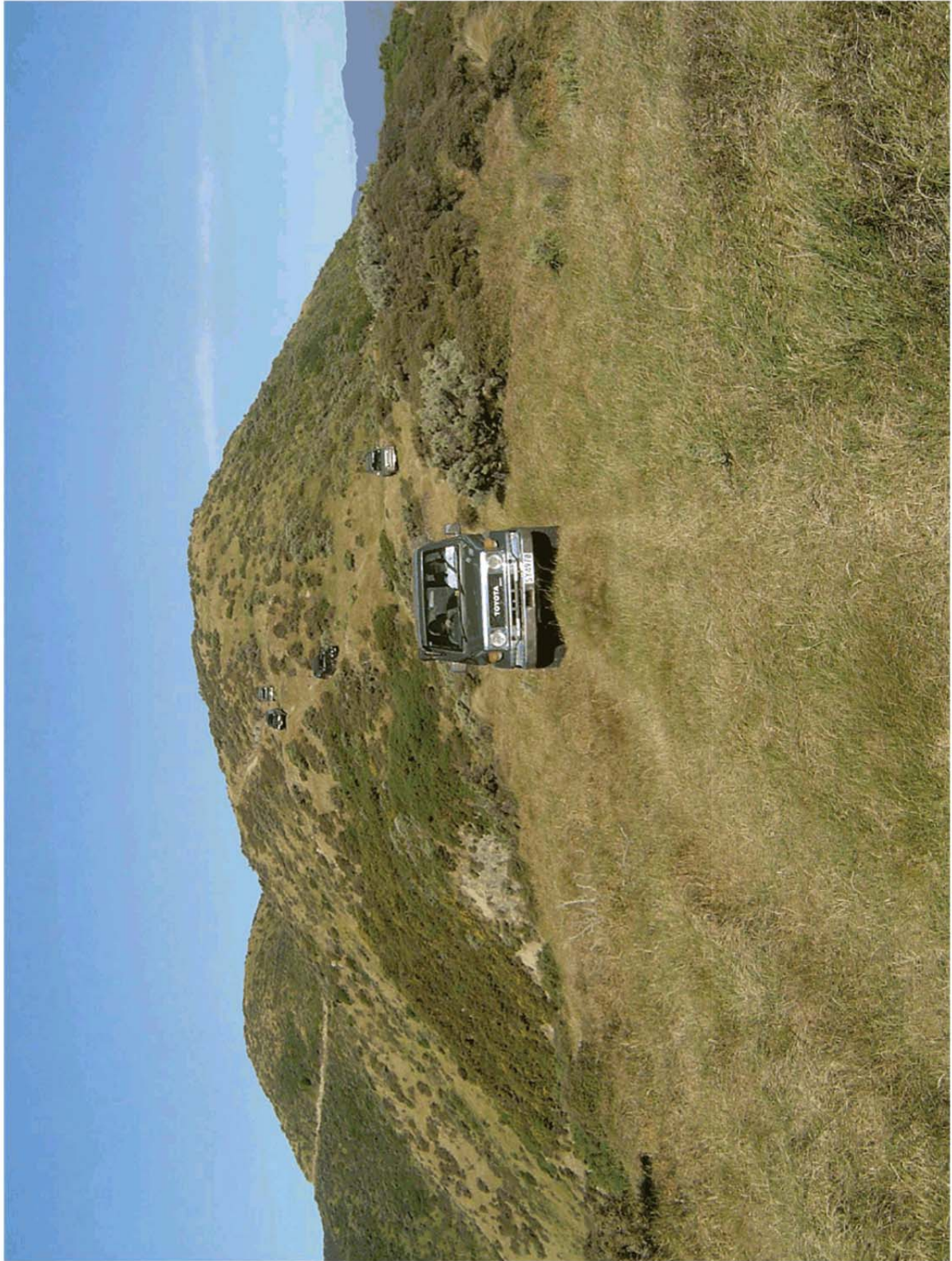
- **Managed access is controllable and feasible**
- **Grant access only to existing vehicle tracks**
- **Four-wheel drive clubs are responsible land users**



Managed access is controllable and feasible

- **Grant access only to existing vehicle tracks**
- **Four wheel drive clubs are responsible land users**







Who are we?

Bill & Jordan are:

- Riders
- Bicycle Retailers
- Inclusive
- The front line
- Here to help

What is an eMTB?



{moustache
bikes



- No throttle independent of pedal input – No push, no play!
- 25 km/hr assist cut-off.
- No more than 300 Watt continuous output.

Why eMTB for Wellington?

Safety

Broad appeal

The coolest little Capital!

What do we propose?

An Open Space Access Plan that treats
eMTBs as MTBs.

How can we help?

Who wants to come for a ride?

Any questions for us?

04 387 3036

bill@burkescycles.co.nz

jordan@burkescycles.co.nz

16 Coutts Street, Kilbirnie, Wellington

Leasa Carlyon JP

Open Spaces Oral Submission

5 August 2016



Advocating for recreational bike and skate projects since 2005

Hyper User of Trails

- Everything but trapping



Te Ahumairangi

- My mission - By the time my kids are teenagers. Te Ahumairangi single track trails are reopened and developed for Mountain Biking (modified to make is safe & happy for all trail users)
- Easy up track from Thorndon to reduce cars shuttling riders and riders on the roads
- Good rider/walker trail exits and signage
- Bike priority trails & alternate walking routes
- Good relationships between all trail users

Trail network

- Open Spaces vision is great
- From great beginnings opening the first mountain bike park in NZ in 1989, Wellington has fallen behind other regions in realising its potential to be a world class trail paradise, within easy reach of a vibrant CBD
- \$22 million Christchurch private investment

Conservation

- Wellington club trail builders have constantly enhancing these trail environments - the same would happen on Te Ahumairangi. Mountain bikers are already involved in planting.

Key Gaps in the Open Plan

- Consultation on Te Ahumairangi – Draft plan s. 8.1.1. ‘one of the least visited sections of the town belt’ should be opened and used for more recreation
- Grade 2 entry level trails, for citizens
- Grade 5+ challenge trails to bring enthusiasts to Wellington. Tourism benefit
- Consultation & planning of a new National Downhill course in Wellington district (Levin)

Keep up the good work!

- 6 trail initiatives are great, but are the same as the 2004 plan. So let's please progress the 2016 Open Spaces plan further.
- Kevin Lavery in his WCC Pre Election Report 2016:
'[Comparing WCC substantial investment in swimming pools] - Growth sports like mountain biking and trail running are more individual in nature, and such sports have not traditionally been strongly supported by Councils. The recreation paradigms are shifting and we need to move with them.'



David Carlyon

Open Spaces Oral Submission

5 August 2016

What have the ~~Romans~~
trails ever done for ~~us~~
me?

Trails have.....

- Childhood
- Wife & Kids
- Health
 - Physical
 - Mental
- Friends
- Job



The Price is Right!

- \$2,500
- \$4,500
- \$8,700
- \$13,000



Job / Mountain Biking

- Auckland
- Sydney / Brisbane
- Davide – Doctor Wellington Hospital
- IT Companies
- The new Golf - Professionals

Next for Welly trails...

- Acknowledge
- Easy – dual use

• ***GNAR!!!!!!***
Steep / challenging / natural

2001 – Holiday - Live (relocate / stay)

Te Ahumairangi and *Gnar*

- Suited:
 - Elevation
 - Location – close to city
 - Low usage
 - Steep (too steep for most walkers)
 - No ecologically sensitive areas
 - Minimal work:
 - Already done (not sanctioned) + *Gnar*
 - Mountain bike trail exits





Dog walkers are an open space user group...

... And therefore dog walkers should be explicitly included along with people who use open spaces for other forms of recreation such as mountain biking and horse riding.

Up until now, that has not happened.

The Dog Policy states that:

“Where the likelihood of conflict exists between dogs and the public at large, access for dogs to public places will be restricted.”



Dog walkers are an open space user group...

Meanwhile, conflicts exist between mountain bikers and the public at large, but on 23 trails, mountain bikers are priority users.

And yet there appear to be at more dog walkers in Wellington than mountain bikers. The mountain bike club of Wellington has 300 members and estimates there are 5,000 – 10,000 mountain bikers in the greater Wellington Region.

There are just approximately 10,250 dogs in Wellington. Some owners have multiple dogs.



We want...

To be consulted about any additional uses for exercise areas.

- Many of these are not appropriate, and yet dog owners have not been consulted about them.
- These include mountain bike tracks cutting through off-leash exercise areas (e.g., Mount Vic) and removal of exercise areas to make way for mountain bike tracks (e.g. Pol Hill).



We want...

Priority usage of certain spaces (including the major off-leash exercise areas and a few tracks) to enjoy our recreational activity.

- This also included reinforcing the exclusion of horses from Tawatawa Reserve.

Major dog exercise areas (e.g., Tawatawa Reserve) to be included in the list of places where mountain biking is prohibited.



We want...

The Open Spaces Plan to clearly state that access to trails off leash is covered (as we have been told by WCC staff) by the Dog Policy only and does not require additional agreement within the Open Spaces Plan.

This could result in getting caught in a catch 22 situation with no one taking responsibility for working towards making new areas for dog owners to use for recreation.



Makara Peak Supporters



Our aim is to create a world-class mountain bike park with dual use tracks for all skill levels, in restored native forest.



We do this by...

- Working with Council on planning
- Raising funds
- Running work parties twice a week to...
- Build great tracks
- Plant trees
- Control pests

2016 Survey Results

- 170% increase in use since 2000
- Typical park user is a Wellingtonian over 30 yrs
- Very high level of satisfaction with the park

How would you feel about e-MTBs in the park? (n=383)	Number	Percentage
Good	71	18.5%
Bad	149	38.9%
Indifferent	163	42.6%

E-bikes are much faster on climbs

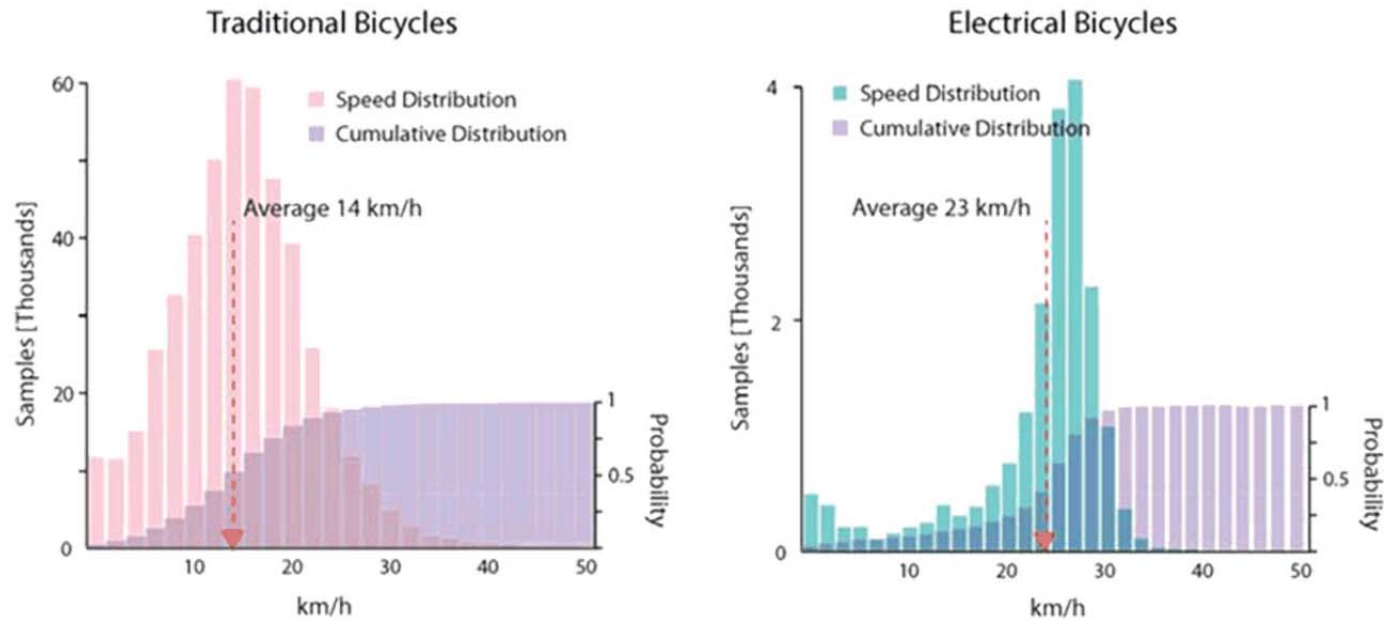
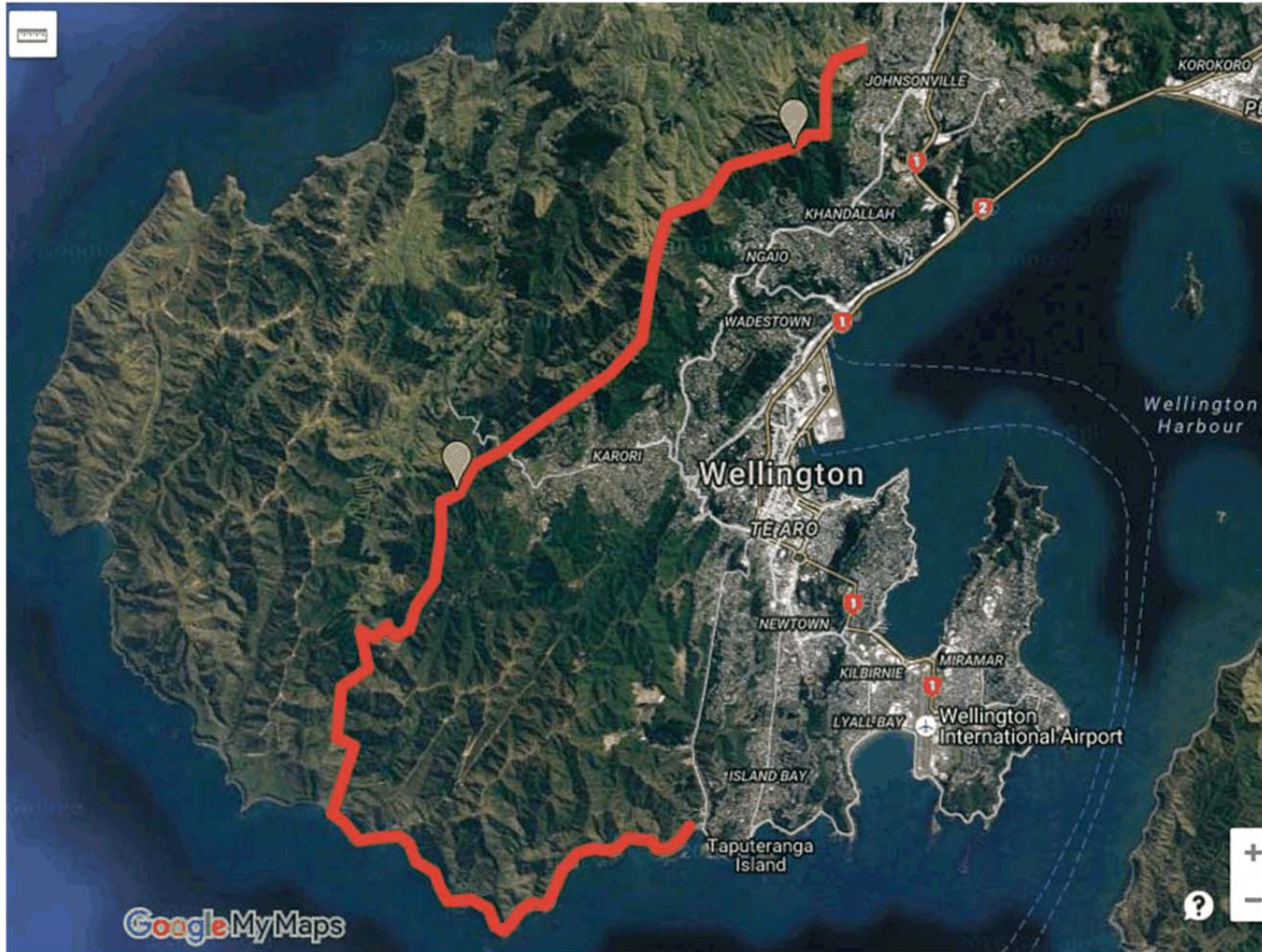


Figure 4: Comparison of traditional and e-bike speed profiles (Figure 3 in [Dozza, 2013](#))

Park users would like:

- More Tracks
- More car parking
- A water supply near the summit

- Our BIG idea...



Questions?

Continues...

Orangi Kaupapa Road Reserve



OK Walkway

- 750 m long new walking track
- Million dollar views
- Challenging engineering
- Easements required
- Council/Community partnership
- Helping realise the dream of a liveable city

OK Walkway

- Promote walking as a viable mode of transport
- Promote community awareness of the natural environment
- Free recreational opportunities for a broad section of the community
- Improved health
- Improve pedestrian safety
- Increase the number of commuter trips taken by foot
- Increase number of walking trips to educational centres

OK Walkway

