
**ORDINARY MEETING
OF
PŪRORO RANGARANGA - SOCIAL, CULTURAL AND
ECONOMIC
AGENDA**

Time: 9:30am
Date: Thursday, 2 December 2021
Venue: Ngake (16.09)
Level 16, Tahiwi
113 The Terrace
Wellington

MEMBERSHIP

Mayor Foster
Deputy Mayor Free
Councillor Calvert
Councillor Condie
Councillor Day (Chair)
Councillor Fitzsimons
Councillor Foon
Liz Kelly
Councillor Matthews
Councillor O'Neill
Councillor Pannett
Councillor Paul
Councillor Rush
Councillor Woolf
Councillor Young (Deputy Chair)

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 04-803-8334, emailing public.participation@wcc.govt.nz or writing to Democracy Services, Wellington City Council, PO Box 2199, Wellington, giving your name, phone number, and the issue you would like to talk about. All Council and committee meetings are livestreamed on our YouTube page. This includes any public participation at the meeting.

AREA OF FOCUS

The Pūroro Rangaranga | Social, Cultural and Economic Committee has the following responsibilities:

- Arts, Culture, and Community Services
- Wellington City Social Housing
- Council's City Events
- Parking Services
- Parks, Sport and Recreation
- Community resilience
- Economic development
- Māori Strategic Development.

The Committee has the responsibility to discuss and approve a forward agenda.

To read the full delegations of this committee, please visit wellington.govt.nz/meetings.

Quorum: 9 members

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1. Meeting Conduct

1.1 Karakia

The Chairperson will open the meeting with a karakia.

Whakataka te hau ki te uru,	Cease oh winds of the west
Whakataka te hau ki te tonga.	and of the south
Kia mākinakina ki uta,	Let the bracing breezes flow,
Kia mātaratara ki tai.	over the land and the sea.
E hī ake ana te atākura.	Let the red-tipped dawn come
He tio, he huka, he hauhū.	with a sharpened edge, a touch of frost,
Tihei Mauri Ora!	a promise of a glorious day

At the appropriate time, the following karakia will be read to close the meeting.

Unuhia, unuhia, unuhia ki te uru tapu nui	Draw on, draw on
Kia wātea, kia māmā, te ngākau, te tinana, te wairua	Draw on the supreme sacredness To clear, to free the heart, the body and the spirit of mankind
I te ara takatū	
Koia rā e Rongo, whakairia ake ki runga	Oh Rongo, above (symbol of peace)
Kia wātea, kia wātea	Let this all be done in unity
Āe rā, kua wātea!	

1.2 Apologies

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

1.3 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 2 November 2021 will be put to the Pūroro Rangaranga | Social, Cultural and Economic Committee 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 Pūroro Rangaranga | Social, Cultural and Economic Committee.

The Chairperson shall state to the meeting:

-
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.

The item may be allowed onto the agenda by resolution of the Pūroro Rangaranga | Social, Cultural and Economic Committee.

Minor Matters relating to the General Business of the Pūroro Rangaranga | Social, Cultural and Economic Committee.

The Chairperson shall state to the meeting that the item will be discussed, but no resolution, decision, or recommendation may be made in respect of the item except to refer it to a subsequent meeting of the Pūroro Rangaranga | Social, Cultural and Economic Committee 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 31.2 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.

Requests for public participation can be sent by email to public.participation@wcc.govt.nz, by post to Democracy Services, Wellington City Council, PO Box 2199, Wellington, or by phone at 04 803 8334, giving the requester's name, phone number and the issue to be raised.

2. General Business

NOTICE OF MOTION - CITY HOUSING

Purpose

1. This report fulfils the requirement under Standing Order 23.1 to include on the agenda of the meeting on 2 December 2021 a notice of motion received by the Chief Executive from Councillor Jill Day.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- | | |
|--|--|
| Strategic alignment with priority objective areas from Long-term Plan 2021–2031 | <input type="checkbox"/> Sustainable, natural eco city |
| | <input checked="" type="checkbox"/> People friendly, compact, safe and accessible capital city |
| | <input type="checkbox"/> Innovative, inclusive and creative city |
| | <input type="checkbox"/> Dynamic and sustainable economy |
| | <input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure |
| | <input checked="" type="checkbox"/> Affordable, resilient and safe place to live |
| | <input type="checkbox"/> Safe, resilient and reliable core transport infrastructure network |
| | <input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces |
| | <input type="checkbox"/> Accelerating zero-carbon and waste-free transition |
| | <input type="checkbox"/> Strong partnerships with mana whenua |

Relevant Previous decisions

Not applicable.

Significance

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy.

Financial considerations

- Nil Budgetary provision in Annual Plan/LTP Unbudgeted \$X

Risk

- Low Medium High Extreme

Authors	Katherine Meerman, Chief Advisor Angelique Jackson, City Housing Manager Paul Davies, Principal Advisor
Authoriser	Kym Fell, Chief Customer and Community Officer

Motion

That Pūroro Rangaranga | Social, Cultural and Economic Committee:

- 1) Agree that City Housing investigates the following possible interim steps:
 - a) Amend the criteria for the Affordable Rent Limit Subsidy (ARL) to ensure all eligible tenants benefit from it, including by taking into account the impact of the ARL on the level of Accommodation Supplement
 - b) Rates fund the top up to the ARL fund
 - c) Create a discretionary hardship fund for tenants living in material hardship
 - d) Freeze all rent increases for 2022
 - e) Translate the Tenants Welcome Pack, Tenant Newsletter and all formal communication regarding tenancy changes of upcoming changes in the operation of City Housing into Te Reo Māori, Arabic, Tamil, Farsi, Mandarin/Cantonese, Spanish, Samoan, Russian, Cambodian and Hindi.

Whakarāpopoto

Executive Summary

2. Councillor Jill Day has proposed a notice of motion which has been received in accordance with the requirements of Standing Order 23.1. The notice of motion is appended to this report as attachment 1 and signatories attached as attachment 2. The officers' report on the notice of motion is set out below.

Takenga mai

Background

3. The notice of motion has been received in accordance with the Council's Standing Orders.
4. Standing Order 23.1 requires the notice of motion to be submitted to the Chief Executive not less than four weeks prior to the specific meeting at which it is to be considered. This notice of motion was submitted to the Chief Executive on 20 October 2021.
5. Standing Order 23.1 requires the notice of motion to be signed by at least one-third of the elected members. This notice of motion was signed by five of fifteen elected members.
6. Once the notice of motion has been accepted onto the agenda of the meeting, the procedure for resolving notices of motion is set through standing orders 23.4 to 23.7.
7. Under Standing Order 23.1, the Chief Executive shall arrange for a report on the item as appropriate. This report is set out below.

Kōrerorero

Officers' Report

8. The notice of motion requests that City Housing investigate the following five measures as interim steps while work is undertaken between the Council and government on the long-term sustainability of City Housing:
 - a. Change the criteria for the Affordable Rent Limit Subsidy (ARL) to ensure all eligible tenants can access it

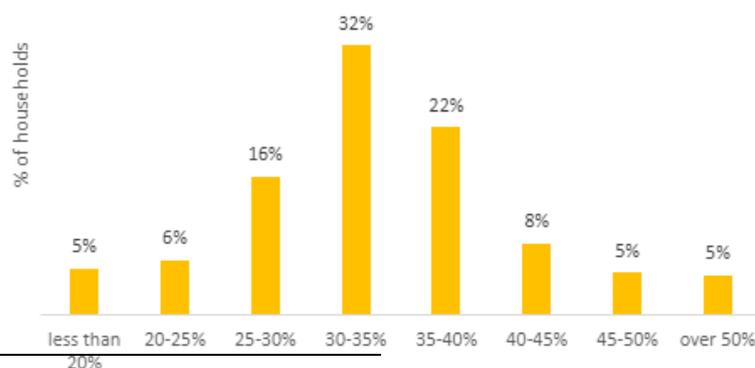
- b. Rates fund any additional costs in the ARL as a result of the changes to criteria
- c. Create a discretionary hardship fund for tenants living in material hardship
- d. Freeze rents for all tenants in 2022
- e. Translate the Tenants Welcome Pack, Tenant Newsletter and all formal communication regarding tenancy changes of upcoming changes in the operation of City Housing into Te Reo Māori, Arabic, Tamil, Farsi, Mandarin/Cantonese, Spanish, Samoan, Russian, Cambodian and Hindi.

9. Officers' view on the five aspects of the notice of motion is set out below.

Affordable Rent Limit Subsidy and rates funding ARL

- 10. City Housing tenants may be eligible for the ARL if their rent is more than 35% of their income. The ARL is intended as a time-limited measure to prevent tenant hardship. Tenants apply for the subsidy by providing up-to-date income details (including wages/benefit, Working for Families and Accommodation Supplement (AS)) and their income is assessed as a percentage of the weekly rent payable. Eligible tenants currently receive the ARL for a period of six months.
- 11. Earlier in 2021, City Housing completed a major review of tenant circumstances – the last review was completed in 2019. Through this process, City Housing sought information about current income levels for all tenants aged 18-79 living in the household and asset information to ensure the Council had the most up-to-date information for determining rent and eligibility for rental subsidies. Income is not sought from tenants over the age of 80 due to the rent freeze policy in place.
- 12. Tenants are not required to provide information through this process, although a high response rate was achieved (88% or 1465 tenancies). This means City Housing can have reasonable confidence in understanding the position of most tenants; although tenant circumstances can change regularly and quickly, for example, due to changing work patterns. It is also this information that City Housing has also used to determine likely eligibility for IRRS to support conversations with the government.
- 13. Figure 1 below provides information on the percent of their income tenants are paying in rent. This picture has improved compared to the previous review of tenant circumstances, primarily due to increases in benefits over the last 18 months.¹ The figure shows however that 40% of City Housing tenants pay more than 35% of their income in rent.

Figure 1: City Housing tenancies by percentage of income spent on rent



¹ 1 April 2020 all main benefits increased by \$25, 1 July 2021 all main benefits increased by \$20 per adult per week, and from 1 April 2022, all main benefits will increase to levels recommended by the 2019 Welfare Expert Advisory Group.

14. Based on this data and a high-level assessment against the ARL eligibility criteria, there are 670 tenancies that would likely be eligible for the ARL. Of those, 42 are currently receiving the subsidy. Table 1 indicates the value of the subsidy that these tenants may receive. It is not possible to determine exactly the number of eligible tenants (or their entitlement) as the ARL application process requires tenants to provide additional information (e.g., on Accommodation Supplement, Temporary Additional Support – both administered by MSD) that can change over time and that City Housing does not routinely hold because it is not necessary for setting rent or for City Housing’s day-to-day operations.

Table 1: Estimated ARL subsidy entitlement for eligible tenants

ARL value (\$)	Percent of tenancies
1-11	40.2%
11-21	17.1%
21-31	14.6%
31-41	9.6%
41-51	6.6%
>51	11.8%
Total	100%

15. In order to give effect to the intent of the notice of motion and ensure that all eligible tenants are accessing the subsidy, it is not necessary to change the eligibility criteria for the ARL. To ensure all eligible tenants are accessing the financial support available, City Housing could run a communications campaign with tenants to ensure they are aware of the subsidy and provide the necessary support to tenants who choose to apply.

16. Officers recommend that City Housing carry out this communication with tenants and support tenants through the application process, rather than making any changes to the criteria for the subsidy. Officers estimate it would take two to three months to complete this the process for those expected to be eligible. To manage the administrative cost of applications for both tenants and City Housing, rather than a tenant being assessed and provided access for a six-month period, officers recommend providing access for a 12-month period for approved applications.

17. This change could be reflected in an altered motion, with suggested wording as below, which could be moved by the mover of the motion and agreed by the majority of the members present, as per standing order 23.5.

Communicate with tenants to ensure all tenants are aware of the Affordable Rent Limit Subsidy (ARL) and provide support through the application process for those who choose to apply for the subsidy.

18. The approach to the communications campaign would likely include:

- a. Proactive texts, messaging in all tenant newsletters, information on the City Housing section of the WCC website, posters up in community areas, and including information in new tenancy packs

-
- b. Active work by Tenancy Advisors to encourage tenants to apply if they are experiencing hardship.
19. Given that receipt of the ARL may impact on a tenant's eligibility for the Accommodation Supplement (AS) or the amount of AS they receive (i.e., because AS is based on the level of a tenant's rent), it is important that the ARL remains an application-based process so that tenants can decide for themselves whether they apply, once they have considered the impact that the ARL may have on their AS.
20. It is not possible to determine the exact financial impact of proceeding with this given City Housing does not hold all the information needed to determine ARL eligibility. However, indicatively, if all 670 tenants applied, the cost is estimated at \$822,000 per year.
21. This cost could be funded in two ways – either by adding the cost to the existing City Housing deficit or rates funding. Officers recommend the cost is added to the existing deficit, noting that City Housing is expected to run down its remaining reserves by mid-2023.
22. If the committee decided to rates fund this cost, any costs incurred in the current financial year will increase permanent debt. Additionally, a decision to fund this cost through rates (which would add approximately 0.2% to rates in the 2022/23 year) would represent a policy shift by Council and would result in a non-compliance to Council's revenue and financing policy. Under the R&F, City Housing is 100% non-rates funded. The policy can be amended in the next LTP – in the interim, council can resolve to operate outside of the policy as part of the annual plan. This resolution for non-compliance would then only apply for one year and would need to be reconfirmed in any future annual plans, until a change was made to the policy in the LTP.
23. Given any change to introduce rates funding for City Housing represents a change in the council's policy position, consideration of rates funding could be considered as part of the wider sustainability work and tested as part of public consultation next year.

Rent freeze for 2022

24. While it is important to ensure that all tenants can access the financial support for which they are eligible, City Housing remains in a challenging financial situation that needs to be resolved urgently. Any changes that either add to costs or reduce revenue make the current situation more difficult to resolve and should be carefully prioritised.
25. On this basis, officers recommend that financial support for tenants is targeted at those most in need, through access to the ARL, rather than applied broadly through a rent freeze on all rents in 2022. Ensuring eligible tenants can access the ARL would ensure that those paying the highest rents, as a percentage of their income, are provided with some financial relief. For all other tenants, City Housing has existing rent caps in place to ensure that any rent increase is limited to \$20 per week for individuals or \$30 per week for couples and other household types.
26. City Housing's current operating budget includes an assumption of an annual rent increase. The cost of a rent freeze for all tenants is estimated to be \$1.6m (or an additional 0.4% on rates for the 2022/23 year). If the committee decided to proceed with a rent freeze, officers recommend against rates funding for the reasons outlined above, and instead recommend funding this through an accelerated run down of City Housing's cash reserves.
27. Annual rent changes take effect in September each year, so the process has just been completed for the current year. Any decision to freeze rents for the 2022 year, will not have an impact on tenants for approximately 10 months.

Discretionary hardship fund for tenants in material hardship

28. There are a number of issues to consider in the design and implementation of a material hardship fund. These include:
- c. Determining the definition of material hardship and eligibility for the fund, including whether those accessing the ARL would also be eligible to access the fund
 - d. Setting up processes by which tenants would apply for the fund
 - e. Determining who would administer the fund
 - f. Setting the amount of funding available in the fund and determining the source of funding
 - g. Determining how financial support provided through the fund may impact on tenants' eligibility for government benefits and support (e.g., funding provided may be considered income and therefore factored into government's determination of tenants' entitlements).
29. Given this complexity, officers recommend that the ARL is the most effective way to ensure tenants do not fall into material hardship, rather than establishing a new hardship fund. The ARL subsidy already exists, which means it can be rolled out to all eligible tenants relatively easily as all necessary processes and criteria are in place. This ensures tenants benefit quickly, rather than waiting until a new fund can be established.
30. The context for the notice of motion also notes that the measures proposed are intended as interim measures while the wider sustainability issues are resolved – on this basis, officers' view is that it is more efficient to use existing mechanisms to support tenants. In addition to supporting tenants to apply for the ARL, City Housing's Tenancy Advisers can also support tenants to access other forms of hardship support from central government (e.g., the Accommodation Supplement and the Temporary Additional Support products).

Translating tenant communications

31. City Housing tenants currently have access to translation services through the Council's Ezispeak translation service. This is a real-time translation service that tenants can access either by contacting their Tenancy Adviser or calling the Council's contact centre. In practice, this means that a tenant who requires language assistance can be put in contact with a person who can assist the tenant understand the correspondence or information they have received. Ezispeak has access to over 300 languages. Tenants who have come through the Refugee quota system are informed of this service and are equipped with the necessary skills to access it. Red Cross and other agencies that work with refugees are also aware of this service. The cost of the use of Ezispeak is currently oncharged to City Housing at less than 40 cents per minute.
32. In addition to this service, City Housing attaches information to its communications in six languages that tell tenants that translation services are available. Attachment 3 shows what is currently attached to communications. City Housing is currently reviewing its communications products to ensure this measure is included on all communications.
33. To give effect to the notice of motion, the text in Attachment 3 could be included in the top 10 languages (i.e., an expanded set of languages to the six currently used) and attached to all communications. This would cost \$908 + GST based on a quote from

DIA. This short communication could also be amended to include a specific reference to the Ezispeak service to ensure this service is well promoted amongst tenants.

34. Officers' view is that expanding the number of languages that the Attachment 3 information is translated to and including a reference to Ezispeak to direct tenants to this service will achieve the outcomes sought through the notice of motion and ensure that tenants are well supported with a translation service in any language that tenants speak.
35. If the committee wanted to go further and *proactively* translate key City Housing communications into the ten languages (i.e., rather than rely on the Ezispeak service), there would be large number of documents that would need to be translated. A cost estimate provided by DIA indicates that the cost of a one-page letter of 300 words would be \$1,617 +GST. The Tenant Welcome Pack (approximately 50 pages of documents) would cost approximately \$93,000.

Kōwhiringa

Options

36. The options available to the Committee are:
- Option 1 – support all components of the amended notice of motion
 - Option 2 – support none of the components of the amended notice of motion
 - Option 3 (recommended) – support some of the components of the notice of motion, including a communications campaign on the ARL to ensure all tenants who are eligible are receiving the subsidy and targeted extension of the translation services for key tenant communications.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

37. Not applicable.

Engagement and Consultation

38. Following Council decisions, a communication plan would be prepared for tenants to provide them with an update on the decisions and the implications for their rents and personal circumstances.

Implications for Māori

39. No significant implications.

Financial implications

40. The financial implications of the specific components of the notice of motion are discussed within the body of the paper.

Legal considerations

41. Not applicable.

Risks and mitigations

42. Not applicable.

Disability and accessibility impact

43. The proposed targeted extension of translation services and promotion of the Council's Ezispeak service will ensure tenants can easily access and understand core tenancy documentation.

Climate Change impact and considerations

44. Not applicable.

Communications Plan

45. As above under Engagement and Consultation.

Health and Safety Impact considered

46. Not applicable.

Ngā mahinga e whai ake nei

Next actions

47. Following the decision of the committee, City Housing will prepare a communications plan for tenants to advise them of any changes and begin planning for any operational changes.

Attachments

Attachment 1.	Notice of Motion - City Housing ↓ 	Page 15
Attachment 2.	Notice of motion signatures ↓ 	Page 16
Attachment 3.	Translation text ↓ 	Page 17

NOTICE OF MOTION

In accordance with Standing Order 23.1, it is proposed to move the following motion at the meeting of the Social, Cultural and Economic Committee Pūroro Rangaranga on 2nd December 2021.

That City Housing investigates the following possible interim steps:

- Amend the criteria for the Affordable Rent Limit (ARL) Subsidy to ensure all eligible tenants benefit from it including by taking into account the impact of the Subsidy on the level of the Accommodation Supplement;
- Rates funding to top up the ARL fund.
- Create a discretionary hardship fund for tenants living in material hardship.
- Freeze all rent increases for 2022
- Translate the Tenants Welcome Pack, Tenant Newsletter and all formal communication regarding tenancy changes or upcoming changes in the operation of City Housing into Te Reo Māori, Arabic, Tamil, Farsi, Mandarin/Cantonese, Spanish, Samoan, Russian, Cambodian and Hindi.

The context for this Notice of Motion includes the following

- the unaffordable rents facing City Housing tenants; and
- the work being undertaken between the Council and the Government to address the financial sustainability of City Housing, and
- the diversity of languages spoken by City Housing tenants,

Mover
Name: Councillor Jill Day
Date: 18th October 2021

Seconder
Name: Councillor Fleur Fitzsimons
Date: 18th October 2021

Attachments

Nil

Signatures of Elected Members of Council:

Mayor Foster	
Cr Calvert	
Cr Condie	<i>JD Condie</i>
Cr Day	<i>Jim Day</i>
Cr Fitzsimons	<i>Mark Fitzsimons</i>
Cr Foon	
Cr Free	
Cr Matthews	<i>Ryan</i>
Cr O'Neill	<i>Lee O'Neill</i>
Cr Pannett	
Cr Paul	
Cr Rush	
Cr Sparrow	
Cr Woolf	
Cr Young	

If you need help with this document,
please contact your Tenancy Advisor.

Wellington City Council has access to qualified and
professional interpreters in more than 60 languages,
including New Zealand Sign Language.

(04) 499 4444

Mēnā e hiahia āwhina koe me tēnei pepa, tēnā whakapā
atu ki tō Kaiwhakahaere Nohonga. E whai wāhi atu te
Kaunihera Tāone-nui o Te Whanganui ā-Tara ki ngā
kaiwhakamāori rēhita, ngaio hoki i roto i ngā reo neke atu
i te 60, tae noa ki te Reo Rotarota o Aotearoa.

(04) 499 4444

Haddaad doonayso in lagaa caawiyo qoraalkan, fadlan la
xiriir maamulahaaga kirada guryaha. Dowladda Hoose ee
Wellington waxay heli kartaa turjubaanno xirfad leh oo
dadka uga afcelin kara in ka badan 60 luuqadood, oo ay ka
mid tahay tan meedaaridda dadka dhagaha la'.

(04) 499 4444

如果您对理解本文件有困难，请与您的住房经理联系。
惠灵顿市政府可利用60多种语言专业口译人员，
包括新西兰手语，为您提供帮助。

(04) 499 4444

Если Вы не можете прочитать этот документ,
обратитесь к Менеджеру по жилищным
вопросам (Tenancy Advisor). Городской Совет
Веллингтона может привлечь квалифицированных
профессиональных переводчиков для перевода на
более чем 60 языков, включая язык глухонемых.

(04) 499 4444

Afai e te manaomia se fesoasoani i lenei pepa,
faamolemole faafesootai lau Pule o Mataupu tau
mautotogi i fale. Ua iai i le Pulega a le Aai o Ueligitone ni
tagata agavaa ma le tomai i le faaliliu upu i le silia ma le
60 gagana, e aofia ai le gagana faitino i Niu Sila.

(04) 499 4444

إذا كنت بحاجة لمساعدة على فهم هذه الوثيقة، الرجاء الاتصال بمدير تأجير العقارات الخاص بك. يتوفر لدى مجلس مدينة ولنجتون
مترجمون مؤهلون ومترجمون لأكثر من 60 لغة مختلفة، بما في ذلك لغة الإشارة النيوزيلندية.

(04) 499 4444

TE KOPAHOU TRACK NETWORK PLAN

Kōrero taunaki

Summary of considerations

Purpose

1. This report asks the Pūroro Rangaranga | Social, Cultural and Economic Committee to approve the Te Kopahou Track Network Plan (Attachment 1). The track plan is to be read together with the Implementation Plan (Attachment 2)

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

The development of a track network plan for Te Kopahou was a decision made through Council adoption of the Outer Green Belt Reserves Management Plan (2019). A Draft Track Network Plan was consulted on between December 2020 – February 2021 with oral hearings held in August 2021.

Significance

The decision is rated medium significance in accordance with schedule 1 of the Council's Significance and Engagement Policy. The proposal has high public interest with over 300 submissions received on the Draft Track Network Plan. There will be financial implications associated with an increase in tracks and associated amenities, such as interpretation and wayfinding signs. Existing tracks will be improved and maintained to a standard that is higher than the current standard in anticipation of, and to encourage, more use, and to manage environmental values. The Te Kopahou area of the Outer Green Belt Reserves network is a destination for people across the city and region. The ecological, cultural and landscape values of the reserve are significant.

Financial considerations

Nil Budgetary provision in Annual Plan / Long-term Plan Unbudgeted \$X

2. Further detail is outlined in the subsequent section “Financial Implications”.

Risk

Low Medium High Extreme

Author	Bec Ramsay, Open Space & Recreation Planning Manager
Authoriser	Paul Andrews, Manager Parks, Sports & Rec Kym Fell, Chief Customer and Community Officer

Taunakitanga

Officers’ Recommendations

Officers recommend the following motion

That Pūroro Rangaranga - Social, Cultural and Economic:

- 1) Receive the information
- 2) Adopt the Te Kopahou Track Network Plan (Attachment 1) and associated implementation plan (Attachment 2).
- 3) Note that the plan will be implemented over 15 years (2023-2038). The plan is not currently funded, and proposals for funding will be put forward for the 2023/2024 Annual Plan and subsequent Long-Term Plan (2044/2034). Attachment 2 outlines timeframes that will enable existing capital and operational funding priorities to remain in place while making progress on delivery of the Te Kopahou Track Network Plan over time and subject to new funding.
- 4) Note that there are opportunities for external funding and volunteer partnerships to implement the plan.

Whakarāpopoto

Executive Summary

3. The proposed Te Kopahou Track Network Plan (Attachments 1 and 2) describes the track network, user experience, development proposals and timing. The plan as proposed will enable people to experience the unique Te Kopahou landscape and recreation opportunities in a way that strikes the right balance between public recreation access and environmental protection.
4. A Draft Te Kopahou Track Network Plan was developed during 2020, through building upon the Outer Green Belt Management Plan research and public engagement, officer expertise on the Te Kopahou reserves values and management, and further engagement with key stakeholders.
5. Formal consultant on the Draft Plan ran from December 2020 to February 2021, with a total of 332 submissions received. Attachment 3 contains the submissions analysis and Attachment 4 a summary of submissions.
6. Following formal consultation, an independent track expert Envisage NZ (ENZ) was engaged to provide advice on the draft plan feasibility and visitor experience. Officers reviewed the draft track plan considering the submissions, track consultant assessment, and further assessment of the network and each track proposal. This further report is at Attachment 5.
7. Officers are now seeking the Committee's agreement of the final track network plan (track plan). Funding to implement the plan as proposed over a 15-year timeframe will be considered in the 2023/2024 Annual Plan and next Long-Term Plan (2024-2034).

Takenga mai

Background

8. Development of this track plan is an Action in the Outer Green Belt Management Plan 2019 (OGBMP). The track plan is required to "consider the more remote, rugged landscape character of Te Kopahou as a setting for recreation, minimise short and long-term impacts and, avoid sites of high ecological value."
9. Te Kopahou Reserve is an area of 1,124 hectares and the southernmost sector of the Outer Green Belt. It descends steeply from the southern boundaries of Zealandia and Waimapihi Reserve to the south coast. The area is associated with early Māori exploration of Aotearoa and settlement, and since tauīwi settlement has been used for quarrying, farming and refuse disposal. During World War II observation bunkers were constructed on the escarpment above Te Kauae o Poua (Sinclair Head).
10. Te Kopahou is accessed from the Brooklyn turbine area, the Tip Track next to Landfill Road and Te Kopahou Visitors' Centre at the south coast. Existing tracks south of the Tip Track are mostly former farm tracks. These tracks are now used by mostly fit and experienced visitors, people involved in predator control preparing for release of kiwi by Capital Kiwi, people interested in the ecology of Te Kopahou and local horse riders. Tracks to the north of the Tip Track were mostly built by volunteers from the mountain bike community along with the Council under a Memorandum of Understanding. There is a growing interest in building more tracks and mountain bike groups have produced their own plan for a track network. Others have concerns about introducing too many tracks in Te Kopahou because of its environment and threatened flora and fauna.

Key values of Te Kopahou

11. The values of Te Kopahou are reflected in the area's Scenic Reserve and Historic Reserve status under the Reserves Act, Te Rimurapa Landscape Precinct and District Plan protected heritage sites. The whole area is a draft Significant Natural Area and the coastal escarpment is a Key Native Ecosystem. The steeply sided Waipapa and Te Hāpe stream catchments are to be gazetted as Scenic Reserve. Attachment 1 includes an aerial photograph showing the reserves, Te Rimurapa Landscape Precinct and protected heritage sites.
12. Comments from the public during engagement and consultation on the draft track plan underlined these values. The most frequent words people used when talking about Te Kopahou were 'wild', 'rugged', 'a sense of adventure' and 'a feeling of isolation'. They want to preserve the 'wairua of the place', the 'sense of wilderness' and they want 'tracks that are for everyone to use. The most frequent requests were for track maintenance, information, wayfinding, water and toilets.

Kōrerorero

Discussion

13. A track network plan has been developed that is appropriate to the particular characteristics of Te Kopahou. The final track plan recognises the significance of the landscape, history and natural environment and the values that submitters have said they want to retain - a sense of wildness, ruggedness, adventure and isolation. Submitters have also said they want tracks for everyone rather than for one or two specialist user groups, and this has been one of the guiding principles, notwithstanding the steep terrain and exposed and challenging coastal environment.
14. The landscape, history and natural environment is what makes the experience of this place different from other parts of Wellington's track network. The tracks in the plan give access to Te Kopahou but stay away from the parts where access could impact natural processes. As described in the Outer Green Belt Management Plan, "A fine balance is needed in this sector to enable visitors to experience the ruggedly dramatic natural environment and its rich stories while also protecting and restoring the very values that make the area so special."
15. South of the Tip Track, Te Kopahou feels more remote and is exposed to the elements before the hills descend to the coast. The ridgetop location of the main Signature/Regional Trail provides a sense of exhilaration with openness and expansive views. This contrasts with the more sheltered stream gully close to the coast through which the track also passes. Other tracks offer opportunities to explore this part of Te Kopahou with walks or rides from one or two hours to a full day of adventure.
16. The proposed track plan provides for a variety of user groups, enhances user experience and boosts safety with more information and a range of routes. It is designed for those who want an adventure experience. The tracks offer a sense of wilderness, remoteness, contemplation and challenge yet are close to and accessible from the City.
17. The following part of this report includes discussion on the key points that lead to the final plan:
 - Draft track plan review process
 - Submitter responses

- Tracks in an area with high landscape and natural values and significant vegetation
- Track grades, style of mountain bike riding and walking track categories
- Loops of varying lengths and times
- Signature and Regional Trails
- Tramping hut or shelter
- Implementation priorities

Draft track plan review process

18. An independent track expert Envisage NZ (ENZ) was engaged to consider the feasibility and appropriateness of the draft track plan in light of Te Kopahou's terrain and values, and current and potential use. After comprehensive research and analysis along with site visits to the area and cycling and walking tracks in Te Kopahou and other tracks in Wellington, the overall conclusion was that Te Kopahou has significant untapped potential to provide greater recreation benefits to users and to the city. It is a unique environment in Wellington and as a recreation destination.
19. At present, visitors may not know what is at the reserve, what experience they could have or what skill level they need to access the area. This means the potential for recreation access, even on the existing track network, is not met and users are unlikely to have the best experience. As a result of the report, some mountain bike grades in particular, but also some walking track categories for specific tracks, have been adjusted to help visitors have an enjoyable and safe experience.
20. The draft track plan was reviewed under eight criteria. Actions for track development were identified and development of each track prioritised. The review considered all visitors to Te Kopahou: walkers, trampers, trail runners, mountain bikers, horse riders, controlled 4-wheel drive vehicle access (park rangers and predator control on former farm tracks), and running and mountain bike events. The review incorporated public feedback obtained through the public engagement and submission process and the report by ENZ. The review provides a clear, simple framework for track assessment and can be read in Attachment 5.

Submitter responses

21. More than three quarters of the submitters agreed that the proposed track plan would provide more opportunities and a better experience. Answers to the question that asked what people liked about Te Kopahou focused on the areas with high natural character and a feeling of remoteness and wilderness close to the city. Most agreed that preservation of ecology and avoiding sensitive vegetation is important, but that achieving a quality trail network that works effectively for all users should not be compromised. Some thought that Te Kopahou was large enough to have a denser track network and some thought that the plan focused too much on access for recreation at the expense of the ecology of the area. The final plan seeks to achieve a balance between these two positions.
22. When asked what they would change about the draft plan, answers were spread over 49 topics. The one item that 27% of submitters agreed on was to retain the status quo for two of the existing tracks (the draft track plan proposed constructing a new track and changing use and direction of travel on tracks 3 and 4). This concept has since been dropped and the status quo retained with upgrade work proposed instead to

achieve the same network outcome without the need to build a second parallel track in this location.

23. The top six priorities for submitters were tracks that formed loops, development of trailheads with water and toilets, better maintenance on existing tracks, avoid sensitive ecosystems, improving signage, wayfinding and interpretation, and having some separated use. Overall, three quarters of the submitters agreed that the draft plan would deliver an improved track network with the right balance struck between provision of tracks and protection of what makes Te Kopahou so special.

Tracks in an area with high landscape and natural values and significant vegetation

24. It is clear that people have differing opinions on a track plan that allows recreational access in an area with high natural values and significant vegetation. The areas most in contention are the Waipapa and Hāpe Stream catchments south of the Tip Track. Two tracks put forward by a mountain biking advocacy group that pass through these stream catchments were included in the draft track plan to gauge the public's response to the proposal. It was noted in the draft that officers did not support these tracks because recreational access on new tracks in this part of Te Kopahou is not compatible with the significant ecological values of these stream catchments.
25. The argument put forward by supporters of these tracks was the value of this route to the network and that they would like to replicate in Te Kopahou what has been done in Waimapihi Reserve. This was also outlined by some submitters who spoke to the Pūroro Rangaranga - Social, Cultural and Economic Committee on 2 August. This includes the 'trails, trees and traps' approach where pest control and restoration planting by volunteers in tandem with track building has been very effective in Waimapihi Reserve.
26. The same outcomes are less likely in Te Kopahou. Waimapihi Reserve is a sheltered gully close to other high value biodiversity areas like Zealandia where birds are expanding to areas outside of the protective fenceline. The forested area of Waimapihi Reserve also has a canopy of established older vegetation which has a very different composition, aspect and coastal influence to that in Te Kopahou. Soils in Te Kopahou are thin and rocky, climatic conditions are harsh and salt laden winds have an impact on ecology and growing conditions. This means that intact plant communities in Te Kopahou rely on each other to maintain the habitat and any openings due to new tracks are likely to impact on these intact communities and result in habitat loss.
27. Council's ecology team's experience has been that restoration planting in Te Kopahou has had low success rates. Regeneration of vegetation is taking place, but the process is slow due to the terrain and climatic factors. Restoration planting would be subject to the same slow process and it would be some time before a canopy establishes as seen in Waimapihi Reserve.
28. Weeds are of concern in Te Kopahou, particularly challenging species such as Darwin's Barberry and Spanish Heath. The latter establishes dense stands on disturbed sites and prevents establishment of plant seedlings. Usually Spanish Heath is succeeded by native plants in tall-growing plant communities, but is long-lived in shorter vegetation which is characteristic of parts of Te Kopahou. There is the possibility of higher weed infestations with increased numbers of tracks and users.
29. There are gaps in our knowledge about the impact of tracks, and little research has been undertaken in New Zealand. However, there is evidence from overseas that recreational tracks pose a range of impacts to threatened plant communities, particularly when they are close to urban areas, and especially in threatened plant

communities as is the case in Te Kopahou. Overseas evidence also indicates that the magnitude of edge effects can sometimes extend 20m from the track itself, and where tracks exist as networks these impacts may become cumulative across the landscape. The cutting of tracks in a windswept habitat like Te Kopahou could create more exposed conditions that could result in higher cover of weeds. Many of the last remaining populations of threatened plants in the region remain in private land with little or no protection, and the Council has a responsibility to care for the few remaining threatened plants and communities in Wellington City's public land alongside enabling public access to these places. Furthermore, by minimising impacts the resilience of threatened plant communities to other larger-scale changes such as climate change can be supported.

30. Ongoing weed monitoring and management is required across the track network in the Outer Green Belt and will be a focus area of future operational management funding and community partnership initiatives at Te Kopahou. The development of new tracks in the network will occur over a 15 year timeframe which will enable ongoing assessment of the impact of tracks on the environment and opportunities to adjust management approaches over time in response to any environmental change.
31. The track plan seeks to protect areas of highest environmental significance across this large reserve area with a network of tracks carefully considered and located. For this reason, the track in the Waipapa catchment (25) and in the bottom of the Hape Stream Valley (24) remain unsupported. Officers believe the remaining proposed tracks are generally located, and can be constructed and maintained, in such a way that the natural values of the wider reserve will not be compromised. All development work in the reserve will be subject to assessment during route selection and construction planning to make sure this is the case.

Track grades, style of mountain bike riding and walking track categories

32. Track grades for mountain biking and walking track categories are shown on Council signage and on a range of public websites. These indicate to intended track users the experience and skills required for safe use of a track. Grade 3 is for mountain bikers with intermediate skills, Grades 4 and 5 are for those with advanced skills and Grade 6 for experts. Mountain bike group Brooklyn Trail Builders have produced their own plan for a track network with grades 3, 4 and 5 and they stated in their submission that where possible they would like to see uphill mountain biking to be on Grade 3 tracks. The ENZ feasibility report concluded that riding in Te Kopahou is beyond the skills of most intermediate riders. The tracks are physically demanding, distances are relatively long, Te Kopahou is comparatively remote and tracks are more suited to advanced Grade 4 riders. This is different from the more accessible locations elsewhere in Wellington such as Mākara, Miramar, Waimapihi and Mount Victoria which have a wider range of track grades.
33. The review of the draft plan agrees with this conclusion and tracks in the draft plan that were identified as suitable for intermediate riders were adjusted to Grade 4. Nine tracks in the final track plan are graded at 4, two at 5, one at 6, 1 is for walkers and trail runners only and 9 former farm tracks are not graded for mountain biking but described as an off-road cycling experience. These tracks have steep sections which make cycling difficult.
34. The feasibility of having more tracks for intermediate riders was considered but was not pursued because it would mean an increase in environmental and landscape effects. Grade 4 tracks are on average narrower than a Grade 3 track and around 30% shorter for the same elevation change. This means they are cheaper to build and maintain and

have fewer landscape and environmental effects. This is a key factor of a track network plan in Te Kopahou where the balance is needed between providing for access with the least possible impact on the environment. The 'adventure' type experience offered in the more rugged and remote parts of Te Kopahou is not suited to beginner or intermediate riders, or walkers not expecting a more challenging experience.

35. The impact of a specific cycling track depends on the style of riding it provides as well as the track grade. The style of mountain bike riding most compatible with Te Kopahou is Adventure/Exploration riding. This is because it fits best with the scale and remoteness of the area and is most compatible with other users, especially those on foot. This style of riding is more dependent on the quality of the place it occurs in and the experience on offer than it is on the riding or the tracks themselves. Adventure/Exploration riders seek out longer experiences that are somewhat away from others and they are looking for space rather than easy repeatability or multiple trails, riding for the thrill of it or 'epic' rides.
36. Another style of riding is technical riding. This has a place in Te Kopahou Reserve because it involves and requires challenge, but it is not the pre-dominant style of riding and it is widely available elsewhere in Wellington. Two of the new tracks are designed for technical riding for those who are interested in the track itself and the riding it provides.
37. Walking track categories were also adjusted from the draft plan. Track users in Te Kopahou who are on foot can expect walks from an hour to a day long walk. The tracks in the final plan that are closest to the trailheads are generally categorised as Walking Tracks and are for walkers and trail runners with moderate fitness levels. Tracks that are further into Te Kopahou are categorised as Tramping Tracks and are for more experienced walkers and trail runners with good fitness levels and who are suitably prepared for a long, rugged walk or run. The experience is similar to that on tracks in 'back country' locations, but in Te Kopahou will have good information, signage and well-managed risks with bridges across Waipapa Stream, a new shelter on the Signature/Regional Trail and new trailheads.

Loops of varying lengths and times

38. There was wide support among submitters for loop tracks of varying distances and the final track plan has loop track connections of varying length. The aerial map on page 3 of Attachment 1 shows these loops, but there is opportunity for track users to find other loops:
 - Escarpment Loop - A loop between Pariwhero and Te Kopahou Visitors' Centre along the coastal road and back along the top of the escarpment.
 - Heritage Loop - A loop to the observation bunkers from the coast and back using upgraded existing Track 11 and new Track 19. This area includes areas of high cultural significance and value.
 - Experience Te Kopahou - A marathon length off road loop track between Aro Street and the coast has potential to be a draw card for trail runners and mountain bikers. This relies on achieving a second entrance into Te Kopahou from the coast which is a challenge for mountain biking due to the narrow and very steep gorge at the mouth of Te Hāpe Stream, although achievable for walkers and trail runners. The proposed alignment for the loop stays away from the base of Te Hāpe Valley and Te Hāpe Stream where ecological values are significant, and instead traverses the western side of Te Hāpe Valley.

- Long Adventure Loop - Takes in steep and rugged former farm tracks (6 and 10), 19, the coast road, 12 and 22. This would be a day tramp and mountain bikers would not be able to ride all the way but would have to dismount and push bikes uphill in steep sections.

Signature and Regional Trails

39. A key driver of the track network is Wellington's Signature and Regional Trails. The Signature Trail is an over 40km walk, ride or run experience that starts in Johnsonville and finishes on the south coast at Pariwhero. The Regional Trail starts at Waimapihi Reserve and also finishes at Pariwhero. These trails are likely to appeal to diverse user groups, some of whom may expect a quality trail and who may have a lower level of skill and tolerance for risk.
40. Readily available information and consistency of trail condition enables the Signature and Regional Trails to be better marketed, encouraging more people to visit the area and safely participate in recreation and environmental care/protection activity in the unique environment of Te Kopahou Reserve.
41. Both trails use existing tracks and the final track plan recommends these are upgraded to serve a wider public with improved information, interpretation and directional signage. As a key part of the wider Wellington tracks network and as existing tracks with potential for greater use by a broad cross section of user groups, this improvement work is identified as a high priority in the short term in the final plan. Upgrades include toilets, water and information at the turbine carpark, a connecting track across Hawkins Hill Road from the Signature Trail, bypasses to avoid the steepest parts of Track 5 (which makes up the largest proportion of the Signature and Regional Trails where they run through Te Kopahou), a shelter on Track 5, bridges across Waipapa Stream, signage and information (throughout the reserve and online) and promotion through Wellington NZ.

Tramping hut or shelter

42. A tramping hut was considered in the draft track plan to allow trampers, families and community groups to experience a more than one day outdoor adventure in Wellington, a general public recreation opportunity and potential base for volunteers, rangers and researchers undertaking work in the area. The alternative of a shelter would improve safety in the more remote part of the reserve where weather is unpredictable and some visitors underestimate the ruggedness of the reserve, distances and time needed. Both were supported by submitters, but people had reservations about the viability of a tramping hut and the hut is not recommended. A shelter was widely supported and is recommended.

Implementation Priorities

43. Top submitter priorities were tracks that form loops, existing track upgrades, improved maintenance (especially gorse clearance), avoiding disturbance to ecological sites, improving signage and information, separating use on some high use tracks and a tramping hut or shelter. A track from the coast traversing Te Hāpe Valley to near the top of the Tip Track was supported, along with tracks that make up a loop to the coast, back to the Brooklyn turbine and through Waimapihi Reserve to Aro Street. The alternative to the steep part of the Tip Track was well supported (Track 20a). The idea of improving Tracks 3 and 4 was also supported.
44. Prioritisation was developed through a combination of consideration of submitter responses and understanding outcomes and experiences associated with all of the components of the proposed network (including the associated track amenities such as

signs and information) and the citywide tracks development/improvement projects planning.

45. The track plan is to be implemented over 15 years starting in the 2023 financial year, although some actions have already been budgeted for as part of general maintenance. The actions and their implementation are outlined in the recommendations in Attachment 2.

Tracks not recommended

46. Two tracks proposed by Brooklyn Trail Builders and shown in the draft track plan in order to gauge public opinion are not included in the final track plan (Tracks 24 and 25). Track 24 runs through Te Hāpe Stream catchment and Track 25 through the Waipapa Stream catchment. Constructing a track at the mouth of Te Hāpe Stream would be a considerable challenge because of the narrow valley entrance with very steep sides. The Waipapa Stream catchment is planned to be where kiwi become established as part of the Capital Kiwi project and is the largest untouched part of the Te Kopahou reserve. It is an area with a complex mosaic of vegetation. A track would bring people and potentially dogs into the area and disturb the continuous dense canopy of grey scrub that will provide habitat and shelter for kiwi.
47. Both valley stream catchments are steep and rugged with ecologically significant vegetation. Earthworks for tracks would disturb fragile ground and ecosystems, with edge effects and fragmentation. Vegetation includes coastal forest that is rare along Wellington's coast and habitat for threatened plants and native fauna. The streams have threatened native fish species. While the exact alignments for the proposed tracks have not been established, they both cross the streams and their tributaries in several places.
48. Alternatives to these two tracks are recommended in the final track plan (Tracks 18 and 22). Both these tracks run well above the valley floor and avoid the streams. Track 22 runs through more recent regenerating vegetation. The report by ENZ estimates Track 25 would be about 7 kilometres long and the longest track in Te Kopahou, but concludes that construction of the track would be a major project, would require a significant commitment for ongoing maintenance and that other tracks provide similar experiences with less impact. The report recommends Track 22 as a better option than Track 24 because it is more feasible to construct with much lower construction impacts and it avoids high value vegetation and Te Hāpe Stream.
49. Many submitters supported a new track from the coast through Te Hāpe Valley but were less concerned about the track's alignment and supported either tracks 22 or 24. Support for Track 25 was divided with some wanting a track that allowed access into the Waipapa Stream catchment and others did not support it because it would allow access into potential kiwi country and a stream catchment with rare and endangered plants.
50. Track 17 was in the draft track plan but the proposal to change tracks 3 and 4 from a two-way mountain bike track shared with foot traffic to foot traffic only and construction of Track 17 for two-way mountain bikers was rejected by many submitters. Others had concerns about two tracks running parallel very near to each other and the impact on the environment with edge and cumulative effects, and removing mountain bikers from existing tracks on to this track. A suggestion was to have existing tracks for downhill mountain biking and the new track shared by walkers, trail runners and uphill mountain biking. But the concern is that walkers may choose not to use Track 17 because it is lower down the slope with a less expansive outlook. This track would also begin and

end at the same locations as several tracks and the overall effect is likely to confuse visitors and possibly create conflict.

51. An alternative option is to widen and smooth out the surface of the existing tracks for better visibility and passing room. In most parts the existing tracks are wide enough once the whole width is made useable. These improvements remove the rationale for Track 17 and the decision was made not to include Track 17 in the final plan because walkers, trail runners and mountain bikers would be able to safely share existing tracks.

Summary of Main Recommendations

52. The final track plan sets out development of tracks and supporting facilities in Te Kopahou from the financial year starting in 2023. Many of the initiatives will be implemented (dependent on funding) in the short term from 2023 to 2028, some in the medium term from 2028 to 2033, and the rest from 2033 to 2038. Recommendations are detailed in Attachment 2.
53. Priority for timing of work is the improvements to the existing track network and associated improvements to track entrances, signs and information. Also prioritised is the construction of a limited number of new tracks, to enable a broader range of user groups to access the reserve and loop route experiences to be enhanced. The work that is proposed in the later years is largely specialist user group tracks or relies on access not yet available over private and/or leased land.
54. To summarise, the recommendations are:
- 15 existing tracks with improvements e.g. gorse cleared, drainage and surface condition improved, better information and signage
 - 7 new tracks and 8 new bypasses to avoid steep sections along the Signature/Regional Trail for a better experience – new tracks would make up approximately 37% of Te Kopahou tracks network
 - 9 of the tracks shared by walkers, trail runners, mountain bikers, horses and vehicles (4-wheel drives for predator control, rangers and maintenance)
 - 8 of the tracks are shared by walkers, trail runners and mountain bikers
 - 4 of the tracks are mountain bike priority – these would make up approximately 43% of new tracks (16% of all tracks in Te Kopahou). All other new tracks are shared with walkers and trail runners
 - 1 track for foot traffic only (it is too steep for other users)
 - Closure of one former farm track that has not been used for some time, is in very poor condition with erosion, crosses Waipapa Stream more than once and passes through an area with high ecological values. Its closure would not greatly affect the success or otherwise of the track network
55. The experiences the network provides include:
- A new marathon length loop track and various other new loop options including loop access to the observation bunkers from the coast
 - A new long downhill mountain bike priority track (approx 3.4kms)
 - An alternative to the very steep Tip Track with an easier gradient for walkers, trail runners and uphill mountain bikers to access Te Kopahou from the east
 - A second access into Te Kopahou from the coast

- A new track that allows access into the western side of Te Hāpe Stream valley.
 - Signature and Regional Trails improved
56. Three trailheads:
- Brooklyn turbine with parking, toilets, water, information and improved and more visible track entrances
 - Happy Valley Road with parking, information and track entrances (with toilets and water at Happy Valley Park 150 metres to the south)
 - Te Kopahou Visitors' Centre with existing toilets and water supply but with additional track network information
57. Three strategic locations with comprehensive track network information:
- the entrance to Te Kopahou from Ashton Fitchett Drive
 - the intersection of trails 4, 5 and 14 as a key decision point for visitors to the more remote southern part of the reserve.
 - at the mouth of Waipapa Stream and the coastal end of Track 5 (the Signature/Regional Trail)
58. Improved online information about Te Kopahou and the track network experience options, and amenity improvements throughout the reserve including:
- Map boards, information, directional signage and interpretation
 - A new shelter on the main track through Te Kopahou (the Signature/Regional Trail)
 - Seats at strategic locations
59. Development of a restoration programme and weed monitoring and management protocols associated with new track development, particularly in the more remote part of the reserve.
60. All new tracks (including the track 5 bypass work) will require appropriate archaeology, ecology, and geotechnical assessment to inform final route selection and construction methodology. The scope and scale of these assessments will depend on the specific context of the part of the plan being implemented.

Kōwhiringa

Options

61. Officers have assessed a range of ideas and options for development and management of the Te Kopahou reserve track network. The final plan as proposed is recommended as providing the right balance between enabling public access to a unique and valued part of the Outer Green Belt while protecting and managing the significant values associated with the area.
62. Officers have carried out detailed assessment of the track network to ensure that the final network is a response to this particular landscape. The focus is on low impact tracks, largely using the existing network with additional tracks carefully considered to enable a range of user groups and levels of experience to access the reserve. The track network will enable more people to access the wild and rugged landscape and

obtain the health and wellbeing benefits that come from that experience so close to the urban environment.

63. Importantly, the landscape, ecological, cultural and experiential values of this large reserve area will not be compromised. There would be no point in developing a track network that detracts from or damages the values that are the very reason people want to go there. The significant values of the area will be well managed by limiting the network to that proposed, with large areas remaining 'untouched'. Assessment of final track alignment, construction methodology and long term management of the track network and reserve generally (in particular in monitoring and managing weeds) mean the network will be gradually developed over a 15 year timeframe.

Whai whakaaro ki ngā whakataunga

Considerations for decision-making

Alignment with Council's strategies and policies

64. The final plan aligns with and supports Our Capital Spaces (Open Space and Recreation Strategy), Our Natural Capital (Biodiversity Strategy), Open Space Access Plan, the Outer Green Belt Reserves Management Plan and Wellington Regional Trails for the Future.
65. Implementation of the final plan will deliver a quality experience for users as anticipated by the Regional Trails Framework and will also ensure the special context of the tracks - significant ecological, landscape and cultural values - are protected as anticipated by the OGBMP. Detailed assessment of each new track alignment is a requirement of the Open Space Access Plan and will be particularly important in the Te Kopahou area. Final route selection and construction methodology will be assessed for all track upgrade work and new tracks.

Engagement and Consultation

66. The engagement and consultation plan is set out in Attachment 6. The plan was developed to ensure key stakeholders were included in the development of the draft plan and the wider community had a variety of opportunities to be involved in the project. Officers sought to understand the full range of ideas and opinions on recreation access to this particular part of Wellington's reserves network, building on the Outer Green Belt Management Plan (2019) research, content and engagement.
67. The initial engagement phase ran from July to November 2020. This included a stakeholder workshop on 8 October 2020 to which people who represented the range of different interests and users were invited. This initial engagement, along with many site visits and experience of Te Kopahou, provided the basis for the draft plan, and was followed by the formal consultation period that began on 4 December 2021 and ended on 12 February 2021.
68. While consultation took place over the holiday period, this was a time when the weather was good and there were likely to be more people out and about who would have been interested in looking at the plan and sharing their thoughts. This was also when people would have had time to look at the plan and make a submission online. A project page was set up on Council's 'Let's Talk' website, signs put up with the draft plan at seven locations at Te Kopahou, posters at Brooklyn library and community centre, Vogelmorn and in Aro Valley, and a notice in Brooklyn and Ridgeway School newsletters. Meetings were held with interest groups and monthly open days held at

the Brooklyn turbine and Te Kopahou Visitors' Centre. Rangers gave out flyers and had a set of questions to ask people over this period.

69. The total number of submissions received was 332. Individual submitters and submitter group representatives were heard by Pūroro Rangaranga - Social, Cultural and Economic Committee on 2 August 2021. The survey had six questions. Four of them were open field questions and two asked to what degree respondents agreed or disagreed with a statement. Attachment 4 has a summary of submissions and Attachment 3 has an analysis of submissions and officer responses to them.

Implications for Māori

70. The Te Kopahou area has a range of sites and areas of cultural significance to Māori. These are listed in the District Plan, described in the OGBMP, and mapped at a high level in Attachment 1. These values are a key part of the area and reason for the development of the track network over time as proposed. Importantly, any new track development work will require investigation to ensure the site values are understood, respected, and protected.
71. The information and interpretation project work associated with the track network plan provides an opportunity for the cultural history and importance of this landscape to be shared and understood by people visiting the reserve.
72. While there was no feedback on the track network plan specifically, officers are aware of the significance of the area to iwi. There are two future projects that have been identified in this area which will be delivered in partnership with iwi. These are:
- a restoration plan and work programme alongside Forest and Bird and other interested groups
 - a funded project in Te Kopahou yet to be agreed with iwi.
73. Officers are now meeting monthly with iwi and there will be ongoing opportunities to ensure all of the various projects and work programmes are included in the partnership.

Financial implications

74. The implementation of the track plan will require additional capital and ongoing operational funding. The particular characteristics of the Te Kopahou area mean that track assessment, construction methodology and long-term management will be carefully considered for each part of the development and included in proposed implementation budgets.
75. There will be a range of construction techniques required for the track development that range in cost from \$37/m for upgrades and surfacing through to \$75/m for areas of remote hand-built track. The funding required will be contingent also on route selection (as this impacts final length of the track) alongside ecological, geotechnical and archaeological assessment (that may result in different build techniques and management regimes).
76. The implementation plan timing enables a business case to be prepared for the 2023/2024 Annual Plan and subsequent Long-Term Plan (2024-2034) to seek funding for the highest priority work to be delivered as described from 2023 – 2028, and ongoing maintenance and management of the tracks as part of the city-wide network. No additional funding is required in the current financial year and there is no capacity or funding to deliver new track initiatives in the 22/23 financial year. This means the work will commence in approximately 18 months' time subject to funding.

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77. This approach to the implementation funding will ensure that there are budgets in place to appropriately manage the improvements and development work, including for example the monitoring of any potential weed incursions and management as required should that happen. This also enables funding to be considered in the context of funding for the entire track network and prioritisation of the various components of track development, management, and associated amenities such as entrance improvements, signs, interpretation, seats etc.

Legal considerations

78. There are no legal considerations.

Risks and mitigations

79. Overall, this proposal is rated low risk on the Council's risk framework. The implementation of the track network plan will be carried out over a 15-year timeframe. The track plan has been carefully prepared through sound process of comprehensive assessment and analysis to ensure it strikes a good balance between Council's obligations and strategic direction to both protect and manage the natural environment across the reserves network while enabling people to access these special places with all the benefits that brings to human health and wellbeing.

Disability and accessibility impact

80. Preparation of the Outer Green Belt Management Plan highlighted the need to consider ways to make access to the more remote and rugged parts of the reserves network as accessible as possible to as many people as possible. A key outcome of that work was the provision of toilets in strategic locations as that is often a barrier to access for some. The other important issue is ensuring there is good information both on site and online for people to be able to make informed decision about where they want to go based on their personal abilities or of those in their care.
81. The track plan includes a proposal for installing toilets at the Brooklyn Wind Turbine which is a popular and busy visitor destination and a gateway into the wider Te Kopahou Reserve. Improvements to signs and wayfinding across the reserve and clarity of track type (i.e walking track classification versus tramping track) will all enable people to make informed choices about visiting the reserve.

Climate Change impact and considerations

82. The coastal track is vulnerable to the effects of climate change, with storm surges an increasingly common occurrence along the coast. The track network plan was developed to enable access to the reserve from a range of points around the large land area. Some submitters suggested that improvements to the Happy Valley Road entrance would mean they would access that area of the reserve more often, avoiding the need to drive across town to Aro Valley or Makara Peak for bike riding options.

Communications Plan

83. Officers will advise all submitters of the outcome of this decision via email. The maps and implementation plan will be published on the Council website. Officers will continue to communicate with key stakeholders such as Forest and Bird and Trails Wellington for example as work continues on developing the business case for the next Long-Term Plan and opportunities for community partnership in the work on the ground evolves.

Health and Safety Impact considered

84. None associated with the track plan approval. A key part of the wayfinding, signs and information component of the plan is that it will ensure people make informed decisions about access into the Te Kopahou Reserve area. All project work is subject to full health and safety planning protocols required of any work on public reserve land and will consider the particular characteristics of the site.

Ngā mahinga e whai ake nei

Next actions

85. Officers will commence work as outlined in the implementation plan and in preparation for seeking additional capital and operational funding required in the 2023/2024 Annual Plan and subsequent Long-Term Plan (2024-2034).
86. Regular maintenance work is scheduled (and budgeted) for track 5 this financial year and will continue as business as usual.
87. Officers will continue to meet with Iwi partners to discuss the range of opportunities for projects and work programmes at Te Kopahou, that align with their strategic outcomes and priorities for the environment and people. Discussions are also ongoing with Forest and Bird about restoration planning and Predator Free Wellington and Capital Kiwi.

Attachments

Attachment 1.	Te Kopahou Track Network plan ↓ 	Page 37
Attachment 2.	Implementation Plan ↓ 	Page 41
Attachment 3.	Submissions Analysis ↓ 	Page 55
Attachment 4.	Submissions Summary ↓ 	Page 75
Attachment 5.	Draft Plan Review ↓ 	Page 83
Attachment 6.	Consultation and Engagement Plan ↓ 	Page 130

Attachment 1 - Te Kopahou Track Network Plan

2 December 2021

Please read together with Attachment 2 - Recommended tracks, facilities, actions and implementation
For descriptions of tracks see the following page



Track Descriptions

Yellow lines are existing tracks, white lines are new tracks, dashed white lines are downhill mountain bike priority

- ① Existing Zealandia Fenceline track shared by walkers, trail runners, mountain bikers and maintenance vehicles. The track along the west side of Zealandia is part of the Signature Trail from Johnsonville to the coast. The track along the east side is part of the Regional Trail from Waimapihi to the coast
- ② Existing tracks form a loop to the Brooklyn turbine and are part of the Regional Trail. The track known as Windmill is shared by walkers, trail runners and uphill mountain bikers. The downhill priority mountain bike track is known as Carparts.
- ③ Existing track known as Carparts Extension and shared by walkers, trail runners and mountain bikers. Part of the Regional Trail from Waimapihi to the coast
- ④ Existing track known as Barking Emu and shared by walkers, trail runners and mountain bikers. Part of the Signature Trail and the Regional Trail
- ⑤ Existing track known as Red Rocks and shared by walkers, trail runners, mountain bikers and horses for the full length of the track. Shared with 4-wheel drive vehicles for predator control, rangers and maintenance between the Tip Track and the junction with Track 8. The track has 8 bypasses at steep sections. Part of the Signature Trail and the Regional Trail
- ⑥ Existing track known as Te Kopahou and shared by walkers, trail runners, mountain bikers, horses, maintenance vehicles, vehicles for predator control and rangers along the main Te Kopahou Ridgeline with an easement through private land. On the western boundary of the Outer Green Belt and the Scenic Reserve. Connects to tracks to the observation bunkers, the Waipapa Valley, the Historic Reserve and the Rimurapa Landscape Feature Precinct.
- ⑦ Existing track shared by walkers, trail runners, mountain bikers, horses, maintenance vehicles, vehicles for predator control and rangers and known as the Radome Track. It follows the ridgeline between two Waipapa Stream catchments. A challenging track and an alternative for the adventurous to Track 5 to the east and Track 6 to the west.
- ⑧ Existing track connecting Track 6 with Track 5 across Waipapa Valley and shared by walkers, trail runners, mountain bikers, horses, maintenance vehicles, vehicles for predator control and rangers
- ⑩ Existing track shared by walkers, trail runners, mountain bikers, horses, maintenance vehicles, vehicles for predator control and rangers, but very steep and not rideable. Leads to WW2 observation bunkers from the north
- ⑪ Existing track for walkers and trail runners to WW2 observation bunkers and a steep climb from the coast road up a narrow gully and stream. Steps or path realignment will improve access and avoid walking through the stream bed
- ⑫ Existing track along the top of the escarpment with coastal views for walkers and trail runners. Provides a loop trail to and from Te Kopahou Visitor's Centre and an alternative to returning along the coast road. The exit to the visitors' centre requires steps to negotiate the existing 'elevator shaft' and the narrow and steep exit/entry from Te Hāpe Valley above the mouth of Te Hāpe Stream. The track is open to uphill mountain bikers but is too steep for riding. Connects to new Track 22
- ⑬ Existing track for walkers, trail runners, mountain bikers, horses, maintenance vehicles, vehicles for predator control and rangers that crosses Te Hāpe Valley and Te Hāpe Stream
- ⑭ Existing Tip Track for walkers, trail runners, mountain bikers, horses, maintenance vehicles, vehicles for predator control and rangers and the main access to Te Kopahou from Happy Valley Rd and the eastern and southern suburbs.
- ⑮ Existing track open to all users but is a dead end with no access over private land
- ⑯ New track through Carey's Scenic Reserve and potential connection between the Brooklyn turbine and Elliot Park in Brooklyn and to Happy Valley Road through the area currently used for landfill purposes. Timing of track construction is dependent on achieving access to Elliot Park and Happy Valley Rd
- ⑰ New downhill mountain bike priority track and alternative for advanced mountain bikers to the shared Signature/Regional Trail along Track 5
- ⑱ ⑲a New track for walkers and trail runners that forms a loop with Track 11 to access the Historic Reserve and the historic bunkers. Can also be used by downhill mountain bikers from Track 10 to avoid having to backtrack along Tracks 10 after visiting the historic bunkers with an option of a side track to Track 19 for those who do not continue down to the bunkers but to the coast as part of the Long Adventure Loop
- ⑳ ⑳b New track in two parts for walkers, trail runners and uphill mountain bikers as an alternative to the steep sections of the Tip Track
- ㉑ Concept for a new downhill mountain bike track for expert riders accessed from Track 15 and finishing at the Happy Valley Rd trailhead.
- ㉒ New track for walkers, trail runners and uphill mountain bikers from the coast next to Te Kopahou Visitors' Centre to the Tip Track. This enables a marathon length loop from Waimapihi Reserve to the coast and back. Access for mountain bikers depends on them being able to negotiate the steep climb up from the coast on Track 12. This section of track is too steep to ride, and will mean pushing or carrying bikes
- ㉓ New downhill mountain bike track for advanced riders once the C & D landfill has stopped operating with track connections and an entry/exit at the new trail head off Happy Valley Road

NOTES

Track alignments shown in this plan are indicative and final alignments will be subject to archaeology, ecology and geotechnical reports and track construction methodology. When implementing this plan, the following must be considered:¹

Our Natural Capital 2015

Outer Green Belt Management Plan 2019

Open Space Access Plan 2016

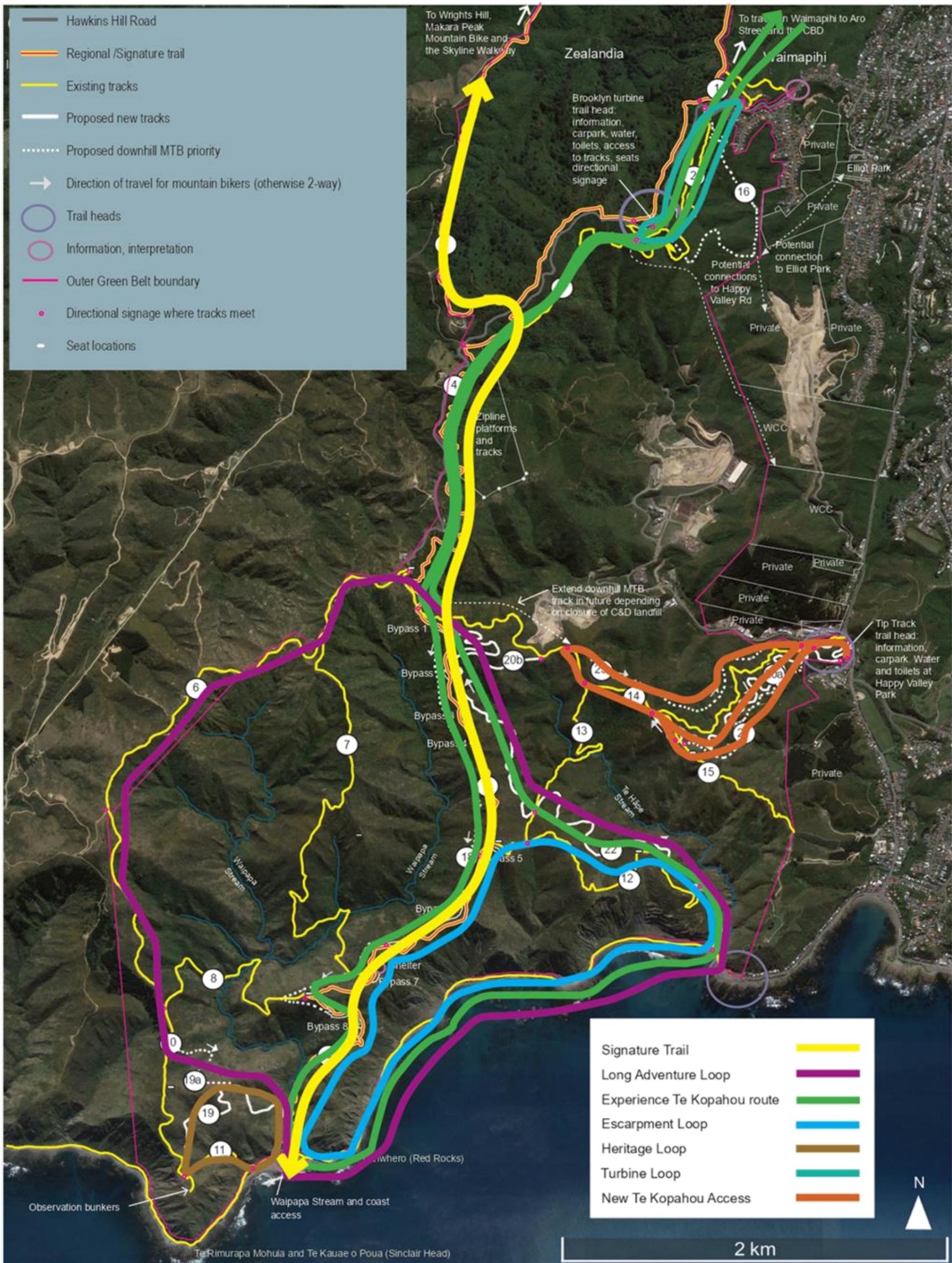
Te Kopahou Reserve - Draft Track Network Plan Analysis Report, 7 November 2021, Envisage New Zealand

Te Kopahou Track Network Plan - Attachment 5 - Review of Draft Track Network Plan, 2 December 2021

Te Kopahou Track Network Plan - Attachment 2 - Tracks, facilities, actions and implementation, 2 December 2021

¹This includes later versions that may replace current Council strategic, planning and management documents

Te Kopahou Track Network Plan - Routes and Loops Concept



Te Kopahou Track Network Plan

2 December 2021

Attachment 2 - Recommended tracks, facilities, actions and implementation

EXISTING TRACKS					
Track	Reasons for track	Users	Grade Category	Actions	Implementation
1	Regional/Signature Trail	Two-way shared use - walkers, trail runners, mountain bikers, 4-wheel drive for predator control, rangers and maintenance	Has some steep sections which are difficult to ride and does not meet criteria for a mountain bike grade Walking Track	<ol style="list-style-type: none"> Track surface maintained so that it is easier for foot traffic e.g. remove loose gravel. A new entrance to the Fenceline track established at the southern end of the Brooklyn turbine carpark. Signage developed: <ul style="list-style-type: none"> Directional and information signage at the Hawkins Hill Rd turnoff from Ashton Fitchett Drive directing track users to the Fenceline track. Make it clear that the road is used by vehicles and advise others to use the fenceline track Map boards and information on Te Kopahou tracks at the new entrance to the Fenceline track at the southern end of the Turbine carpark Currently there are 8 different signs on the turbine carpark control gate. Remove redundant signs. Make it clear through signage that the road is shared with vehicles and direct track users going towards the Radome to Track 1 Fenceline or to Track 3 Carparts Extension as alternative options. New connection to Tracks 3 and 4 across Hawkins Hill Rd. Improve online information and marketing through Wellington NZ. <p>NOTE: full redevelopment of the turbine</p>	2023-2028

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
				carpark area will be staged which requires a masterplan and work programme for the area to be developed in 2023-2028 to inform work overtime.	
2	Windmill/Carparks Alternatives to the steep sections of Track 1 for track users coming from Waimapahi or from Brooklyn	Carparks - downhill MTB priority Windmill - shared use walkers, trail runners, uphill mountain bikers	Grade 4 MTB Walking Track (Windmill)	<ol style="list-style-type: none"> 1. New signage at entry and exits to help make tracks more visible and welcoming, for walkers in particular. 2. Track entrances redesigned to create an open space with more visible, safer entrances at both ends of tracks and a drop kerb at the turbine carpark end. 3. A smoother rideable and walkable surface on the shared track (Windmill). 4. Further opening of the tree canopy avoided. 	2023 - 2028
3	Carparks Extension Southern end is part of Signature/Regional Trail	Shared use, 2-way walkers, trail runners, mountain bikers	Grade 4 MTB Walking Track	<ol style="list-style-type: none"> 1. Track entrance at the turbine carpark redesigned to make it more obvious and welcoming, especially for walkers, with a drop kerb and information signage. 2. Repair work to improve the rideable and walkable track surface and to shed water and avoid ponding. 3. Make changes to keep the track surface a consistent width for mountain bikers and other track users to have time to pass safely. 4. New connection from Track 1 across Hawkins Hill Rd near the southern end of the track. 5. Ensure that after the junction with the connection from Track 1 the track provides an experience that is compatible with other tracks that form the Signature and Regional trails. 	2023 - 2028

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
4	Barking Emu Regional/Signature Trail	Shared use – 2-way walkers, trail runners, mountain biker.	Grade 4 MTB Walking Track	<ol style="list-style-type: none"> 1. Retain as shared use. 2. Erosion on the track has formed a deep channel and exposed rock which makes riding and walking difficult with a very narrow rideable/walkable surface. It requires significant repair work and resurfacing to form a wider rideable and walkable surface and to keep the surface a consistent width that allows track users to easily pass or be passed. 3. Ensure that the track provides an experience that is compatible with the track's status as the Signature and Regional trail. 	2023 - 2028
5	Red Rocks Regional/Signature Trail	Shared use – walkers, trail runners, mountain bikers, horses and vehicles for predator control, rangers and maintenance along the 4-wheel drive section of the track	Grade 4 Tramping track	<ol style="list-style-type: none"> 1. 8 shared bypasses at steep sections. 2. Close the old section of Track 5 that runs along the top of the escarpment and remove signs referring to it. 3. Add width to the maintained (rideable) strip and widen turns where the track leaves the 4-wheel drive portion of the track and descends to the coast. 4. The stream bridged in the two locations where the track currently crosses Waipapa Stream. 5. Track improved where track users currently have to scramble over difficult rocky outcrops (just up from the coast). 6. Signage added at both ends of the track with track name, track users, distances, times and information and interpretation. 	2023 – 2028 The highest priority to provide a high quality visitor experience appropriate to this environment for a wide user group
6	Te Kopahou Access to the more remote western side of the reserve &	Shared use – walkers, trail runners, mountain bikers, horses, 4-wheel drive for predator control,	Where the track leaves the easement and heads south it is steep and rugged and does not meet	<ol style="list-style-type: none"> 1. Track information to show connections, distances, times and suitability for different experience levels. Specifically note that mountain bikers will have to dismount and push bikes at steep sections on connecting tracks 8 	Signage 2023 - 2028 Fencing 2028-2033

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
	cross valley connection. Part of the Long Adventure Loop Provides emergency vehicle access	rangers and maintenance	criteria for a mountain bike grade (mountain bikers will have to dismount and push bikes at step sections of connecting tracks 8 and 10) Tramping track	and 10. 1. Directional signage at the junction with Tracks 8 and 10. 2. Road signage at both ends of the easement reminding reserve visitors that this section is shared with vehicles, runs through private land and not to enter private land or cross private land to Te Kopahou summit. 3. Maintain track to current standard. 4. Improved fencing would help separate public and private lands and keep stock out of the reserve.	
7	Radome Access to a less visited and remote part of the reserve. Runs down a ridge between two parts of Waipapa Stream catchment and has expansive views	Shared use – walkers, trail runners, mountain bikers, horses, 4-wheel drive for predator control, rangers and maintenance	The track is steep and rugged and does not meet criteria for a mountain bike grade. The southern end of the track before it joins Track 5 is very steep uphill and not rideable for mountain bikers Tramping track	1. Maintain as a rugged, adventurous track but clear of gorse from track edge 2. Track information to show connections, distances, times and suitability for different experience levels and that it involves a stream crossing. 3. Directional signage at the top (junction with Track 6) and foot of the track (junction with Track 5)	Signage 2023 - 2028 Other work level of service change subject to funding 2023- ongoing.
8	Access to the Waipapa Stream and valley floor and cross valley link between Tracks 6 and 5 Provides emergency vehicle access	Shared use – walkers, trail runners, mountain bikers (although riding is extremely difficult), horses, 4-wheel drive for predator control, rangers and maintenance	The track is steep and rugged and does not meet criteria for a mountain bike grade. Cycling is extremely difficult where the track descends steeply to	1. Maintain as a rugged, adventurous track. 2. Track information to show connections, distances, times and suitability for different experience levels. Point out the alternative of accessing the coast for mountain bikers using Track 19/19a. 3. Directional signage at junctions with Tracks 6	Signage 2023 - 2028 Other work level of service change subject to funding 2023- ongoing.

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
			Waipapa Stream and ascends steeply to join Track 5 Tramping track	and 5. 4. Interpretation signage at Waipapa Stream. 5. Waipapa Stream crossing monitored for impacts.	
9	A former farm track but has not been used for some time and is in very poor condition with erosion in an area with high ecological values. Could be upgraded to a tramping track however this is not recommended because of its relative isolation, stream crossings with associated safety issues and impact on an area with regionally threatened plant species	Not in use	If rebuilt could be a Grade 4 mountain biking track, but this would be inconsistent with connecting tracks which are steep and rugged and do not meet criteria for a mountain bike grade. Tramping track	1. Retire and allow to overgrow.	N/A
10	Very steep track that leads to the observation bunkers and Historic Reserve from the north and part of the Long Adventure Loop	Shared use – walkers, trail runners, mountain bikers (although riding is extremely difficult) and horses (although horses must back track as there is no exit for horses from the observation bunkers to the coast)	The track is very steep and rugged and riding is extremely difficult for mountain bikers. Does not meet criteria for a mountain bike grade Tramping track	1. Add track information and directional signage at both ends of the track along with distances, times and connections (Track 11 to the coast for people on foot, Track 19/19a for people on foot and mountain bikers). 2. Interpretation signage of Te Rimurapa Landscape Feature Precinct, Historic Reserve and the observation bunkers. 3. Clear gorse along the track and control Spanish heath.	Signage 2023 - 2028 Other work level of service change subject to funding 2023- ongoing.
11	Connects the coast road to the WW2 observation bunkers in a cultural/heritage area	Walkers, trail runners	Tramping track	1. Engagement with iwi as part of wider planning and interpretation for the Te Kopahou area. 2. Upgrade the track, avoiding the stream and consider steps. 3. Add directional and interpretational signage at both ends of the track.	2023 - 2028

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
				<ol style="list-style-type: none"> Ecological survey and survey sites to do with Māori settlement (as well as engagement with iwi). Develop heritage restoration plans for restoration and management of the bunker site and sites and gardens associated with early Māori settlement. Information, interpretation and directional signage. Establish Accidental Discovery Protocol. 	
12	<p>One of only two routes up from coast, part of the Coastal Escarpment Loop, Long Adventure loop and the Experience Te Kopahou</p> <p>Emergency exit in case of coastal erosion and bad weather closing the coastal road</p> <p>Improving access from the coast is the key to unlocking the recreational potential of Te Kopahou and access to Track 22. However, it is contingent on geotechnical investigation establishing it is safe to access the section directly up from the coast and the old quarry route</p>	<p>Walkers, trail runners</p> <p>Access for mountain bikers but contingent on them carrying or pushing bikes up the very steep section from the coast. This will not appeal to everyone</p>	<p>The track is very steep where it leaves the coast and impossible to ride up or down. It does not meet criteria for a mountain bike grade</p> <p>Tramping track</p>	<ol style="list-style-type: none"> Establish how access can be improved at the mouth of Te Hāpe Stream (includes geotechnical assessment to establish safety and construction). Likely to involve constructing steps up from the coast. In this case, consider a wheel ramp alongside the steps for mountain bike access. Add directional and information signage at the coastal end of the track near Te Kopahou Visitors' Centre and at the junctions with Tracks 5 and 13. Clear gorse from the track above the quarry face. Monitor and control buddleia and other weed species along the track. Add signage to warn visitors to keep to the track and away from the top of the escarpment. Consider a bypass at the steep section near the western end of the track. 	<p>2023 – 2028</p> <p>Other work level of service change subject to funding 2023- ongoing.</p>
13	<p>Existing 4-wheel drive track and only access into Te Hāpe Valley</p> <p>Connects Tip Track with Tracks 12 and 5 across Te Hāpe Valley.</p> <p>Provides emergency vehicle access</p>	<p>Shared use – walkers, trail runners, mountain bikers, horses, 4-wheel drive for predator control, rangers and maintenance</p>	<p>As a former farm track it does not meet criteria for a mountain bike grade</p> <p>Tramping track</p>	<ol style="list-style-type: none"> Improve track maintenance and water management. Monitor effect on aquatic life at the Te Hāpe Stream crossing. Add directional and information signage with interpretation of flora and fauna. 	<p>Signage 2023 – 2028</p> <p>Other work level of service change subject to funding 2023- ongoing.</p>

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
14	<p>Tip Track</p> <p>The only access into the reserve from Happy Valley Road</p> <p>Connects to Hawkins Hill Rd, the Radome, Tracks 5, 6, 7 and 13 and tracks to the Brooklyn turbine</p> <p>Provides emergency vehicle access</p> <p>Used for fitness and training (trampers, trail runners, cross country runners, MTB)</p> <p>Tracks 20a and 20b recommended as alternatives to the steep sections of the Tip Track for walkers, trail runners and uphill mountain bikers</p>	<p>Shared use – walkers, trail runners, mountain bikers, horses, 4-wheel drive for predator control, rangers and maintenance</p>	<p>As an access and 4-wheel drive track it does not meet criteria for a mountain bike grade, although mountain bikers do ride up and down it</p> <p>Tramping track</p>	<ol style="list-style-type: none"> 1. Track maintenance to ensure accessibility for emergency vehicles and 4-wheel drive vehicles for predator control, rangers and maintenance. 2. Develop a new trail head south of the Tip Track with car parking and an alternative track into the reserve. 3. Develop new tracks as an alternative to the steep upper and lower sections of the Tip Track (20a, 20b refer to 'new tracks'). 4. Work with the horse riding community to improve access (including access keys). 5. Signage that clarifies that track shared by people on foot, 4-wheel drive vehicles, horses and MTB, and that shows new connections/tracks. 	<p>Signage 2023 – 2028</p> <p>Other work level of service change subject to funding 2023- ongoing.</p>
15	<p>Leads to a dead end at private land</p> <p>Access for predator control and fire management</p>	<p>Shared use – walkers, trail runners, mountain bikers, horses, 4-wheel drive for predator control, rangers and maintenance</p>	<p>As a farm track it does not meet criteria for a mountain bike grade</p> <p>Tramping track</p>	<ol style="list-style-type: none"> 1. Maintain for predator control and fire management. 2. Consider a picnic/lookout area at the high point of the track. 	<p>Signage 2023 – 2028</p> <p>Picnic/lookout developed along with development of Track 20a.</p> <p>Other work level of service change subject to funding 2023- ongoing.</p>

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
NEW TRACKS					
16	An additional track at the busier end of the Te Kopahou track network through Carey's Gully to the southern end of Windmill (Track 2). It connects to the Waimapihi track network and provides a new and additional loop track to the turbine Potential connection to Elliot Park in Brooklyn and to Happy Valley Rd through the area currently used for landfill purpose	Shared use, 2-way walkers, trail runners, mountain bikers	Grade 4 MTB Walking track	<ol style="list-style-type: none"> 1. Consider building this track only when the following connections have been established: <ul style="list-style-type: none"> - Firstly, to Elliot Park - Secondly a connecting route to Happy Valley Rd through the area currently used for landfill purpose. 2. Track user group and mountain bike grade may result in ecological impact that means this track would not be able to go ahead. This will be part of track route selection and assessment. 	Timing of track construction dependant on achieving access to Elliot Park and a connection to Happy Valley Rd, but medium to long term (2028-2038)
18	A long downhill track for mountain bikers, and an alternative for mountain bikers to Track 5 (Red Rocks)	Advanced mountain bikers	Grade 4 downhill MTB priority	<ol style="list-style-type: none"> 1. There is opportunity to build the track in sections. 2. Avoid the Dracophyllum population and mānuka and kānuka at the top of the track by starting Track 18 at Track 5 Bypass 1. 3. Investigate sharing Track 5's Bypass 6 to reduce the number of parallel tracks. 4. Avoid the ecology 'hotspot' by crossing Track 8 near its junction with Track 5, and rejoin Track 5 at Bypass 8. 5. Develop and install signage to make clear intersections with other tracks and parts of the route that are shared use. 	2023 – 2028
19 19a	An adventure type experience and exploration of the more isolated western side of the reserve and the Historic Reserve, including the	Walkers, trail runners and downhill for mountain bikers (so mountain bikers do not have to back track	Grade 5 MTB (no uphill grade – too steep) Tramping track	<ol style="list-style-type: none"> 1. Ecological survey and survey sites to do with Māori settlement (as well as engagement with iwi) as part of route selection. Feasibility of the track is contingent on surveys. 	2028 - 2033

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
	<p>cultural heritage areas and WW2 observation bunkers</p> <p>Combined with an improved existing Track 11 provides a new loop walk/run from the coast to the Historic Reserve and observation bunkers</p> <p>Mountain bikers are not able to access track 11 so Track 19 provides access to the coast for mountain bikers from Track 10 to avoid having to backtrack</p>	<p>to Tracks 10 and 8 to the coast</p> <p>19a is an option that avoids the very steep part of Track 10 to the high point for those who do not want to visit the bunker site but want to go to the coast.</p>		<ol style="list-style-type: none"> Follow an Accidental Discovery Protocol when constructing tracks. Interpret cultural and historic sites. Engagement with iwi as part of wider planning and interpretation for the Te Kopahou area. Information, interpretation and directional signage. 	
20a and 20b	<p>Improve access from Happy Valley Rd and the proposed trailhead for a wider range of visitors</p> <p>Alternatives to steep bottom and top sections of Tip Track</p> <p>The upper section of Track 20b would be also used as the upper section of Track 22 from the coast up Te Hāpe Valley</p> <p>Enable better access to Te Kopahou from the eastern and southern suburbs.</p>	Shared walkers, trail runners, uphill mountain bikers	Grade 4 uphill MTB Walking track	<ol style="list-style-type: none"> Avoid areas with ecological significance, opening of the tree canopy and plant cover, and erosion on the final design and route (especially along the alignment of track 20b above Te Hāpe Valley). At the beginning of Track 20a, people on foot would use the existing track that ascends from the trail head, with a short separate track at an easier gradient for uphill mountain biking. This track would divert to the north above the trail head carpark before rejoining the main track at the saddle above the trail head. Directional and information signage at both ends of the track and directional signage where Track 20a and b join the Tip Track. 	<p>2023 - 2028</p> <p>20a (alternative to steepest part of Tip Track)</p> <p>2028 - 2033</p> <p>Build 20b when building Track 22</p>
21	<p>A concept for a downhill mountain bike track accessed from Track 20a or the Tip Track and Track 15, and finishing at the new trail head on Happy Valley Rd</p> <p>Although supported because of easy access from southern and eastern suburbs, space limitations</p>	Single use for expert mountain biking	Grade 6 downhill MTB	<ol style="list-style-type: none"> Reconsider this track because of space limitations and climbs needed for access. Investigate the area at the saddle above the Happy Valley trailhead to be sure there is sufficient space for all the potential tracks (Tracks 20a, 21 and the last section of 23). 	<p>2033-2038</p> <p>Timing of track construction dependent on MTB interest and community involvement.</p>

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
	and climbs needed and the difficulty in repeat riding may make this concept unviable given the small user group it would cater for. An alternative may be better found elsewhere				Also dependant on construction of Track 20a which would be used to access the downhill track.
22	<p>This track enables new track and loop connections (see commentary on Track 12 also). Loops within Te Kopahou that don't require going all the way to the coast are possible with this track.</p> <p>When viewed on the aerial photograph showing the track network (Attachment 1) this track would seem to be close to and offer the same experience as Track 12. In reality, Track 12 takes users along the top of the coastal escarpment, while Track 22 takes users to the north and downhill from Track 12 and has views across Te Hāpe Valley. It gives track users a very different experience.</p>	<p>Shared - walkers, trail runners</p> <p>Access for uphill mountain bikers but contingent on them using the very steep section from the coast on Track 12, which will not appeal to everyone</p>	<p>Grade 4 MTB</p> <p>Tramping track</p>	<ol style="list-style-type: none"> Carefully consider route options and selection and construction methodology to minimize impact and avoid multiple switchbacks at the top of the route. Consider use of parts of track 5 and/or 20(b) to complete. 	<p>2028 – 2033</p> <p>Improving access from the coast at the old quarry and Te Hāpe Stream mouth required before commencing this track.</p>
23	<p>Gives mountain bikers a long downhill ride to Happy Valley Rd taking some mountain bikers off the Tip Track and reducing conflict. Dependant on closure of C&D landfill</p>	<p>Single user group but likely to have broad appeal within this group</p>	<p>Grade 5 technical downhill</p>	<ol style="list-style-type: none"> Option to build in stages with stage 1 the section east of C&D landfill and for community involvement in its construction. Ensure connectedness to other tracks at the top of the Tip Track. Manage adjacent bait lines. Start/finish point will be dependent on further geotechnical work. 	<p>If built in stages the section east of the C&D landfill could be built in the last stages of the track network plan (2033 – 3038). Otherwise construction is dependent on closure of C&D landfill.</p>

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
FACILITIES & ASSOCIATED IMPLEMENTATION CONSIDERATIONS					
<p>Water supply, trailheads with parking, toilets and information, interpretation and directional signage and seats at strategic locations will improve the visitor experience of the reserve and public safety. They are widely supported among submitters and described alongside the various track proposals.</p> <p>A shelter will improve safety in the more remote part of the reserve where weather is unpredictable and some visitors underestimate the ruggedness of the reserve, distances and time needed.</p> <p>All track upgrades and new tracks projects must include consideration of necessary signs and wayfinding to manage use and public safety and to enable people to easily navigate their way around the track network.</p> <p>Interpretation will be developed in 2023-2028 and installed as each of the various tracks and areas are improved and/or developed. This will be developed with iwi partners.</p> <p>Operational funding will be included in the Long-Term Plan 2024-2034. This will include the long-term maintenance of the tracks, management of amenities such as signs, the shelter, parking areas, toilets and water, and weed monitoring and management.</p> <p>All new tracks will require assessment as described in the OSAP to determine final route and construction methodology. This will include ecology, archaeology and geotechnical dependent on the location of each route.</p> <p>There is opportunity for partnership with a range of groups interested in the Te Kopahou Reserves area. Council will work with iwi partners on all proposals and develop a work programme so that they can engage in the projects in the long term. Iwi and Forest & Bird are developing a restoration plan for Te Kopahou and Predator Free and Capital Kiwi continue to work together with a range of volunteers and groups. Partnership with Council on volunteer track building, improvements and management will need particular care in the more remote and rugged parts of the reserve to manage health and safety of volunteers and the public. Track construction will need to be carefully managed to specific standards to ensure environmental effects are controlled as required and tracks are developed to the standard stipulated in this plan. There is opportunity to work with Meridian to redevelop the wind turbine area to improve visitor experience to the site and as an entrance to the wider reserve.</p>					
Facility		Action			Implementation
Happy Valley Rd Trailhead/Reserve entrance		<ol style="list-style-type: none"> 1. Construct access and carparking. 2. Trail head users directed to toilets at Happy Valley Park to be open to the public 7-days per week with drinking water for water bottle filling. 3. Develop interpretation, install signs and undertake amenity improvements 			2023 – 2028

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
Te Kopahou Visitors Centre		1. Update information on the track network in Te Kopahou.			2023 – 2028
Brooklyn turbine trailhead		1. Develop a landscape & interpretation plan to inform staged improvements to this area and discuss partnership opportunities to improve visitor experience with Meridian 2. Develop supply of drinking water and toilets at the turbine carpark as allowed for in the OGBMP, with a site specific wastewater disposal system. 3. Establish two mobility carparks at the turbine and redesign parking layout and pedestrian/cycling routes through and around the turbine area. 4. Install signs and interpretation.			2023 – 2028 2028 – 2033
Shelter		1. Construct a shelter and water supply on Track 5 (rather than a tramping hut). (location shown on Attachment 1)			2028 - 2033
Signage		1. Develop information, interpretation and directional signage and include the following: <ul style="list-style-type: none"> - Type of track - MTB grade, walking track category, MTB priority - Track users – walkers/runners, cyclists, horses, 4 wheel drive - Numbers and names of tracks - Distances, estimated track times for walkers - Direction for mountain bikes - Public and private land - Amenities/facilities - Interpretation - early Māori settlement and associations, history, land use, geology/geography, ecology, weed/pest control - Online information, marketing and promotion – ensuring information is accurate, consistent and available across multiple online websites. 			2023 – 2028 and ongoing as tracks and facilities are upgraded and constructed
THE FOLLOWING TRACKS ARE NOT RECOMMENDED					
17	The Draft Track Network Plan proposed that new Track 17 would run parallel to existing Tracks 3 and 4. The proposal was to separate use. However, Track 17 may not appeal to the range of users it is designed for. Some submitters wondered whether walkers would use the track because it is below the			1. Building this track is no longer recommended. 2. Instead improve Tracks 3 and 4 and construct the new connection from Track 1 across Hawkins Hill Rd.	N/A

Te Kopahou Track Network Plan

Track	Reasons for track	Users	Grade Category	Actions	Implementation
	<p>ridgeline, closer to the landfill and lacks the open aspect of Hawkins Hill Rd with views and an even surface for easy walking.</p> <p>Construction would require removal of existing vegetation and excavation, and a concern is that tracks running so closely and parallel to each other would have cumulative effects with exacerbated edge effects and weed infestation, and make the environment less resilient to threats. An alternative to this new track is improving existing Tracks 3 and 4 and monitor use.</p>				
24 & 25	<p>Proposed by mountain bikers, these two tracks run through Te Hāpe and Waipapa stream valleys respectively.</p> <p>Constructing a track at the mouth of Te Hāpe Stream would be a considerable challenge because of the narrow valley entrance with very steep sides. Two to three bridges would be needed in order to avoid adversely affecting Te Hāpe Stream.</p> <p>The Waipapa Stream catchment provides habitat for kiwi and is planned to be where kiwi become established as part of the Capital Kiwi project. A track would bring people and potentially dogs into the area and disturb the continuous dense canopy of grey scrub that provides habitat and shelter for kiwi and makes access for dogs difficult.</p> <p>Both valley stream catchments are steep and rugged with ecologically significant vegetation. Earthworks for tracks would disturb fragile ground and ecosystems, with edge effects and fragmentation. Vegetation includes coastal forest that is rare along Wellington's coast and habitat for threatened plants and native fauna. The streams have threatened native fish species.</p>			<ol style="list-style-type: none"> Building these tracks is not supported. Instead construct Track 18 and upgrade Track 5. <p>NB Track 22 is proposed as an alternative to Track 24 with an alignment that avoids Te Hāpe Stream and threatened eco systems on the valley floor.</p>	N/A

Attachment 3 – Analysis of Submissions on the Draft Te Kopahou Track Plan

The summary tables below are organised under topics and individual tracks

Draft plan support

Submitter No	Sub Topic	Summary of topic, issue	Response
1,2,4,5,6,7,8,13,14,15,17,20,21,22,23,25,26,27,28,29,30,31,32,33,34,36,38,39,40,42,43,44,47,48,49,50,52,53,54,56,57,58,59,60,61,63,64,65,66,70,71,74,76,77,78,81,82,83,84,85,86,88,89,92,93,94,95,96,98,99,102,103,105,108,115,116,125,126,127,128,138,139,146,151,153,158,159,161,163,164,166,168,169,170,172,173,174,176,177,178,180,181,183,184,185,187,191,193,197,198,199,201,205,207,208,210,213,214,215,219,223,225,227,228,230,231,232,233,241,244,247,248,249,251,252,254,256,257,260,263,265,266,268,269,270,271,280,281,282,287,288,291,292,293,294,295,305,306,308,309,311,312,313,314,322,326,333	Overall Plan	<p>Supporting comments focused on making an area with high natural character and close to the city more accessible to diverse users and balancing access with preservation of the natural environment.</p> <p>Example comments:</p> <p><i>Aligns with one of the visions of the Open Space Access Plan, 2016 i.e. to 'provide a network of tracks that enables more residents to enjoy using the city's open space safely, while enhancing the natural environment'.</i></p> <p><i>I like that this area is a largely untapped recreation gem so close to town. That said, I personally value the 'middle of nowhere' feel to the area, especially on Red Rocks Track.</i></p> <p><i>The area has a sense of real wilderness with incredible views so close to the city. The proposal utilises more of the area, provides accessibility, more options, variety, a diversity of high quality experiences and multi-use for different people, purposes and abilities.</i></p> <p><i>A boost to Wellington's outdoors options. Actively encourages people to get outdoors for exercise, to be in nature, enjoy this area for physical and mental well-being.</i></p> <p><i>Exciting, inspiring, well thought out and executed and planned addition to Wellington's track network.</i></p> <p><i>Consideration has gone into the planning - balancing all the users, the land/flora/fauna and between ecology and access.</i></p> <p><i>A great addition to wellingtons cycle and track network, better access to some spectacular places, more attractive for tourists to come to Wellington, a boost for local businesses and potential for staging track-based events.</i></p> <p><i>Installing features like the hut early to increase and diversify public engagement, link into the wider Wellington Track network, focus on a broad range of tracks, improve the ones closest to access areas.</i></p> <p><i>The TK Draft Track Network Plan is one of the most significant opportunities to improve access into Wellington's green spaces.</i></p> <p><i>Keen to see this plan come to fruition, it will put Wellington on the MTB map even more!</i></p>	Comments noted

Draft plan partial support or no support

Submitter No	Sub Topic	Summary of topic, issue	Response
9,18,19,24,27,28,35,37,45,46,64,68,69,73,74,89,91,97,100,101,104,106,107,109,110,111,112,113,115,117,118,119,120,121,122,123,124,129,130,131,132,136,139,140,142,144,145,147,148,149,150,152,154,155,157,160,162,165,167,171,174,179,180,181,182,186,188,189,190	Overall Plan	<p>The most frequent reasons given by submitters who partially supported the plan or who did not support the plan were that vegetation should not be the primary consideration in trail alignment and that effects on ecology could be mitigated through improved access for trapping and planting, they did not agree with proposed changes to Barking Emu/Carparks Extension, that the plan focused too much on access for recreation at the expense of the ecology of the area, that there are enough tracks already, that the plan had a bias towards mountain bikers, and safety concerns with access along Hawkins Hill Road.</p> <p>Example comments:</p> <p><i>Do not change Carparts Extension/Barking Emu.</i></p> <p><i>We support increased accessibility which will encourage people and rangatahi to get out into nature, however, this must not come at the cost of the unique coastal ecosystem and the species within it. The balance of the plan needs to</i></p>	<p>Refer to response to comments on ecology and balance between access and ecology.</p> <p>The draft track plan was developed with engagement with the diverse users of Te Kopahou tracks, representatives of clubs and organisations (recreational, natural environment/ecology), email/telephone contact and/or informal meetings, stakeholder workshop, 4 open days at Brooklyn Turbine and Te Kopahou Visitors' Centre, rangers collected information over 2020/2021 summer, informal contact with track users throughout Te Kopahou and walkers/runners on Hawkins Hill Rd south of the Turbine over the engagement and submission period.</p> <p>Contact with the following: community walking groups, cross country running clubs/organisations/event organisers (e.g. Run</p>

<p>1,192,194,195,200, 202,203,204,206,20 9,211,212,217,218, 220,221,222,224,22 6,234,235,236,237, 238,239,242,243,24 4,246,249,250,251, 253,255,259,261,26 2,264,265,267,272, 273,274,275,276,27 7,278,280,281,283, 284,285,286,289,29 0,294,295,296,297, 298,299,300,301,30 2,303,304,310,316, 317,318,320,323,32 4,325,327,328,329, 332,329,330,331,33 2</p>		<p><i>be moved more towards protection of the environment.</i></p> <p><i>The tradeoffs between accessibility and conservation go too far and we believe more analysis of the proposed plan from an ecological perspective will help to achieve a result that protects and restores nature in the area.</i></p> <p><i>Stop encouraging environmental depredations in the name of recreation. There are plenty of suitable tracks right now.</i></p> <p><i>Conservation and recreation can coexist. Locking them away (conservation areas) from recreational access doesn't help spread the conservation message.</i></p> <p><i>I understand the intent to make Te Kopahou Reserve more accessible to more people, however this seems to be overwhelmingly controlled by a small group of mountain bikers who are very vocal.... It is a shared space for ALL Wellingtonians.</i></p> <p><i>We do not support the proposals in the draft network plan, mainly due to the unsafe and completely inadequate access to Te Kopahou reserve via the ROW Hawkins Hill Road.</i></p>	<p>Wellington, WU2K, Xterra), DOC, GWRC, mountain bike organisations, Forest and Bird, Wellington Botanical Society, Wellington NZ (re Regional Trails Framework), Cross Country Vehicle Club and two south coast bach owners, Capital Kiwi, Zealandia, Kāpiti Motorcycle Club, Living Streets, residents Hawkins Hill Rd/Southernthread Rd, Wellington City Light Horse Club,.</p> <p>Safety measures for Hawkins Hill ROW is being investigated as a separate process to this track network plan. Improved information, new tracks and some use separation is likely to draw more walkers away from the ROW and onto tracks.</p>
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Tangata whenua engagement

Submitter No	Sub Topic	Summary of topic, issues, requests for change issues	Response
313,335		Recognise tangata whenua in the design of signage	Engage with tangata whenua on signage design, information and interpretation, tracks in Te Rimurapa Landscape Precinct, sites of cultural significance, the Historic Reserve and development of an Accidental Discovery Protocol.

Signage/Wayfinding/Interpretation

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
<p>4,25,30,38,44,52,62,7 7,81,86,92,101,108,33 5,117,132,139,141,14 5,185,203,219,220,23 2,231,261,263,265,26 7,286,289,294,295,31 3,315,323, 335</p>		<p>Support for comprehensive signage and maps at trailheads (information and interpretation) and directional signage with relevant information at track intersections. Submitters would like to see clear information and maps – type of track, shared (and who shared with - 4 wheel drive, bikes, horses) and single use tracks, names of tracks (safety for women alone on tracks so they are able to tell people the tracks they will be using), distances, estimated track times, direction for mountain bikes, public and private land, amenities/facilities). Interpretation to include early Māori settlement and associations, geology/geography, history, land use, weed/pest control, flora and fauna.</p> <p>Example comments:</p> <p><i>Make sure that Tangata whenua are recognised in the design and signage around the tracks.</i></p> <p><i>We strongly support increased signage for interpretation, route information and maps .and advocate for inclusion of botanical information.</i></p> <p><i>Maps for people not familiar with the area. Directional signage.</i></p> <p><i>Information at trailheads in conjunction with indicative maps - gradients, distance, track times ('family time', and fit walkers); clarification of bike priority, shared, pedestrian areas, connections with other Tracks and exits; track names; identification of private land, transport options, etiquette on shared tracks, what amenities are available beyond the carpark (no toilets, no water)</i></p> <p><i>Some of this info needs to be repeated when other tracks are involved, or private land is involved.</i></p> <p><i>Signs that show where cell phone coverage 'usually' works.</i></p> <p><i>Interpretation signage (about native flora and fauna and the biodiversity in the area).</i></p>	<p>Support and suggestions noted and will be considered when new signage is developed.</p>

Trail heads, water and toilets

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
4,5,6, 23,25, 30,35,37, 43,44,50,52,52,55,56, 58,60,65,86,90,95,99, 109,117,122,132,139, 141,145,164,166,167, 170,197,199,202,206, 214,217,230,263,266, 276,284,288,289,294, 297,316,317,322,324, 325,326,327,328	I	<p>Comprehensive information at trailheads is widely supported.</p> <p>Many submitters support parking (with a request for mobility parking), toilets and water at the Brooklyn turbine and Happy Valley trailheads. Bike wash down facilities are mentioned positively (although one submitter does not support them because they maintain it encourages people to go riding when trails are fragile). Water at key points are particularly popular with runners and walkers – at the turbine, at the foot and top of the tip track and also at the Radome. Toilets at the Radome are another request. Proportionally, more women than men were supportive of water stations and toilets, although water stations were mentioned more often than toilets.</p> <p>Some submitters who tentatively support or do not support trailhead facilities are mainly concerned about the cost of infrastructure for water and toilets, especially at the Brooklyn turbine. Some propose an alternative location for the Brooklyn turbine trailhead at the corner of Ashton Fitchett and Hawkins Hill Road, where an area for parking is also identified. Trailheads and facilities are also described as a 'nice to have' and to wait to gauge popularity of tracks before their development.</p> <p>Example comments:</p> <p><i>If you are to encourage people into the area then facilities need to be provided.</i></p> <p><i>New toilet facilities will be needed if there is increased usage of the area.</i></p> <p><i>More signage and water at some key points would be a welcome addition without detracting from the remote uniqueness of the area.</i></p> <p><i>Will the toilet access change to 24/7? At the moment, it seems they (existing toilets at Happy Valley Park) are only open for a few hours on Saturday's.</i></p> <p><i>Brooklyn wind turbine trail head with water, toilet and signage. If not enough infrastructure at turbine at Ashton Fitchett is acceptable.</i></p> <p><i>Extra water stations, I'm an avid trail runner and often have to take extra since I don't know where to get water other than Red Rocks or Aro.</i></p> <p><i>Areas to top up water are a fantastic idea.</i></p> <p><i>Drinking water options - low lying coastal vegetation offering little shade and steep tracks can lead to dehydration in hot conditioner stations. This is huge!</i></p> <p><i>Ensure water is available at the top of the tip track.</i></p> <p><i>Wash-down stations are also very useful.</i></p> <p><i>Bike wash station on Aro Valley road near the entrance of transient would be very useful (especially for people who live in apartments).</i></p> <p><i>Infrastructure at the trail head should be subject to popularity.</i></p> <p><i>Keep wet facilities to places where sewerage and water main connections will be close by.</i></p> <p><i>Given that there is no city water reticulation at this point (top of Tip Track) the plan should have explained how drinking quality will be achieved and ...reasons why this service should be provided.</i></p> <p><i>Less concerned about the facilities at the Tip Track entrance and other water locations. These are a nice-to-have. Let's get the tracks done first.</i></p> <p><i>Increased access to the reserve will see a rise in cars parking at the Brooklyn wind turbine and there is already a problem.... We also experience unauthorised access on Hawkins Hill Road despite the recently-implemented gate, vandalism at our property and trespassers across our land. There are already people drinking in the area at night and weekends. Adding toilets and washing facilities to the car park will be a massive incentive for this type of 'undesirable use' of the area at night and weekends.</i></p>	<p>The OGBMP has policy that supports development of a trailhead at the Brooklyn turbine with toilets and drinking water, and for off street parking to the Tip Track (5.7.2.5 -11,12).</p> <p>The trail head area off Happy Valley Road has space for parking which would increase safety for users compared to current on road parking at the foot of the Tip Track and close to the landfill entrance. While established infrastructure along Happy Valley Road can bring drinking water and wastewater to the new trail head, existing toilets and drinking water in the changing rooms of Happy Valley Park 164 metres to the south could meet track user needs. The toilets would need to be opened daily rather than existing open hours that coincide with sportsfield use.</p> <p>The Brooklyn turbine is anecdotely a growing destination for sightseers as well as track users. The nearest water supply and sewer line to the Brooklyn Turbine is at Forsythe Grove. Therefore alternative systems would need to be developed for trailhead facilities at the turbine. Locating toilets and drinking water at Ashton Fitchett Drive/Hawkins Hill Road is an option but would miss track users approaching Te Kopahou from Polhill and Wrights Hill, and may miss sightseers at the Brooklyn turbine.</p> <p>A reliable supply of drinking water at the top of the Tip Track would meet the needs of track users, walkers and runners in particular who may be covering distances on hot days and cross country runners taking part in events or in training, but there is no water supply at this location. Pumping water to this location is unrealistic, as is relying on water from the roof of a shelter. The answer is likely to be a water storage tank which could be accessed for topping up via Hawkins Hill Road. However, water at the turbine trailhead and Happy Valley Park near the Happy Valley trailheads, as well as at a new shelter on Track 5 mean a water supply at the top of the Tip Track is less necessary.</p> <p>The gate at the Ashton Fitchett end of Hawkins Hill Road is closed at night, and a gate at the turbine carpark controls public access to the southern section of the ROW. The Council is currently working with residents of Hawkins Hill Road ROW to improve safety of road users and control vehicle access beyond the control gate at the turbine carpark.</p>

Land administration

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
33,101,319,335,317,300, 329,330,332,		<p>One submitter seeks clarification as to what is meant by Te Kopahou.</p> <p>Some propose gazetting the Waipapa and Te Hāpe Stream catchments and the coastal escarpment as a Scientific Reserve as a resource for biodiversity recovery with a dedicated management plan and 'mainland island' status (with the existing Historic Reserve remaining).</p> <p>Some submitters question whether tracks can be single use given the land is public land.</p> <p>Mention is made that Te Hāpe Stream catchment is an offset location for restoration work and that tracks in the area will reduce the</p>	<p>The area covered by the track network plan is Sector 7 of the OGBMP 'Te Kopahou'.</p> <p>The OGBMP draft policy to protect lands outside of the designated landfill area as Scenic Reserve (5.7.2.1 1)) became policy after the public submission process during development of the OGB Management Plan as required by the Reserves Act. The map in the OGBMP shows this as the Waipapa and Te Hāpe Stream catchments (OGBMP page 197). Gazetting the land as Scenic Reserve increases the protection that the land has and</p>

	<p>value of original loss being compensated.</p> <p>Example comments:</p> <p><i>Plan zoning (see map 1) needs to be recognised as a priority not an afterthought.</i></p> <p><i>Gazetting the area to the south of the Radome and Tip Track as a Scenic Reserve, or even Scientific Reserve (Open), for maximum protection.</i></p> <p><i>Tracks 2,3,16,17,23 conflict with the OGBMP 2019 intention that the slopes where these tracks are proposed are to remain undisturbed until decisions about further reserve classifications have been made about the landfill.</i></p> <p><i>We do not understand what is meant by tracks 17,19, 20, 22 being proprietary. Te Kopahou is public land.</i></p> <p><i>Nowhere in the draft could I see any formal plan which shows how Council intend to recognize the sec.19 status, and point toward long term management goals that meet the requirements of the act.</i></p>	<p>the certainty for the community about the future uses of the land.</p> <p>The decision on the Scenic Reserve classification was made after assessment of the attributes of the land, the public use and the submissions during the OGBMP process. Revisiting the classification is outside the scope of the track network plan.</p> <p>A Scenic reserve (in this case Scenic B reserve) is for the purpose of protecting and preserving the scenery, natural features and landscapes for their intrinsic worth, <u>and</u> for the benefit, enjoyment and use of the public. The public is able to have freedom and access to Scenic reserves but the Council as administrating body is also able to apply conditions and restrictions to public access and may develop amenities and facilities so that people can benefit from and enjoy the reserve(s.19(3)(b)). This would apply to making some tracks proprietary (which we assume here to refer to single use tracks). The OGBMP allows for single use or 'specialist' tracks in policy 4.5.2.2 1c) and 3).</p> <p>The OGBMP anticipates a number of uses and activities in the OGB and in this sector. This includes development of an approved track network as outlined on page 1 of the draft plan (OGBMP 5.7.2.5 2) and 3).</p> <p>Riparian restoration along Te Hāpe Stream tributaries and terrestrial restoration in these tributary valleys is to compensate loss of a stream as part of the C&D Landfill Resource Consent (WGN090036 Consent Certificate –C and D). The only new track proposed within the Stream catchment is Track 22 which is on slopes well above the stream and stream tributaries. Reduction of the value of original loss being compensated is not anticipated with development of the track network.</p> <p>The statement in the OGBMP overview of land status that refers to the slopes above the landfill highlight the need to protect an ecological link along the ridgetop but does not preclude track building (5.7.1.1). Tracks 2 and 3 mentioned by the submitter are existing. Track 16 is below the ridgeline and 23 runs east-west to Happy Valley Road. Only Track 17 runs below the ridgeline above the landfill.</p> <p>Management that recognises sec.19 status (Reserves Act) is achieved through policies in the OGBMP, <i>Our Natural Capital</i> and <i>Open Access Plan</i>.</p>
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Ecology values/Conservation

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
70,40,50,69,76,81,82, 92,97,101,103,108,10 9,316,319,335,116,13 2,138,145,152,170,18 9,195,200,201,213,22 0,232,264,267,276,27 7,281,282,321,323,32 8, 327,330.		<p>People generally support avoiding areas of high ecological significance and the focus on ecological sustainable tracks, although a concern by a number of submitters is that avoiding areas with significant vegetation may compromise development of a successful track network.</p> <p>Others oppose additional tracks and instead ask for existing tracks to be upgraded.</p> <p>Some submitters think that more people accessing the area will develop more awareness and appreciation of the ecological value of the area.</p> <p>Some support track building because it gives access for trapping and planting.</p> <p>A number of submitters distinguish between track building in areas north and south of the Tip track and are less supportive of or against track building in the Waipapa and Te Hāpe Stream catchments. Key reasons: the two stream catchments are ecologically sensitive, track building will remove plants and may destroy pockets or individual plants of rare or threatened species and possibly remnants that may have been missed by botanical surveys, track building results in canopy opening and edge effects, loss of understory along tracks, soil erosion and access for weeds and pest animals.</p> <p>A number want to know how effects of track construction will be mitigated, compensated for or offset.</p> <p>Some submit that active planting should be included in the plan and others that the area should be allowed to regenerate naturally given the harsh climate.</p> <p>Example comments:</p> <p><i>Striking a balance between a recreational activity and recovering habitat is a deeply flawed concept – when a track is built in any existing natural habitat...it is a permanent loss to nature.</i></p>	<p>Community engagement and submissions show that people have differing opinions on a track network plan that allows some recreational access in an area with high natural values and significant vegetation. People are concerned that the ecology of the area will be compromised by allowing more track development, and others that a successful track network will be compromised if too much emphasis is placed on the ecology of the area. The areas most in contention are areas with significant vegetation as identified in OGBMP maps and the Waipapa and Te Hāpe Stream catchments south of the Tip Track.</p> <p>Track loops and routes shown in the draft plan are indicative and alignments still need to be established, but the intention is for a track network that allows people access <u>and</u> preserves the natural values of Te Kopahou. This may mean avoiding areas with significant or threatened vegetation, habitats or species, or where protecting them through construction methodology or other mechanisms is not possible or difficult.</p> <p>Te Kopahou is identified in <i>Our Natural Capital</i> as a Significant Ecological Site, and when identifying track routes and alignments, and constructing tracks you are required to:</p> <ol style="list-style-type: none"> 1. Avoid acutely threatened ecosystems or habitats. 2. Avoid known locations of threatened species and their habitats.

	<p><i>(I like) prioritising protection of special ecology while still providing lots of opportunities for enjoying the area.</i></p> <p><i>There is already plenty of public access which should be secondary with less new tracks and focus more on protecting the area for plants, animals and shore birds in particular.</i></p> <p><i>Vegetation should not be the primary consideration in Track alignment. It's one of a matrix of considerations The whole area was farm land and eventually it will ALL be covered in significant vegetation. A badly designed Track will stay bad, so getting it right from the beginning is critical. Manage sensitive vegetation rather than avoid it. The combination of difficult topography and sensitive vegetation will make Track construction very difficult if tracks can't be built through sensitive areas.</i></p> <p><i>We know the "Tracks, trees and traps" approach works and have seen the benefits it brings.</i></p> <p><i>The highest priority is appropriate restoration and protection of the rare coastal flora and the two (stream) catchments.</i></p> <p><i>The plan ignores the ecological value of this rugged landscape -in particular 'grey scrub', native speargrass and tussock which act as a nurse crop for broadleaved native forest.</i></p> <p><i>It overlooks the harsh climate of severe salt-laden gales which native plant communities must cope with. Opening up with a network of extra tracks would put them under more pressure from desiccation of the understorey either side of a new track and would be a catalyst for erosion, facilitate weed invasion and pest animals.</i></p> <p><i>Steep terrain where track work is difficult should just be left alone and use the resources elsewhere where conservation is needed.</i></p> <p><i>We concur with the assessment of the Network Plan that active restoration at the site may be frustrated by the harsh local climatic conditions. Attention should therefore be directed to what options realistically exist to mitigate and offset effects given the constraints.</i></p> <p><i>Lack of compensation for the loss of vegetation in the process of track cutting.</i></p> <p><i>We consider many of the proposed tracks detract from the natural values of Te Kopahou – some significantly. In fact for some native species they are mutually exclusive.</i></p> <p><i>The plan includes new tracks but gives no assessment of their environmental impact.</i></p> <p><i>Focus on ecologically sustainable tracks will benefit the environment by allowing more people, including trappers, weeders and planters access to the reserve in a managed way.</i></p>	<p>3. Provide buffers.</p> <p>4. Avoid root disturbance and excess soil disturbance and retain organic material.</p> <p>In addition, where a track along or within a threatened ecosystem is appropriate to allow reasonable access, species of significance need to be protected by mechanisms such as boardwalks or bridges</p> <p><i>(Our Natural Capital 5.1 page 12)</i></p> <p>The <i>Open Space Access Plan</i> requires an Assessment of Environmental Effects which is to include the following:</p> <ol style="list-style-type: none"> 1. An assessment of the actual and potential effects on the environment. 2. A description of available alternatives if effects are significant. 3. A description of how any adverse effects may be avoided, remedied or mitigated. <p>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 (<i>Open Space Access Plan 5.1 page 11</i>).</p> <p>The concept of 'balance' comes from the OGBMP (pages 59, 7) ... <i>enabling visitors to experience the environment while also protecting the values that make the area special.</i></p> <p>The OGBMP has policy to assess the environmental impacts of proposed tracks by qualified ecological professionals, and where volunteers build tracks the track project first has to be assessed and approved and the operational process in the <i>Open Space Access Plan 2016</i> applied to track building and maintenance (OGBMP 4.5.2.2 8) and 9).</p> <p>As outlined above and given the OGBMP policy to gazette Scenic Reserve (b) the Waipapa and Te Hāpe Stream catchments between the existing Historic and Scenic Reserves along the coastal escarpment and the Tip Track, the Council is fulfilling its statutory responsibilities to protect the values of important and threatened vegetation of the site and the ecosystems they support when developing the track network.</p> <p>Vegetation in Te Kopahou is slow to regenerate and recover from disturbance due to harsh climatic conditions, strong salt laden winds, steep topography and thin, unstable rocky soils that are easily eroded. Drying winds burn young foliage, stunt growth and funnel into understorey and prevent the growth of new seedlings. This means when making decisions on track routes and alignments we need to avoid opening the existing vegetation canopy and creating edge effects and erosion.</p> <p>Pest control and restoration planting by volunteer groups has been particularly effective in sheltered gullies such as Polhill, which is close to other high value biodiversity areas like Zealandia where birds are expanding to areas outside of the protective fence line. The forested area of Polhill also has a canopy of established older vegetation.</p> <p>The same outcomes are less likely in Te Kopahou, which has a very different composition aspect and coastal influence. Soils are thin and rocky, climatic conditions harsh and salt laden winds have environmental impact. Intact plant communities in Te Kopahou rely on each other to maintain the habitat and any openings due to new tracks are likely to impact on intact communities and result in habitat loss.</p> <p>Council ecology team's experience has been that restoration planting in Te Kopahou has had low success results. Regeneration of vegetation is happening, but the process is slow due to the terrain and climatic factors. Restoration planting would be subject to the same slow process and it would be some time before a canopy as seen in places like Polhill establishes.</p> <p>Weeds are of concern in Te Kopahou, particularly challenging species such as Darwin's Barberry and Spanish Heath. The latter establishes dense stands especially on disturbed sites and prevents establishment of plant seedlings. Usually Spanish Heath is succeeded by native plants in tall-growing plant communities, but is long-lived in shorter vegetation which is</p>
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			<p>characteristic of parts of Te Kopahou.</p> <p>Species of concern in the Waipapa and Te Hāpe stream catchments are old man's beard and Japanese honeysuckle. There is the possibility of higher weed infestations with increased numbers of tracks and users. Additional tracks may also facilitate the movement of pigs which are a problem in Te Kopahou and disturbance of spear grass in particular.</p> <p>The current 4wd track network is delivering animal pest control with control through trapping carried out by Capital Kiwi and the Wellington 4wd club.</p>
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New tracks

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
3,4,5,6,9,10,14,18,19,20,23,28,31,32,34,40,41,47,48,49,50,51,55,58,77,78,79,93,105,109,112,115,126,129,131,132,133,138,147,156,162,163,168,175,177,180,185,186,190,202,203,206,208,214,215,224,227,231,233,242,253,254,255,261,267,270,273,283,289,298,307,312,315,316,330,	Support new tracks or would like more new tracks	<p>Submitters who commented on the number of new tracks liked new tracks because they increased access to the area. Mountain bikers particularly liked tracks close to Polhill and the CBD and a submission supported by many mountain bikers wanted to see future track options added to the plan. This submission proposed shorter track loops from proposed new track 16 and mountain bike trails over land currently privately owned by T & T landfill and on the ridge between the WCC landfill and T&T landfill.</p> <p>Some submitters would like to see Te Kopahou developed into a mountain bike park to attract national and international mountain bike visitors to Wellington.</p> <p>Others would like easier mountain bike tracks that are suitable for families and children.</p> <p>Example comments:</p> <p><i>What I like in particular is the fact that there will be more trails added or changed to increase the level of diversification of trails to suit more of a variety of user experience to explore more of the area.</i></p> <p><i>I like the development of tracks to expand the areas I can get to on a MTB in this area.</i></p> <p><i>I like the additional mountain bike tracks around the Brooklyn wind turbine/ Polhill area to concentrate more mountain bike tracks in that area.</i></p> <p><i>A priority are downhill options for experienced mountain bikers.</i></p> <p><i>My family also enjoy bush walks / walking trails so the introduction of additional walking trails in the area will provide more options.</i></p> <p><i>Prioritise the addition of new tracks over the upgrading of existing tracks.</i></p> <p><i>More tracks for runners seeking vertical gain!! Runners come from across wellington to run the tip track as it's our track with the most vertical gain eg tip track marathon. Another one of these would be great as the tip track gets boring.</i></p> <p><i>Even more trails.</i></p> <p><i>I would like you to show where more tracks could be built in future if proven popular.</i></p> <p><i>More gentle beginner tracks for children to access. I understand there is significantly more work to build a grade two track, so making several of the Grade 3 tracks 'easy grade three' might be a compromise.</i></p> <p><i>Add in some sort of mountain biking skills area near the bottom, for example currently where the start of the tip track is.</i></p> <p><i>More Grade 5 MTB trails as long as care is taken not to damage ecology.</i></p> <p><i>Add another descending Grade 5 trail from turbine (greater variety) and allow greater range of technical (MTB) trails closer to the CBD. A long term aim is access for a Grade 3 MTB trail over private land (T&T landfill land) connecting to Tawatawa Reserve trails to the East. The ridge between WCC landfill and T&T landfill (is) an ideal shuttable option with good traffic access at both ends. Vertical drop is 320 for a grade 4/5 trail.</i></p> <p><i>Wellington needs more progressive trails with as much elevation, with sustained length and consistent technical challenges. These trails need to appeal to international bikers as well as locals. Currently there is no trail in all of the Wellington area that has a decent reputation or global appeal.</i></p> <p><i>What's currently missing and isn't provided for in this draft plan is some stretches of track in valley floors alongside streams. These are some of the most environmentally interesting/rewarding parts of the reserve.</i></p>	<p>The draft track network plan has 7 new tracks. All tracks are within Outer Green Belt publicly-owned land. The exception is a portion of Track 6 which has an easement across private land.</p> <p>As outlined in the OGBMP, the Council considers a dense mountain bike trail network in this sector of the Outer Green Belt to be inappropriate. Reasons for this decision are the area's natural character, significant biodiversity values and canopy openings that funnel wind and weeds, and in the area south of the Tip Track the deep stream valleys and potential kiwi habitat, the thin soils and harsh climatic conditions, the poor rate success of restoration planting of disturbed ground, slow rehabilitation of bare track batters on steep slopes and the more remote nature of the recreational experiences of Te Kopahou (OGBMP page 188). Threatened plant species are found on the valley floors in Te Kopahou and threatened native fish in the streams.</p> <p>However, a variety of trail experiences is desirable to cater for the range of visitor interests, encourage exploration of the destination and foster repeat visitation.</p> <p>Wellington has a shortage of mountain bike tracks suitable for learner mountain bikers, but the steep and rugged terrain of much of Te Kopahou makes it unsuitable for tracks with lower grades or a MTB skills area without extensive earthworks, modification to land form and vegetation removal. The draft plan improves access and aims to encourage wider use by improving information and signage, making some tracks more accessible and safer (particularly those closer to trailheads) separating use in some instances and improving track condition and maintenance.</p> <p>At the same time, trails in Te Kopahou remain rugged and challenging to meet the needs of people who require and value such tracks e.g. cross country runners training for national and international events and more experienced mountain bikers. There are a number of rugged and step tracks for training, along with new technical Grade 5 mountain bike tracks (23, 19 and 21 (Grade 5/6) add new experiences for the more experienced.</p> <p>Future descending tracks proposed by mountain bikers in the T&T and C&D landfill areas are not included in this track network plan given that the landfills are still in operation, but potential links are shown. A track that starts east of C&D landfill and descends to Happy Valley trailhead is shown with a possibility of extending westwards in the future. A potential link track from Track 16 to Elliot Park in Brooklyn is also shown, but at this time is not possible because a link would need to cross private land.</p> <p>Tracks for runners seeking vertical gain as an alternative to the Tip Track, include but track 5, parts of 8, tracks 11 (although short), 12 and 22, although not as long as the Tip Track).</p>

29,36,38,69,70,74,102,108,140,145,195,263,276,277,278,282,288,289,291,295,329,330,331,332,333,	Too many new tracks	<p>The reasons why some submitters do not support new tracks are damage to the ecology of the area, risks to people because of the area's relative remoteness, they prefer resources are used to upgrade existing tracks and do not want to see more mountain bike trails because of mountain bike opportunities elsewhere in the region.</p> <p>Example comments:</p> <p><i>Attempt to encourage more use of the Reserve however we believe new mountain bike tracks are not justified and will be detrimental to the reserve's overall ecology.</i></p> <p><i>There is already a lot of pressure on this area - risks getting people out easily when they hurt themselves, fire risks, pollution risk, risk to fauna and flora.</i></p> <p><i>We prefer fewer high quality tracks to many lower quality ones that take a long time to build and may therefore run into budget problems.</i></p> <p><i>Only improve the condition of existing tracks. No new tracks.</i></p> <p><i>I am of the opinion that many areas of mountain biking tracks do exist already such as Makara Peak, Waiu Mountain Bike Park, Belmont Hills and Spicer/Colonial Knob. So there is no reason to expand to this particular area of Wellington's South Coast.</i></p>	<p>The plan adds 7 new tracks, improves existing tracks and removes one existing track. The new tracks offer a range of experiences or improve loop connections. They avoid areas with high ecology value as much as possible. New tracks make up approximately 27% of tracks in Te Kopahou.</p>
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Shared/single use tracks

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
6,7,13,23,25,40,42,44,47,48,51,52,53,54,57,61,73,74,75,82,85,88,90,91,92,114,119,127,133,137,142,152,156,165,181,182,188,195,203,207,210,212,214,220,231,241,259,271,275,277,282,289,292,295,297,307,308,313,314,315,317,323,328,330,334.		<p>There is support for separating mountain biking from other users for safety and enjoyment of all users, especially on busier tracks, and support for separate tracks for downhill mountain bikers with uphill tracks shared. There was support for a dedicated walker/runner track and separate mountain bike track between the turbine and Radome because it would encourage people away from Hawkins Hill Road, but there were comments from residents that people would continue to use Hawkins Hill Road and it would be better to construct a footpath along the ROW.</p> <p>The most commented on proposal in the plan to do with separated use was the tracks between the turbine and the Radome. There was support from people who walk, run and mountain bike for separating biking from other users along Carparts Extension and Barking Emu for safety, but many, and mostly but not entirely mountain bikers, objected to this because the tracks were built by volunteer mountain bikers. Instead, they proposed either keeping these tracks for mountain bikers and building a new track for other users, or separating downhill bikers from other users with a separate track for shared use uphill mountain biking only.</p> <p>Example comments:</p> <p><i>Increase MTB separation on higher use/connector tracks for better experience for all users.</i></p> <p><i>(A single use track) provides runners/walkers and riders more confidence.</i></p> <p><i>As a biker I would never walk down Car Parts, it's dangerous enough on a bike let alone with walkers using it.</i></p> <p><i>Two way MTB tracks make for an unpleasant experience for all grades of MTB riders due to the threat of collision from downhill riders.</i></p> <p><i>The best solution is to have dedicated downhill tracks and shared walker/runner and uphill MTB tracks.</i></p> <p><i>Separate bike trail along Barking Emu / Car Parts - have recently noticed significantly more walkers using these trails, which are very narrow so get congested.</i></p> <p><i>Where the Barking Emu and Carparts extension are proposed to be changed to walking and trail running only, it would be best for the safety of the mountain bikers to have Barking Emu and Carparts extn made walking, trail running and biking uphill only and the new parallel trail biking downhill only.</i></p> <p><i>Keep things consistent with Polhill area and allow a larger track network by making downhill only mountain bike tracks, and shared use uphill tracks.</i></p> <p><i>We are opposed to shared tracks unless there are adequate sight lines (say 5m visibility at all times).</i></p> <p><i>Aims to reduce walkers on Hawkins Hill Road, making it safer.</i></p> <p><i>Make a foot path next to the road on Hawkins Hill Rd. Road walkers will not use a separate walking track.</i></p> <p><i>Unsure about 4-wheel drive access mixed with bikers - often makes the tracks dangerous and/or not appealing to ride as not trail-like.</i></p> <p><i>I would like (tracks) to be shared use tracks, including horses.</i></p> <p><i>Also the less dual use and dual directional trails the better. Just put the foot down and make a call. I would rather not be able to walk or ride something than do it and have to stop every couple of minutes or flow into a runner wearing earplugs who didn't see or hear you coming down the trail into them.</i></p>	<p>WCC <i>Open Space Access Plan</i> prefers tracks to be shared but allows for priority tracks for mountain biking/cycling or for walkers/runners in places where there are safety issues or major conflict e.g. fast bikes and walkers/runner, or to enhance the user experience for walkers and runners or the mountain bikers' experience (pages 13,17,18).</p> <p>A track is unsuitable for shared use when conflict between users can't be managed or mitigated. For example when controlling mountain bike speed is inappropriate or cannot be controlled through measures such as tight corners, switchbacks or reverse gradient designs, or where two-way use is unsafe (<i>Open Space Access Plan</i> 5.5 page 13). Exclusive use tracks may also be developed for specialist downhill tracks (<i>Open Space Access Plan</i> page 14).</p> <p>Most tracks are shared use; one is for walkers and trail runners and four are downhill mountain bike priority. Carparts is downhill mountain bike priority. Carparts Extension and Barking Emu remain 2-way shared use but improved for a better experience and to reduce conflict, and with better connections. Signage and information will include information about use, direction of travel and what to expect.</p> <p>Tracks are shared with 4-wheel drive vehicles on former farm tracks only. Vehicles are restricted to Council rangers, predator control and maintenance.</p> <p>Horses have access to former farm tracks.</p> <p>Hawkins Hill is out of scope of this track plan, but the plan has improved tracks, connections, access to tracks, clearer and welcoming track entrances, improved signage and information about use of tracks instead of Hawkins Hill Rd.</p>

Track loops

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
2,6,9,12,18,32,35,38,47,48,52,57,87,58,62,63,67,71,77,82,88,89,95,97,105,110,115,118,119,125,129,131,133,136,141,149,158,163,164,166,167,173,175,176,178,180,183,185,190,195,197,203,206,215,219,222,226,227,230,231,232,239,249,261,267,281,284,289,294,299,306,314,316,323,334,		<p>There was wide support among submitters to prioritise loop track connections of varying length, whether on bike or on foot. The shorter loop walks are widely supported as well as longer mountain bike loops. Loop tracks from the coast are especially supported.</p> <p>The loop track between Te Kopahou visitors' centre and Pariwhero via the coast road and escarpment track was mentioned as an alternative to walking or running to and from Pariwhero along the coast road.</p> <p>The long track loops were popular with mountain bikers, in particular the long loop between Aro Street and the coast. The BTB submission included a map showing loop options.</p> <p>Example comments:</p> <p><i>Existing options for short loop style walks in the area are limited.</i></p> <p><i>I strongly support being able to complete loops, whether on foot, bike, etc.</i></p> <p><i>Connection of new tracks with existing tracks and upgraded tracks will allow circular hikes.</i></p> <p><i>I like the grade 3 and 4 loop routes between Polhill and the South Coast.</i></p> <p><i>(I prioritise the) loop option from the Te Kopahou visitors' centre carpark into the reserve up from the coast.</i></p> <p><i>I particularly like the development of a loop for Pariwhero/Te Kopahou. I've often wished for a reasonable alternative to going and coming on the shore, especially on weekends when vehicular traffic makes that route unpleasant.</i></p> <p><i>Short loops are good when the alternative is very long and/or challenging trails.</i></p> <p><i>The final alignment of trails is subject to many variables that will not be finalised until on site work has commenced. Therefore, the indicative lines on the map may give a false indication of location. We should agree start and finish points and agree an approximate route shown by schematic lines only.</i></p>	<p>A number of loop options are included. New track loops are the Coastal Escarpment Loop, Bunker Loop, Experience Te Kopahou route (a marathon length loop), Long Adventure Loop and Grade 5/6 mountain bike loop.</p>

Track Grades

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
138,3,9,14,18,19,31,32,34,41,48,49,55,58,77,93,109,316,115,129,138,162,163,175,180,185,203,206,208,215,231,233,242,253,255,261,267,270,283,289,312,315,316330,		<p>Grades shown in the draft track plan are mountain bike grades with 3 the easiest grade and 5 the most difficult. A submitter pointed out that track classification for walking was not included. Differing opinions on Grade 5 tracks with some liking them, some wanting more and some lower grade tracks.</p> <p>Example comments:</p> <p><i>Grades refer to MTB-there are no classifications for walking tracks</i></p> <p><i>I like that steep gradient tracks have been retained, as I visit Te Kopahou to walk them for fitness.</i></p> <p><i>I like the range of tracks with different MTB grades. Expanded Grade 3 the mix of tracks between beginner and expert.</i></p> <p><i>More gentle beginner tracks for children to access.</i></p> <p><i>I like Grade 4 & 5 tracks. Wgtn riders won't have to leave Wgtn to get the 'buzz'.</i></p> <p><i>Grade 5 are really expert level and thus a minority c/f the intermediate grade.</i></p> <p><i>All 4WD trails that are currently shown as Grade 3 should be amended to Grade 4 due to steep gradients (the exception is TK public easement south of Radome).</i></p>	<p>The draft track plan has a variety of tracks to cater for the range of visitor interests, encourage exploration of Te Kopahou and attract repeat visits.</p> <p>However, the steep terrain is less suited to more gentle lower grade MTB for beginners and less experienced mountain bikers. Lower grade tracks on steep terrain require more switchbacks which are more expensive to construct and with more edge effects, habitat disturbance and erosion have more negative impacts on the environment.</p> <p>The initial target was for tracks to range from easy to intermediate walking tracks and Grade 3 to 5 mountain bike tracks. However, this is unable to be achieved because Te Kopahou is beyond the skills of most intermediate riders. The tracks are physically demanding, distances are relatively long, Te Kopahou is comparatively remote and tracks are more suited to advanced Grade 4 riders. This is different from the more accessible locations elsewhere in Wellington such as Mākara, Miramar and Mount Victoria which have a fuller range of track grades.</p> <p>Although Grade 5 MTB trails cater for a minority of mountain bikers, some parts of the terrain is suitable for these more expert mountain bikers.</p> <p>Walking categories have been added and range from Walking track to Tramping track.</p>

Technical tracks for trail runners

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
36,322		<p>Experienced trail runners highlighted the need for some technical, steep, rugged and demanding tracks that are not provided elsewhere in Wellington.</p> <p>Example comments:</p>	<p>The harsh environment, exposure to wind and rain, tracks along ridges and steep gradients mean that most tracks will remain rugged. Some of the popular shared tracks close to entrances will have improved maintenance with better drainage and gorse clearance. A minority of tracks are proposed</p>

	<p><i>I specifically do not support the upgrading underfoot of the southernmost portion of this track ...as it provides technical / rough single trail that is very limited / hard to find in this area. Clearing of gorse etc would be beneficial - thank you. For the same reason, I'm not in favour of erecting a bridge(s) to cross Waipapa Stream as this would take away from the rugged charm/challenge of these tracks.</i></p> <p><i>As a trail runner who uses some part of the reserve being discussed at least twice weekly ...I WANT steep ground and 'technical' (not groomed) trails to train on!</i></p>	<p>to be made more accessible with steps and switchbacks.</p> <p>When upgrading existing tracks and developing new tracks, needs of this group should be considered.</p>
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Track zig zags/switchbacks or steps

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
6,7,10,24,101,108,228,288,319,323		<p>Steps and/or zig zags (switchbacks) were mentioned by some submitters because steps and switchbacks make some tracks more accessible. Mountain bikers are less supportive of steps or switchbacks because of the increased track building, maintenance and visual issues.</p> <p>NB all the submitters who said they supported Brooklyn Trail Builders stance on this aspect are not recorded in this section (that switchbacks should be minimised).</p> <p>Example comments:</p> <p><i>Zig zags/steps would really help.</i></p> <p><i>My Clinic colleagues and I (Marathon Clinic Walking and Running Club) have already jogged over most of the tracks. Quite a few are incredibly steep. Struggling up a track resembling more a cliff face than a path has a way of sucking the fun out of a nice day out. So let's zigzag a bit.</i></p> <p><i>Minimise the number of switch backs – creates significant additional building, maintenance and visual issues.</i></p> <p><i>Uphill alternative to TT has to be a winner!!</i></p> <p><i>Alternative to the Tip Track would be great as it's hard work both up and down.</i></p>	<p>Short sections of tracks 11 and 12 are proposed to have steps and parts of tracks 19, 20 and possibly parts of Track 22 switchbacks so that they are more accessible for a wider range of people.</p> <p>Steps at the coastal end of a short very steep, difficult and unsafe part of existing Track 12 completes a loop walk/run from Te Kopahou Visitors' centre to Pariwhero and back via the escarpment. A number of submitters liked this option as an alternative to returning from Pariwhero along the coastal road.</p> <p>Steps on Track 11 up to the historic bunkers provide access to the historic bunkers from the coast. Track 19 may have switchbacks, especially as it approaches Track 5. Along with Track 11 it provides a new loop track to the bunkers.</p> <p>Track 20 is a more accessible alternative to the steep Tip Track. This was a popular request during the initial engagement period. The Tip Track remains a challenging grade as requested by walkers, trampers and runners, particularly endurance runners who use the steep and rugged track for training and fitness.</p> <p>No other tracks are proposed to have switchbacks. Switchbacks exacerbate edge effects and are more expensive to construct and maintain. Therefore they are only proposed on tracks where the aim is to make them more accessible, and will only be constructed after assessing their impact on ecology, habitats, canopy opening and erosion.</p>

Track construction

Submitter No	Sub-topic	Summary of topic, issues, requests for change	Response
15,36,92,31,316,125,284,312,314,316,321.3,28,332		<p>Submitters want to see well-built, quality and sustainable tracks that are built to best practice standards.</p> <p>Example comments:</p> <p><i>I like development guided by sustainability principles and quality track construction.</i></p> <p><i>The plan also states that track development will follow principles for ecologically sustainable tracks. Yet several proposed tracks go right through areas of High Ecological Significance (HES) (tracks 18, 25, parts of 19, 24)</i></p> <p><i>This plan should contract professional trail builders such as Trail Pro, Velo Solutions, South Star Trails, Empire of Dirt, and many others who have built world class trails all over NZ.</i></p> <p><i>Greater Wellington supports the approach of the Open Space Network Plan which directs the completion of an Assessment of Environmental Effects prior to track construction. This assessment would provide the necessary detail – following ground-truthing of the proposed route by an experienced ecologist – on how adverse effects could be avoided, remedied or mitigated. WCC might consider a similar process for trail development, and development of an associated Assessment of Environmental Effects, as that outlined in Appendices 1 and 2 of the Toitū Te Whenua Parks Network Plan 2020-2030.</i></p> <p><i>Ensure the trails are well-built, with a mix of grades, good connections, and lots of alternative access - this keeps things interesting and allows for shortening/lengthening the adventure as suits</i></p> <p><i>The creation of new tracks of the width indicated (1-1.5m) would result in canopy gaps or needed (e.g. due to changeable weather).</i></p>	<p>Before constructing tracks the Open Space Access Plan requires an Assessment of Environmental Effects which is to include:</p> <ol style="list-style-type: none"> 1. An assessment of the actual and potential effects on the environment. 2. A description of available alternatives if effects are significant. 3. A description of how any adverse effects may be avoided, remedied or mitigated. <p><i>Our Natural Capital</i> requires construction to:</p> <ol style="list-style-type: none"> 1. Avoid acutely threatened ecosystems or habitats. 2. Avoid known locations of threatened species and their habitats. 3. Provide buffers. 4. Avoid root disturbance and excess soil disturbance and retain organic material. 5. Protect species of significance through mechanisms such as boardwalks or bridges. <p>Track construction is specified in a number of standards and guidelines: <i>Standards New Zealand Handbook 8630:2004</i>, Department of Conservation's <i>Track Construction and Maintenance Guidelines (2008)</i> and the <i>New Zealand Cycle Trail Design Guide 2015 (4th edition)</i>.</p> <p>Most new tracks are to be Grade 4 with an adventure/exploration style of riding and two Grade 5/6 which keep track width narrow.</p>

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Volunteers and community

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
16,316,169,186,265,275,294		<p>Submitters want to see mountain bike trail development to involve experienced volunteer groups.</p> <p>Example comments:</p> <p><i>With the prospect of some horrific rate increases coming down the line I would like to minimise the involvement of commercial contractors with all their associated excessive costs. We have a very capable group of volunteers called the Brooklyn Trail Builders who have made massive improvements to the trails on the city side of the turbine. Why not use the same enthusiastic and knowledgeable group to design and build any further trails to link up with the South Coast?</i></p> <p><i>Establishing the trail network, co-designed and co-managed with the local community, represented by Brooklyn Trail builders and the Wellington Mountain Bike Club.</i></p>	Noted

Animal/plant pests and weeds

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
51,55,66,83,89,91,92,111,112,139,117,138,139,271,321,323,333,		<p>Some submitters said that tracks enable access for pest and weed control, others that the existing track network was adequate for control, and others that tracks facilitate movement of pests and weeds.</p> <p>Example comments:</p> <p><i>The existing track network provides good access for pest-animal control.</i></p> <p><i>Tracks will allow improved predator control and planting native species.</i></p> <p><i>Trails created in the area can be used to create "corridors" to access, check and re-arm predator traps.</i></p>	<p>Control of possums, wild pigs and goats is carried out by Council and GWRC, traps are monitored at 100m intervals along existing former farm tracks as part of Capital Kiwi and records are kept to monitor progress.</p> <p>Fencing between OGB and private land to the west would reduce stock wandering into Te Kopahou as well as goats, pigs etc.</p>

Dogs

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
22,56,168,182,182,192,218,232,245,270,303,307		<p>Women in particular want to be able to run or walk with dogs on leash because they feel safer. A small number of mountain bikers submitted to be able to ride with their dogs off leash in parts of the track network. Some other submitters asked for an off leash area. Others do not want dogs off leash</p> <p>Example comments:</p> <p><i>Allowing unleashed (but under control) dogs on the mountain bike tracks with owners who are riding would offer something unique in the area while minimizing contact with other users.</i></p> <p><i>Is there any opportunity for an off leash dogs section? Strictly on track only!</i></p> <p><i>It would be lovely if some tracks were allowed to be off-leash areas.</i></p>	<p>Access for dogs is governed by the Council's <i>Dog Policy 2016, Wellington Consolidated Bylaw 2008: Part 2 - Animals</i> and policy in the <i>Outer Green Belt Management Plan 2019</i></p> <p>Current policy regarding dogs in Te Kopahou is to allow dogs on leash.</p>

Tramping Hut

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
8,9,24,27,33,36,40,43,53,62,71,85,86,87,91,98,103,316,319,317,131,138,141,142,158,167,170,176,185,195,206,267,288,290,306,313,320,331,327.		<p>Submitters had differing views on the tramping hut. Some supported the idea of being able to spend the night. Others thought providing shelter was a good idea given the size of Te Kopahau, but that a shelter rather than a hut was more suitable and sustainable. Some suggested a tramping hut be placed elsewhere (Sinclair Head, further round the coast).</p> <p>Example comments:</p> <p><i>We are excited so that trampers, families and community groups can experience multi-day outdoor adventures in south Wellington.</i></p> <p><i>It will be a wilderness experience close to the city easily accessible for children.</i></p> <p><i>I would worry about the Hut and how it may be treated by some.</i></p>	<p>A tramping hut was considered but reservations about its viability and management meant it is not recommended. The shelter is supported; it would improve safety in the more remote part of the reserve where weather is unpredictable and some visitors underestimate the ruggedness of the reserve, distances and time needed.</p>

		<p>Greater Wellington supports the proposed tramping hut as a general public recreation opportunity and as a potential base for volunteers, rangers and researchers undertaking work in the area.</p> <p>Proposal unwise- risk of fire, vandalism, intrusion into the landscape.</p> <p>Do not put a hut in the reserve!</p> <p>I support this being a shelter, with information, water, toilets etc.</p>	
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Horse riding

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
168,182,192,218,232,245		<p>Submitters emphasise that horse-riding on farm tracks has traditionally taken place in Te Kopahou, that this needs to be shown on signage and that gate access for horses needs improving.</p> <p>Example comments:</p> <p><i>Include horse riding as a recreational activity and enable easier access for horse riders. This has not been covered well (if at all).</i></p> <p><i>Easier access for horses through gates and recognition/signs that horse riders use and enjoy these tracks frequently. I</i></p> <p><i>Horse friendly gates - wider, no springs for auto close etc.</i></p> <p><i>This is a rugged area that horse riders have always historically had access to and shared with other track users with absolutely no issues whatsoever. Personally, I have ridden them for more than a decade and have never experienced any conflict with walkers, runners, cyclists, dog walkers (or vehicles around the bays).</i></p>	<p>The OGBMP allows for horses on the farm tracks in Te Kopahou (6.4 1.).</p> <p>The local horse riding community should be consulted with to improve gate access.</p> <p>Information and track signage will show where horses are to be expected.</p>

Funding

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
22,41,43,56,168,182,182,192,218,232,245,270,303,307		<p>Some submitters thought that information on priorities and costing would be useful including ongoing maintenance. Some questioned whether there were sufficient budget to maintain tracks. Some thought the expenditure should be deferred given current uncertainties. Some residents who have property along Hawkins Hill Rd want to see resources used to make the ROW safe in the first instance.</p> <p>Example comments:</p> <p><i>Parks and Recreation has a limited budget, limited resources and limited capacity, has not been able to maintain and repair the existing tracks network. Adding more to their plate seems a very bad idea.</i></p> <p><i>There is no assurance in the current structure that operating budget for the maintenance of the proposals will be used for the maintenance of this area and how. The risk of doing something half way and not then maintain it is too great in the current environment.</i></p> <p><i>Any funding available for Te Kopahou should be invested first to respond to the current needs of those using this area, as well as past needs that have not yet been addressed: increasing the road's width, adding a separate pedestrian pathway alongside Hawkins Hill that is wheelchair accessible, improving access from the car park to the Zealandia perimeter walk, and improving that walk to be organized/structured for different types of users, plus fixing the fencing alongside Council's and Zealandia's tracks/areas. There are limited resources for Te Kopahou, let's take care of what we already have.</i></p>	Noted

Staging

Submitter No	Sub Topic	Summary of topic, issues, requests for change	Response
142,159,174,		<p>A few submitters wanted to know more about staging of track development.</p> <p>Example comments:</p> <p><i>I would like to see greater clarity about the staging and progression of the tracks as they are being built.</i></p> <p><i>A timeline for when developments will be happening.</i></p> <p><i>Splitting the plan into manageable sections / stages so people are able to use the new trails as they're built but not get caught out walking or riding trails that are unfinished.</i></p>	<p>Implementation of the track plan will be in three stages:</p> <p>Stage 1: 2023 - 2027</p> <p>Stage 2: 2027 – 2033</p> <p>Stage 3: 2033 – 2038</p> <p>Actions and implementation will be included in recommendations and once the track plan has been finalised will be clarified in information on the final Te Kopahou Track Network Plan.</p>

Management/maintenance

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
25,33,35,56,74,75,82,91,13,139,141,195,219,229,230,241,263,265,286,300,322,330,		<p>Some submitters wanted existing track maintenance be prioritised over new track building, and some were concerned that Council had the budget for long term maintenance.</p> <p>Example comments:</p> <p><i>Would like to see WCC in short term do some basic maintenance on the following current tracks - Barking Emu, Tip Track, Sanctuary Track, Red Rocks widening the narrow zigzag down to Waipapa Stream, reinstating the bridge. This work can be done a lot more quickly than building new tracks and means they can be used safely and be more enjoyable whilst new tracks are being put in. Upgrade and improve existing 4 wheel drive tracks.</i></p> <p><i>I like maintenance of existing trails.</i></p> <p><i>Improve condition of current tracks - often just means gorse clearance.</i></p> <p><i>Clearing of gorse etc would be beneficial - thank you.</i></p> <p><i>Upgrade the vehicular tracks so that they are easier accessed by fire and emergency vehicles.</i></p> <p><i>More vegetation is great, but trail quality and ability to maintain these trails is key.</i></p>	Noted

Other comments

Submitter No	Sub Topic	Summary of Summary of topic, issues, requests for change	Response
2,4,12,,37,42,,60,65,85,102,182,189,230,106,111,335,133,139,141,142,144,151,159,171,203,216,223,224,225,228,229,257,264,295,296,298,321,328,332,333	Various: dark sky, Capital Kiwi, shuttles, access, fire risks, rubbish from T&T landfill, OGB neighbours, motorised vehicle control, tree species, track approval process,	<p>Other comments and suggestions were wide ranging and various.</p> <p>A sample are:</p> <p><i>I note that one of the important elements to at least one user in the proposal is a dark sky area. This would be fantastic.</i></p> <p><i>I support Capital Kiwi.</i></p> <p><i>Fire risks associated with increased use - have year round fire ban.</i></p> <p><i>Shuttle to top of Tip Track – and - Having options for businesses to operate a shuttle uplift within the park would be an advantage to gaining access and greater enjoyment of this area, the ridge between WCC and T&T Landfill could be considered for this – and - Open up the gate at the wind-turbine car park to enable shuttling;</i></p> <p><i>Access to Te Kopahou Trig and some means to get to Outlook Hill.</i></p> <p><i>Can larger screens/nets/fences be installed to contain the rubbish from the dump?</i></p> <p><i>What steps will be taken to stop trail bikes using the new trails?</i></p> <p><i>While natives can be practical, there's no reason why we can't have some carefully chosen, fast growing trees too. Look at Rotorua and the Redwoods.</i></p> <p><i>Less red tape. Fast approval process and make a start.</i></p> <p><i>Be more ambitious and longer-term.</i></p> <p><i>Better tsunami evacuation routes for the south coast walks. At some places, eg the Red Rocks walk, we need to know, at different points on the track, which way to run in the event of a large earthquake.</i></p> <p><i>Allow enough in the budget for a spectacular video and photographic advertisement campaign.</i></p> <p><i>A few more suspension bridges would make tracks more exciting.</i></p> <p><i>I've been very disappointed to see so many 'private' and 'keep out or you will be shot' type signs appear along the park boundary from the long gully station owners in the past few years, it gives the area an unpleasant feral vibe. Maybe some careful neighbour management will be needed.</i></p>	Noted

Individual tracks

Submitter No	Track	Summary of topic, issues, requests for change	Response
319,296,330,	1	Few submitters commented on this track other than its role in Zealandia security and use as an alternative to Hawkins Hill Road by	No change is proposed for this track other than improving entrances,

		<p>people on foot and mountain bikers.</p> <p>Example comments:</p> <p><i>A priority - to keep walkers and bikers off the road !!!</i></p> <p><i>Should not be changed for the benefit of recreational users - it is for the sanctuary to maintain separation and access for fence maintenance.</i></p>	<p>information and directional signage at the Hawkins Hill Road, a new connection to Tracks 3/4 across Hawkins Hill Rd and the surface maintained such as removing loose gravel.</p>
47,297, 283,319	2 Windmill (uphill to the turbine carpark) and Carparts (downhill from the turbine carpark)	<p>These are shared tracks, constructed and used for mountain biking and for walkers as an alternative to the Zealandia fenceline track and Hawkins Hill Road. Most submitter comments referred to these tracks as examples of shared directional tracks.</p> <p>Example comments:</p> <p><i>These tracks are in an area where birds are expected to breed.</i></p> <p><i>Built for mountain bike use, they are designated multi-use but are unattractive for walkers who are unlikely to use a shared track when bike travel is downhill.</i></p> <p><i>More signage is needed as often find walkers on bike-only tracks as well as bikers going the wrong direction on windmill.</i></p> <p><i>Windmill track is a walking track and is seldom used by walkers who prefer to use the road.</i></p>	<p>Signage is directed at mountain bikers and access for people on foot is less clear and needs to be improved with clear information for walkers on signage at the junction with Zealandia Fenceline track, track entrances from Hawkins Hill Road and entrances from the turbine carpark.</p> <p>The entrance to the tracks from Hawkins Hill Rd needs to have more space for track users to pause, read signage and select the correct track. This will make track entrances more visible from the road and improve safety.</p>
6,7,16,59, 65,77,91,97,98,103,104,105,107,108,111,113,125,130,144,146,148,149,187,200,211,215,222,242,244,249,250,267,274,278,281,283,287,301,314,316,317,319,322,328	3	<p>The proposal to change track 3 (Carparts Extension) from a two-way mountain bike track shared with foot traffic to foot traffic only and construction of a new track for two-way mountain bikers (Track 17) has some support, but is rejected by many submitters. Some want to keep it as it is, some want separated use with Carparts Extension and Barking Emu for mountain bikers and Track 17 for walkers and runners and some want to create a loop with the existing track for downhill mountain bikers and a new uphill mountain bike track shared with foot traffic.</p> <p>Example comments:</p> <p><i>Nothing wrong with this track as it stands. Keep it as multi use. All users should always ride/walk/run as if there is someone just round the corner.</i></p> <p><i>Great to have an easier option for riders (please don't close it off to riders before track 17 is finished though).</i></p> <p><i>Share with uphill mountain bikers.</i></p> <p><i>Separation of walkers/MB to support increased use (never used to have conflict, many more users post lockdown).</i></p> <p><i>It should convert to a downhill MTB only once a new two-way walking trail and up only MTB trail is built with a walking only trail to the road.</i></p> <p><i>Uphill/downhill two way MTB trails create significant risk of collision.</i></p> <p><i>The MTB use circulates one way in a clockwise direction (as we see with the existing trails Transient/Ikigai and Windmill/Carparts). Changing the way this works between Aro St and the coast will be confusing for all users. This approach mirrors the proposal for the new trail next to Barking Emu (#4 below).</i></p>	<p>The Draft Track Network Plan proposed that a new track would run parallel to existing Tracks 3 and 4 and use separated. This was controversial and the final plan recommends keeping existing tracks for shared use but improving existing tracks, information and directional signage and entrances at the turbine carpark, constructing a new connection across Hawkins Hill Rd from Track 1 and monitoring track use.</p> <p>The reservations some submitters have about two-way mountain biking is noted although Carparts Extension and Barking Emu are currently two way and the tracks will be improved for two-way use. This is consistent with the rest of the Signature Trail which these tracks are a part of.</p>
6,7,16,59, 65,77,91,97,98,103,104,105,107,108,111,113,125,130,144,146,148,149,187,200,211,215,222,242,244,249,250,267,274,278,281,283,287,301,314,316,317,319,322,328	4	<p>As with Track 3, the proposal to change this track 4 (Barking Emu) from a two-way mountain bike track shared with foot traffic to foot traffic only and construction of a new track for two-way mountain bikers (Track 17) is supported by some. Some want to see more maintenance on this track and it made more accessible. But the proposal is rejected by other submitters who want to create a loop with the existing track for downhill mountain bikers and a new uphill mountain bike track shared with foot traffic.</p> <p>Example comments:</p> <p><i>An existing mountain bike track which runs almost parallel to the road. It does seem unnecessary and not likely to get much use from walkers because it is both narrow and uneven (it's more a tramping track) especially as the road is wide enough for multi-use.</i></p> <p><i>Share with uphill MTB.</i></p> <p><i>I would say that most walkers use the road and not the trail, I walked it only once, but sharing it with bikes made the (muddy) track unattractive.</i></p> <p><i>Pedestrians prefer to use road for views.</i></p> <p><i>I don't agree with this being separated out because as I don't agree with a new track being cut. However, a bit of maintenance wouldn't go amiss on this track and would make it suitable for all users.</i></p> <p><i>Of all the proposed new tracks this is the one that I would support above all others if I had to choose one track only.</i></p> <p><i>It should convert to priority MTB downhill once a new shared use Grade 3 mountain bike uphill trail is built (Track 17). The MTB use circulates one way in a clockwise direction (as we see with the existing trails Transient/Ikigai and Windmill/Carparts). Changing the way this works between Aro St and the coast will be confusing for all users.</i></p> <p><i>Closing Car-Parts Extension and Barking Emu to bikers seems counter-intuitive. Bikers and trail runners / walkers already co-exist happily, they are great riding tracks that are challenging because they are windy, narrow and exposed - therefore to lose them for a wider, easier track would be a shame.</i></p>	

		<i>It makes more sense for Car Parts Extension and Barking Emu remain as they are, and wider trail 17 is made into the walking track.</i>	
7,16,59,91,97,98,103,104,108,316,319,317,144,211,215,242,267,278,314,319,322, 328	5	<p>Some submitters questioned whether this track is appropriate for a regional trail because it is steep and exposed where it runs along the ridge. The section of track nearest to the coast had the most comments - moving the track to the eastern side and away from Waipapa Stream was supported because it reduced stream crossings, although a cross country runner wanted to keep the challenge of stream crossings.</p> <p>Example comments:</p> <p><i>Trail 5 is a bit exposed for a regional trail, and would still be off-putting to walkers and trail runners.</i></p> <p><i>A regional trail is not appropriate for this grade 4/5 trail.</i></p> <p><i>We agree with Councils proposal for a re-alignment (at the southern end of the track) ... to maintain a 20m riparian strip between track and stream. A board-walk may help prevent damage to the flora and keep the Waipapa stream in pristine condition and free of pathogens that could be inadvertently introduced by track users.</i></p> <p><i>Keep the south end east of the stream (not keen on those stream crossings at present).</i></p> <p><i>Keep stream crossings ...I'm not in favour of erecting a bridge(s) to cross Waipapa Stream as this would take away from the rugged charm / challenge of these tracks.</i></p> <p><i>Track 5 with a bridge across Waipapa stream, I'm always a bit uncomfortable running it after rain because I don't know how high the streams are, and nor super keen to run the remaining 10k in wet shoes.</i></p>	<p>Improvements to the track are aimed at ensuring the track is appropriate to be part of the Signature/Regional Trails. Although exposed, the track affords expansive views of the coast and experience of this rugged landscape. As a former farm track it is suitable for horses, and 4-wheel drive access for emergencies and trapping as part of Kiwi Capital. Track bypasses in steep parts will improve the user experience as well as signage and a new shelter.</p> <p>The final section to the coast no 4-wheel drive access and the track is improved. Realignment of the southern section of the track to the eastern side of the stream was investigated, but is not feasible. Instead, the recommendation is to bridge the stream and track work to improve access.</p>
99,284,319,328	6	<p>Not many people considered Track 6. A comment was made that it is difficult to identify which is private land and which land is publicly accessible. Another submitter to make it clear that the top part of Track 6 is shared by cars and trucks accessing private lands. A submitter suggested track 6 as the regional trail along with 10 and 19 to the coast.</p> <p>Example comments:</p> <p><i>Use 6 with 10 (with extra length to reduce grade) and 19 as the regional trail.</i></p> <p><i>If the track were improved it is likely to get more use by walkers who would enjoy stunning views across this wilderness area and have negligible effect on the wildlife. It could be an attractive alternative to the Red Rocks track (Track 5) walking to or from the shore.</i></p> <p><i>I regularly ride there via tracks 6/10(Ribs) and then walk my bike down 11, but this is way beyond most people's ability and fitness levels so the WW2 bunkers get missed by many.</i></p> <p><i>I have concerns about the movement of two way 4 wheel drive and other users. Could track 6 exclude 4 wheel drive?</i></p> <p><i>The road access between the Hawkins Hill Summit and the top of Te Kopahau track often gets very foggy with low visibility. Cars tend to not think of runners - I've had quite a few close calls where a car has not seen me. Someway to designate a safe zone for walkers/runners through this shared road area would make the Te Kopahau track a much better option for a lot more people. Or even signage to remind drivers it's a shared road.</i></p>	<p>Track 6 marks the western boundary of the OGB, is a more remote and less used part of Te Kopahou and lacks signage. Part of the track is an easement through private land but this is not clear and it is important to protect the reserve from grazing animals. The top half of the track is shared with private vehicles.</p> <p>Options for the regional trail were investigated but an improved Track 5 is preferred. Vehicle access along the length of Track 6 is necessary for predator control, track maintenance and management of Te Kopahou.</p> <p>Track information on map boards will show private and public lands south of the Radome. Signage is recommended to show distances and times. Signage at the easement will remind all users that this ROW is shared with other users. Although out of scope of this track plan, fencing is starting in order to would help separate public and private lands and keep stock out of reserve land.</p> <p>New Track 19 will from 6 and 10 will be an alternative to Track 11 to the coast.</p>
40,	7	<p>Comments on this track from submitters and during the engagement period centred on gorse taking over the track. It is a steep challenging track and lack of information and signposting means people are not aware of the track and it is not greatly used.</p> <p>Example comments:</p> <p><i>This is an existing track that should be upgraded. This will improve access for firefighting and emergencies.</i></p> <p><i>Clearing (of gorse), and clear signposting of the Radome track to show that it is allowed to be used.</i></p>	<p>Control of gorse and signage will inform more people about this track. It is steep and challenging and is likely to remain a less well used track.</p> <p>4-wheel drive vehicle access is important for predator control and reserve management.</p>
317,306,328	8	<p>Submitter comments were centred on track maintenance and access.</p> <p>Example comments:</p> <p><i>An important track linking the primary eastern/western tracks.</i></p> <p><i>The surface of this track has deteriorated since a blade was last used, perhaps as far back as 15 years if not longer... water management has caused much damage.</i></p> <p><i>An existing track that should be upgraded provided that this doesn't impact the Waipapa Stream and cause erosion.</i></p> <p><i>Is there any option for work on/around existing tracks 8 and 10 to provide better access to this part of the area?</i></p>	<p>The track links Track 6 and Track 5 and descends steeply to the valley floor and crosses Waipapa Stream. It enables users to experience the valley floor of the Waipapa Stream catchment. The track surface is scheduled for maintenance and this will improve the experience of this track.</p> <p>The area between Tracks 8, 7 and 5 has regionally threatened plant species and weeds such as Spanish heath needs controlling as well as gorse at track edges.</p> <p>Adding interpretation signage at Waipapa Stream on the valley floor outlining the ecology of the area and regionally threatened plants would add to the enjoyment of the track.</p>
317,319,330,328,	9	<p>Some would like this track reinstated and others closed permanently because of its proximity to Waipapa Stream.</p> <p>Example comments;</p>	<p>A former farm track, this track is overgrown, eroded, disused and crosses Waipapa Stream in an area with threatened plant species.</p> <p>The recommendation is to close this track.</p>

		<p><i>Gorse clearance would open track to walker/MTB use.</i></p> <p><i>Unless this track is vital for Council purposes we suggest the track be allowed to revert; it runs close to the Waipapa Stream with a risk of inadvertent contamination by track users.</i></p> <p><i>Should not be reopened would require more than gorse clearance to make a viable 4WD track.</i></p> <p><i>More tracks in here will only downgrade the area to low ecological significance.</i></p>	
57,319,317,319,330,328	10	<p>Submitters commented on the rugged character of the track, gorse and access to the observation bunkers.</p> <p>Example comments:</p> <p><i>Gorse clearance required.</i></p> <p><i>Would benefit from properly constructed steps on the steeper inclines.</i></p> <p><i>Should not be a shared use track.</i></p> <p><i>Great track providing a challenge to those who want it. Don't dumb it down.</i></p>	<p>This track provides access to the observation bunkers and Te Rimurapa Landscape Feature Precinct, but is very steep with gorse.</p> <p>This track is to be maintained as a rugged, challenging track for MTB (likely having to walk rather than ride) and walkers/runners. Gorse is to be cleared to maintain access, but rather than upgrading the track, resources are to be used to improve access to the observation bunkers from the coast with construction of Track 19 and steps on Track 11.</p> <p>Needs signage.</p>
8,18,25,51,57,85,96,144,288,300,317,319,328,330	11	<p>Submitters have differing views about this track. Some welcome making the historic observation bunkers more accessible, one is not convinced steps are the answer and others are concerned about its location on the escarpment and its relationship with new Track 19.</p> <p>Example comments:</p> <p><i>I like upgrading of 11.</i></p> <p><i>The track up to the bunker is currently very adventurous and I agree that steps should make it much safer and would be welcome.</i></p> <p><i>We need more information and reasoning for this track as it appears to us to present a risk of catastrophic failure of the cliff face or damage to the recovering flora.</i></p> <p><i>Make multi use.</i></p> <p><i>Access to the historic site will also be available via a more attractive route using track 19 (if approved).</i></p> <p><i>Not sure why steps will improve access. Often they make it harder. I'd leave it like it is.</i></p> <p><i>Great if that could be tidied up and perhaps signposted. Some couldn't find it last year!</i></p> <p><i>The provision of steps would benefit pedestrians.</i></p>	<p>The existing track is very steep, but is the shortest access to the historic observation bunkers and a very pleasant environment. Improving access e.g. with steps will provide better access for walkers/runners, but not for multi-use. Along with new track 19, will provide a loop walk from the coast through this part of the Historic Reserve. It is not appropriate for mountain biking, although some bikers carry their bikes down the track.</p> <p>Needs upgrading, directional signage and information/interpretation on cultural and natural heritage along with improved historic bunker maintenance.</p> <p>Before any tracks work begins, vegetation must be assessed to ensure track alignment does not remove regionally threatened plants (this area has not yet been surveyed and there are threatened species in this escarpment area. Part of the track is through a KNE (Key native Ecosystem) which runs along the escarpment.</p>
30,57,83,87,89,97,319,317,152,267,300,310,319,329,330	12	<p>General support for improving this track as part of a loop from Te Kopahou Visitors' Centre to Pariwhero along the coast and back via the escarpment.</p> <p>Example comments:</p> <p><i>Well clear of the Haape stream except at the crossing point which could be made a board walk through the riparian margin. The route has minimal impact on nature as a walking track.</i></p> <p><i>The only concerns I have is that visitors will need to be kept at a safe distance from the top of quarry faces.</i></p> <p><i>Make multi use.</i></p> <p><i>Should not be a shared use track.</i></p> <p><i>Steps are needed on part of the foot track section.</i></p>	<p>To make this loop accessible, steps need to be constructed on the section closest to the visitors' centre and gorse and buddleia controlled along the track.</p> <p>Needs directional and information signage.</p>
317,319,328,330	13	<p>General support for improved maintenance.</p> <p>Example comments:</p> <p><i>Effects of water channelling on the section that drops down from the Tip Track.</i></p> <p><i>Improve track to provide emergency and fire access.</i></p> <p><i>Provides an experience of the upper Haape Valley.</i></p> <p><i>Would benefit from some upgrading and more frequent maintenance.</i></p>	<p>This existing 4-wheel track is used to monitor traps and by horse riders, walkers, trail runners and mountain bikers. It is the only track that crosses Te Hāpe Stream at the foot of the valley and allows people to experience Te Hāpe Valley. Although steep, it provides a loop trail and connections to tracks to the coast and the Tip Track. Its surface is rough and scoured by water.</p> <p>Actions - Improve maintenance and water management.</p> <p>Monitor effect on aquatic life at the Te Hāpe Stream crossing.</p>
64,208,286,328	14	<p>Support for track maintenance. Runners value this track for its challenges - steepness and ruggedness. Others find it too steep.</p> <p>Example comments:</p>	<p>People at open days at Te Kopahou Visitors' centre commented on this track (Tip Track) wanting a less steep alternative. It is valued by others for its steepness and ruggedness and used for training by trail runners and others. It provides access for 4-wheel drive trap monitoring and access for</p>

		<p><i>Improvement to track so that bigger than your fist sharp rocks weren't so many.</i></p> <p><i>Would benefit from some upgrading and more frequent maintenance.</i></p> <p><i>Improve track to provide emergency and fire access.</i></p>	<p>emergency vehicles. It is the main access to Te Kopahou for horse riders. Its surface is rough and scoured by water.</p> <p>Shared by walkers, runners, MTB, horses, 4-wheel drive for predator control</p>
319,328	15	<p>Few submitters commented on this track:</p> <p>Example comments:</p> <p><i>Track to nowhere.</i></p> <p><i>Existing track on the peripheral of the Hape Stream catchment that has an existing ecological effect.</i></p>	<p>Role of this track is access for predator control and downhill mountain bike tracks (21a, b, and c, d).</p> <p>Shared by walkers, runners, MTB, horses, 4-wheel drive for predator control</p>
7,8,9,12,27,28,43,51,53,68,71,75,76,84,87,94,95,97,100,103,105,107,109,110,111,316,319,335,317,111,112,113,114,115,116,119,120,122,124,125,128,129,130,134,135,137,141,142,143,145,149,153,157,162,164,165,167,172,174,178,179,181,184,191,193,199,200,205,207,210,214,217,219,225,226,233,237,238,240,243,246,247,250,251,256,258,260,266,267,268,271,278,279,280,287,299,306,308,311,314,319,330,328	16	<p>A lot of support for this track with some not supporting because of ecological effects and effects on habitat.</p> <p>Example comments:</p> <p><i>Make this a priority build. Add in another descending grade 5 MTB trail from turbine (greater variety) turbine</i></p> <p><i>Sounds like an exciting new option.</i></p> <p><i>Opens up the area.</i></p> <p><i>Good accessibility to local suburbs and great benefits.</i></p> <p><i>Close to CBD so likely to get more use than trails down to South Coast.</i></p> <p><i>Could be a quick win as it would be a more approachable to less experienced mountain bikers.</i></p> <p><i>Extend to entrance of landfill/Ohiro Rd.</i></p> <p><i>Connect if possible with the suburbs (end of Aston Fitchett and Mitchel Street) and perhaps onto Ohiro Road if practical. Add another descending Grade 5 trail from turbine (16a & 16b in BTB submissions).</i></p> <p><i>Should only be a shared use track if sightlines are adequate.</i></p> <p><i>Requires precautionary approach as in an area where birds expected to breed and will disrupt existing fauna habitat.</i></p> <p><i>Totally opposed to this track. There is plenty of opportunity to cycle through other similar places.</i></p> <p><i>Concerned at proposed width to 1.5m and that it is proposed for 2-way mountain bikes.</i></p>	<p>A connection to Happy Valley Road along the ridge between the two landfills (WCC and C&D) is currently not possible due to landfill operation and access over private land. A connection to Elliot Park is also currently not possible because access would be over private land. Building this track should only be considered when these connections have been established:</p> <p>The track grade is recommended to be minimum Grade 4 to reduce the width and length of the track.</p>
6,8,10,12,16,17,18,43,51,54,71,77,82,84,89,100,105,316,319,122,142,144,164,169,181,191,195,209,213,217,219,225,241,255,281,288,293,296,315,319,328,330	17	<p>Some support for this track and concept of a loop track, but concerns that uphill and downhill mountain bikes share the track. Concerns about the proposed width (1.5m.) Submitters suggest a separate track for downhill mountain bike track and a walker/runner/uphill mountain bike track. Some submitters like the concept but do not think it is a priority. Others oppose the track because of disturbance to vegetation.</p> <p>Example comments:</p> <p><i>Wider than existing mountain bike tracks which creates more disturbance and a low value corridor between it and the road.</i></p> <p><i>The existence of the track moves the effective buffer zone further down the hillside. It reduces the ecological value of the upper slope.</i></p> <p><i>Shouldn't be wider the beauty is winding through bush.</i></p> <p><i>I'm concerned that the MTB only track in parallel with Carparts Extension/Barking Emu is proposed as a 2 way track.</i></p> <p><i>It makes more sense to replicate the approach used in Windmill / Carparts where uphill MTB's share a trail with walkers, and downhill MTB'ers have a designated trail.</i></p> <p><i>Support, but should be done as single direction loop for MTB. To keep walkers and bikers off the road !!!</i></p> <p><i>I would say that most walkers use the road and not the trail, I walked it only once, but sharing it with bikes made the (muddy) track unattractive.</i></p> <p><i>Along with 18 a dedicated MTB track to the coast and would take downhill pressure off Barking Emu and Carparts Ext making them safer for uphill traffic.</i></p> <p><i>Track 17 looks OK in the long term but does not need to be a short term priority. I am opposed to any new tracks being built.</i></p> <p><i>Doubling up of 3,4/17 should be given low priority as existing tracks in these locations are adequate.</i></p>	<p>The rationale for this track is to make this part of Te Kopahou safer and a better user experience, to develop a new loop route from the turbine carpark to the Tip Track and return and to attract foot traffic away from Hawkins Hill Road for the safety of all road users.</p> <p>The draft track plan changes existing Carparts Extension and Barking Emu to foot traffic with Track 17 a new track for mountain bikers. This track would be part of a new loop from Polhill to the coast and back for walkers, runners and mountain bikers. But MTB submitters have reservations about two-way mountain biking. A solution is to take up submitters' suggestions to separate uphill and downhill mountain biking along tracks 3, 4 and new Track 17.</p> <p>However, building this track would mean there would be two tracks running parallel with impacts on the environment. A concern is that walkers may choose not to use Track 17 because it is lower down the slope with a less expansive outlook. This track would also begin and end at the same locations as several tracks and the overall effect is likely to confuse visitors and possibly create conflict. An alternative option is to improve existing tracks.</p>
7,8,9,12,27,28,43,51,53,68,71,75,76,84,87,94,95,97,100,103,105,107,109,110,111,316,319,335,317,111,	18	<p>Received widespread support from mountain bikers as part of the 42km. loop from Aro Street and a long descending mountain bike trail, although some want to see the trail start at the Radome to add length to the track and where it can be accessed from Hawkins Hill Road. Some submitters are opposed to this track for its impacts on the environment and biodiversity and because it runs parallel to an existing track. The suggested alternative is to improve Track 5.</p>	<p>A dedicated downhill trail for mountain bikers would remove the more experienced mountain bikers from the Regional trail on Track 5 and make it safer and a more pleasant experience for walkers, runners and less confident mountain bikers. While the track runs parallel to Track 5 it is well above Waipapa Stream. (Brooklyn Trail Builders' included a track plan in their</p>

<p>112,113,114,115,116,119,120,122,124,125,128,129,130,134,135,137,141,142,143,145,149,153,157,162,164,165,167,172,174,178,179,181,184,191,193,199,200,205,207,210,214,217,219,225,226,233,237,238,240,243,246,247,250,251,256,258,260,264,266,268,271,274,278,279,280,281,283,284,287,299,306,311,314,332,330,328</p>		<p>Example comments:</p> <p><i>Make this a priority build as its part of the 42km loop from Aro St.</i></p> <p><i>Avoids conflict with walkers.</i></p> <p><i>Track 18 is a descending trail and planned to start at the Radome, not part way down the hill (about 400m away). Track 18 will have the greatest vertical drop of about 480 metres but about 90m will be 'lost' if it doesn't start from the high point at the trig.</i></p> <p><i>Strongly oppose - follows an existing track and unnecessary within area with potential for kiwi habitat.</i></p> <p><i>Should not be built due to the detrimental impact that they will have on existing biodiversity and ability to recover.</i></p> <p><i>This track does nothing to enhance the recovering natural environment and will have a more than minor impact on nature along its length.</i></p> <p><i>Strongly oppose - instead improved Track 5.</i></p>	<p>submission which has this track running parallel to Waipapa Stream close to the valley floor).</p> <p>The start of Track 18 south of the Radome and along a short section of Track 5 is to avoid an area of significant vegetation and the oldest and most contiguous vegetation in Te Kopahou. This includes the largest extent of mānuka/kanuka and <i>Dracophyllum</i>/spear grass which hosts the nationally threatened speargrass weevil. Te Kopahou is the only location of the speargrass weevil in the OGB.</p> <p>The section of track between Track 7 and 8 passes through a threatened plant 'hot spot' and should be avoided. An environmental assessment of the route would include an entomological assessment and detailed ecology surveys and advice before finalising approval for the route and track design.</p> <p>Information and directional signage will need to emphasise that mountain bikers are to keep to the track.</p>
<p>3,18,25,37,51,60,75,76,85,104,137,144,152,211,267,306,309,319,317,321,329,330,328</p>	<p>19</p>	<p>General support because it would enable people to access the Historic Reserve and the observation bunkers.</p> <p>Example comments:</p> <p><i>Bunkers have always been a reasonably hidden attraction so it is good the access will be improved.</i></p> <p><i>We appreciate its purpose is to access the historic sites and should be a walking track with minimal impact on the surrounding nature.</i></p> <p><i>Not sure whether this is needed if (11) is upgraded.</i></p> <p><i>Reuse bottom section of current Red Rocks trail (on west side of</i></p> <p><i>A safer way to get to the bunkers - I see families up there with little kids and worry about how they're going to get through the really steep section from the Te Kopahou trig to the bunker.</i></p> <p><i>I do not support - do we want more visitors on the headland.</i></p> <p><i>I believe track 19 would provide great access to the observation bunkers / another point of interest.</i></p> <p><i>This track goes right through an area of medium ecological significance.</i></p>	<p>Track 19 combined with an improved existing Track 11 would improve access to the Historic Reserve and the historic observational bunkers and provide a loop walk/run from the coast.</p> <p>Alignment of the track would seek to avoid areas of ecological significance and cultural sites and manage the environmental impact of track building.</p> <p>A detailed vegetation assessment would be required to ensure track alignment does not remove regionally threatened species (this area has not been surveyed and is next to a KNE site (key Native ecosystem).</p> <p>An archaeological survey and Accidental Discovery Protocol would also be required as the track is within a Historic Reserve and potentially historic pā and terraces associated with early Māori settlement.</p> <p>Information/interpretation would also need to be developed.</p>
<p>5,6,9,15,16,17,23,38,50,52,53,75,79,82,83,85,94,108,138,158,189,198,206,207,208,214,216,232,258,269,282,312, 322</p>	<p>20</p>	<p>This track has an easier gradient than the Tip Track.</p> <p>Example comments:</p> <p><i>Best part of plan.</i></p> <p><i>Uphill alternative to TT has to be a winner!!</i></p> <p><i>Good accessibility to local suburbs and great benefits.</i></p> <p><i>Extend further up hill.</i></p> <p><i>Great idea as it avoids the dreaded steep section of the Tip Track and makes life easier for the Xterra trail runs.</i></p> <p><i>Extend to connect to 22 for easier climb to top near Radome.</i></p> <p><i>Outside of the Te Kopahou Reserve area however we point out that they will have a serious detrimental impact on flora and fauna recovery in that location.</i></p> <p><i>No, no, no, no, no. improve track 14 which will be better than cutting a new track.</i></p>	<p>A track with an easier gradient than the steep lower section of the Tip Track was a request by a number of Te Kopahou users at open days at Te Kopahou Visitors' Centre. This track would make this part of Te Kopahou more accessible.</p> <p>While the track plan recommends improving maintenance on the Tip Track to make it accessible for emergency vehicles and 4-wheel drive vehicles involved in trapping and maintenance, the part of the track nearest to happy valley Road will remain steep.</p> <p>Track 20 joins the Tip Track at the junction with Track 15. From here the gradient of the Tip Track is less steep.</p> <p>Switch backs are a concern because of their impact on vegetation and erosion, but are the only alternative to a less steep track in this location.</p> <p>Shared by walkers, runners, uphill mountain bikers.</p>
<p>5,6,9,12,27,30,44,50,63,114,121,111,112,113,116,119,120,,189,190,198,202,205,206,216,287, 317, 318, 327, 328, 329</p>	<p>21</p>	<p>This group of Grade 5 downhill MTB tracks were supported, but some submitters did not support because Grade 5 are for minority mountain biking, are not connected to other MTB tracks or for environmental reasons. That this group of tracks is near to southern and eastern suburbs was a positive for some submitters.</p> <p>Example comments:</p> <p><i>Amazing for progressing local (Island Bay) riders to higher skill levels.</i></p> <p><i>Great MTB option on the south coast. Will entice people in. Close to Island bay and up skill levels.</i></p> <p><i>Riding is not our core activity, but it is obvious that there are very few MTB tracks near Owhiro Bay.</i></p> <p><i>The proposed grade 5 tracks near the tip track entrance don't seem especially well connected to other options so I wonder how popular this would be.</i></p> <p><i>Strongly oppose - makes it into another Mākara Peak Bike Park. Where is the need to advanced mountain bike tracks identified?</i></p> <p><i>The reason the landscape is low ecological significance is due to human interference so let's not make it worse.</i></p>	<p>While advanced MTB riding is a minority MTB group, steep sections of Te Kopahou are suited to steep downhill track.</p> <p>Significant natural Area data indicates a potential wetland, possible in the gully near 21a which needs to be avoided.</p> <p>These mountain bike trails require further investigation. The steep gullies and access from the foot of the tracks at the boundary with private land is problematic, as is the narrow wedge above the happy valley trailhead where several tracks converge. Feasibility and alignment is to be investigated with mountain biker, but may result in these tracks not going ahead or the number of tracks reducing. Development of these tracks is an opportunity for volunteers to be involved in track construction and alignment and on-going maintenance.</p>

<p>2,5,8,11,13,17,28,29,, 38,39,40,45,50,52,54, 58,72,74,81,82,85,86, 88,91,94,97,102,103, 104,106,109,110,111, 112,113,115,118,119, 121,123,124,127,129, 130,132,133,134,135, 136,140,141,142,145, 147,148,151,152,156, 157,160,162,163,166, 168,170,177,180,183, 184,181,186,188,189, 193,196,198,199,202, 204,205,206,209,211, 214,215,218,219,221, 225,226,232,234,236, 237,242,243,246,249, 250,251,252,255,257, 259,263,265,266,267, 270,271,273,277,278, 279,280,283,286,287, 292,293,298,302,303, 305,310,313,316,319, 322,330,331</p>	<p>22</p>	<p>This was a priority track for many submitters as a route up from the coast with a number of loop options. A small number of submitters did not support it because they did not want to open up Te Hāpe Valley to tracks.</p> <p>Example comments:</p> <p><i>I am most excited about track 22 and think this will add a lot of options for walkers in that area, so I would like to see this prioritized.</i></p> <p><i>Seems a good alternative to 24.</i></p> <p><i>Good accessibility to local suburbs and great benefits. Give(s) better access from Owhiro Bay.</i></p> <p><i>Easier grade accessible to more people. Uphill MB creates loop options.</i></p> <p><i>Needs to have a link trail to top of quarry for a shorter loop from the south coast that is grade 3 (and) another short link to the Tip Track near C&D landfill.</i></p> <p><i>22 looks interesting - Good to not make this area super easy/ accessible for mountain bikers e.g. some Polhill tracks maybe mixed use but the number of mountain bikers removes the 'relaxing' element from walking at certain times in the day/week-It is a matter of getting the balance right.</i></p> <p><i>I very much care for the special nature and landscapes of this area (having spent a lot of time around there), but I don't agree that reducing access is a long term solution to protection. Education and signage of these special places will do greater good</i></p> <p><i>Lets open these areas to the wider community to see what special places exist on our doorstep!</i></p> <p><i>I am not supporting the track (and 24) but there is possible merit in a softer gradient.</i></p> <p><i>The technical challenges/costs and impacts of building tracks in the tight, steep rocky slopes of both the Hape and Waipapa catchments would suggest final track alignments be very carefully plotted to ensure minimising the whole footprint of new development</i></p> <p><i>This track is duplicating track 12 for half its length and cuts across the Haape stream upper catchment and crosses a rare and valuable forest remnant. It will not only fragment the area, but also negate the value of the offset restoration work to be done in the Haape catchment.</i></p>	<p>Track 22 connects the coast to the Tip Track and tracks in the northern part of Te Kopahou. It provides short and long loop alternatives and is part of the long loop between Aro Street and the coast.</p> <p>The track stays away from the base of Te Hāpe Valley and Te Hāpe Stream.</p> <p>In response to a submitter comment about duplication, Track 22 does not duplicate Track 12 as they follow very different routes. Track 12 is at the top of the escarpment with views out to Cook Strait and along with Track 5 forms the escarpment section of the coastal/escarpment loop. Track 22 is further down the southern side of Te Hāpe Valley with views to the north and east over Te Hāpe Valley and is intended to be part of the long loop between Aro Street and the coast.</p> <p>The challenge is the start of the track from the coast, the former quarry site and the very steep and narrow Te Hāpe Stream mouth. Access needs to be established and involve engineering/geotech advice.</p> <p>Offset restoration referred to is riparian restoration along Te Hāpe Stream tributaries and terrestrial restoration in tributary valleys to compensate loss of a stream as part of the C&D Landfill Resource Consent (WGN090036 Consent Certificate –C and D). Track 22 is on slopes well above the stream. Reduction of the value of original loss being compensated is not anticipated with development of track 22.</p>
<p>13,17,28,31,53,55,72, 73,97,103, 104, 164,165,169,174,179, 191,205,207,219,234, 259,270,274,281,316, 319, 330</p>	<p>23</p>	<p>This grade 5 downhill MTB track is generally supported by those who referred to it in their submission. Some submitters did not support it because of their concern about its impact on ecology.</p> <p>Example comments:</p> <p><i>Route 23 (and the 21s) would be amazing for progressing local riders into higher skill levels.</i></p> <p><i>Bikers can enjoy downhill without giving walkers a fright.</i></p> <p><i>Tracks 18 and 23 are descending trails and planned to start at the Radome, not part way down the hill.</i></p> <p><i>Track 23 would make an excellent downhill event as it has tarseal road access at top and bottom for event transportation.</i></p> <p><i>Trail #23 would provide additional loop options (down #23, up #22).</i></p> <p><i>Trail 23 to develop a grade 5 Dh track with enough length to be suitable for national level racing, something Wellington lacks currently.</i></p> <p><i>Upper section subject to on site inspection, as it might be better on south side of Tip Track.</i></p> <p><i>Track 23 would duplicate the Tip Track.</i></p> <p><i>Will have a serious detrimental impact on flora and fauna recovery in that location.</i></p>	<p>Track 23 gives mountain bikers a long downhill ride without conflicting with other users on the Tip Track (people on foot, horses, uphill mountain bikers and 4-wheel drive vehicles engaged in predator control).</p> <p>It will only be constructed once the C & D landfill closes and avoids significant vegetation except for a small area at the top of gullies that run down from the Tip Track to Landfill Road.</p>
<p>41,51,73,90,105,114,1 15,134,181,193,199,2 05,242, 253,322,332,329,330</p>	<p>24</p>	<p>Many submitters supported a new track from the coast and were less concerned about the track's alignment i.e. they supported either tracks 22 or 24. Some supported track 24 because it offered a different experience along the stream in the more sheltered valley floor. Others opposed track 24 because of the ecology in and along Te Hāpe Stream.</p> <p>Example comments:</p> <p><i>Just because we can build tracks into wild places doesn't mean we should. Wellingtonians are spoil for choice as it is. We can save some of the truly special places for the scientists to explore and learn from and let the people who want to enjoy the views and experiences of the south coast have the high viewpoints.</i></p> <p><i>We agree with the Council that the track should not be approved. It runs the length of the Haape catchment and traverses many of the offset planting sites and is another case of devaluing the purpose of the offset.</i></p> <p><i>Without trail 24 or 25 the key element of more intermediate options is not met.</i></p> <p><i>The final trail may well use a combination of both (22/23) alignments. Needs to have a link trail to top of quarry for a shorter loop from the south coast that is grade 3 (and) another short link to the Tip Track near C&D landfill.</i></p> <p><i>Replace track 22 (above Hape valley) with track 24 (crossing Hape stream) ...The Hape stream is incredibly beautiful and I think it's</i></p>	<p>Track 24 is not supported by Council officers because it crosses Te Hāpe Stream with threatened native fish species and passes through vegetation with ecological significance, including coastal forest that is rare along Wellington's coast and habitat for threatened plants and native fauna. Recognising the benefits that come from access, an alternative track (22) is proposed.</p> <p>An alternative track (run well above the valley floor and avoid the stream Track 22) has been proposed with fewer impacts because it is high above the stream and does not cross it, and it avoids areas with high value vegetation. A link to the Tip Track is also an option to be explored when establishing track alignment. As with Track 24, access up from the coast is a challenge and challenge and the final Track 22 alignment may share access with Track 12 up from the coast.</p>

		<p><i>important for people to have some access to our rarer ecosystems to appreciate them.</i></p> <p><i>Although I appreciate & largely agree with the points made about proposed tracks 24 & 25, what's currently missing and isn't provided for in this draft plan is some stretches of track in valley floors alongside streams. These are some of the most environmentally interesting/rewarding parts of the reserve.</i></p>	
<p>30,41,44,45,51,52,53,6 3,73, 75,316,124,175, 108, 141,181,199,203,225, 234, 242,253,267,274,284. 285,291,293,296,310, 315,317,319,321,322, 329,330,332,335</p>	25	<p>Support for this track is divided. Some support it because as a Grade 3 it is suitable as the Te Kopahou section of the Regional Trail. Some support it because it allows access into Waipapa Valley. Others do not support it because the track would allow access into potential kiwi country and a stream catchment with rare and endangered plants.</p> <p>Example comments:</p> <p><i>We agree with the Council that the track should not be approved.</i></p> <p><i>I am pleased to see that the council officers do not support tracks number 24 and 25. Just because we can build tracks into wild places doesn't mean we should.</i></p> <p><i>I would support not opening track 25 through Waipapa catchment</i></p> <p><i>I do not support tracks 24 and 25 because conservation and protection of wildlife is more important than providing access to users.</i></p> <p><i>We agree with the Council that the track should not be approved. It is inconsistent with a 'wilderness' experience, and not compatible with habitat suitable for kiwi and other ground dwelling fauna.</i></p> <p><i>Track 25 would also be a great track to experience parts of the coastal area that are currently hard to get to.</i></p> <p><i>Provides the long grade 3 loop (linking with #19 and #22/24) from the south coast. Provides a better user experience (less conflict) than #6 (potential issues with road and easement) and #10 Or #5 for the Regional Trail.</i></p> <p><i>I would like to see the proposed track no 25, down through Waipapa stream added back into the draft plan. I understand the WCC's interest in the ecology and conservation, but I also think this needs to be balanced with recreational access and it really would be awesome to have a trail down this valley through a kiwi habitat.</i></p> <p><i>I would strongly support tracks 24 and 25 - these provide long loops protected from the wind by the bush cover and the location of the track towards the valley floors.</i></p> <p><i>I support Track 25 as stream crossings can be done safely with maintained bridges.</i></p>	<p>This track is not supported. The Waipapa Stream catchment is planned to be where kiwi become established as part of the Capital Kiwi project and is the largest untracked part of the Reserve. It is an area with a complex mosaic of vegetation with high values that is regenerating. A track would bring people and potentially dogs into the area and disturb the continuous dense canopy of grey scrub that provides habitat and shelter for kiwi. The track is long, construction a major project and significant commitment for ongoing maintenance.</p> <p>Track 18 has been proposed as an alternative that runs well above the valley floor and avoids the stream.</p>

Attachment 5 - Summary of consultation

INTRODUCTION

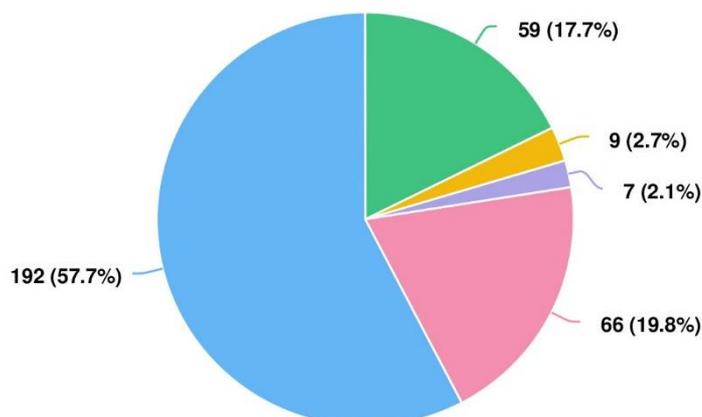
Total participants were 332. Of these, 314 people filled out the online submission form and 12 individuals and 6 organisations chose to email their submissions. The survey included six questions. Four of them were open field questions and two asked to what degree respondents agreed or disagreed with a statement.

Topics covered in the open field questions were wide ranging and varied: tangata whenua engagement, signage, wayfinding and interpretation, trailheads, water stations and toilets, Reserve Act classification, Te Hāpe Stream catchment as an offset location for restoration work, ecology and conservation (and their management), the number of new tracks (too many or not enough), shared or separated use, track loops, mountain bike grades, trails/tracks with elevation, technical tracks for runners, tracks with steps or switchbacks, track management and maintenance, staging, funding, weed and pest control, history of horses using tracks, tramping hut and shelter, dogs on tracks, volunteers and community, track construction, use of Hawkins Hill Road, retaining the dark sky, fire risks, shuttles, faster approval process, tsunami evacuation routes along the coast, better access for emergency access, vehicles on tracks and comments on specific tracks.

QUESTIONS

Q1 - How much do you agree or disagree that the proposed tracks will provide more opportunities and a better experience for you.

More than three quarters of the submitters agreed that the proposed will provide more opportunities and a better experience, and less than one quarter disagreed. Supporting comments focused on the track network making an area with high natural character and close to the city more accessible to diverse users and balancing access with preservation of the natural environment. Comments from submitters who were not supportive of the plan were diverse. Some thought that Te Kopahou was large enough to have a denser track network that could be used for recreation, trapping and planting. Most agreed that preservation of ecology and avoiding sensitive vegetation is important, but that achieving a quality trail network that works effectively for all users should not be compromised, and proposed management of areas with significant vegetation rather than avoidance. Some submitters thought that the plan focused too much on access for recreation at the expense of the ecology of the area. Some other more frequent comments were that the plan had a bias towards mountain bikers and there were some concerns about safety along Hawkins Hill Road.



Question options

● 1 = Strongly disagree ● 2 = Somewhat Disagree ● 3 = Unsure ● 4 = Somewhat Agree ● 5 = Strongly Agree

Q2 - What in particular do you like about the Draft Plan?

Answers to this question focused on making an area with high natural character, a feeling of remoteness and wilderness close to the city more accessible to diverse users, and balancing access with preservation of the natural environment.

Example comments

Aligns with one of the visions of the Open Space Access Plan, 2016 i.e. to 'provide a network of tracks that enables more residents to enjoy using the city's open space safely, while enhancing the natural environment'.

I like that this area is a largely untapped recreation gem so close to town. That said, I personally value the 'middle of nowhere' feel to the area, especially on Red Rocks Track.

The area has a sense of real wilderness with incredible views so close to the city. The proposal utilises more of the area, provides accessibility, more options, variety, a diversity of high quality experiences and multi-use for different people, purposes and abilities.

A boost to Wellington's outdoors options. Actively encourages people to get outdoors for exercise, to be in nature, enjoy this area for physical and mental well-being.

Exciting, inspiring, well thought out and executed and planned addition to Wellington's track network. Consideration has gone into the planning - balancing all the users, the land/flora/fauna and between ecology and access.

Q3 - If you could change one thing about the Draft Plan what would it be?

The one thing to change that was agreed to by 27% of submitters was to keep Barking Emu and Carparts Extension for mountain biking. Other items to change were spread over 49 topics with little consensus on the one thing to change. The topics that were mentioned more often (although each topic was mentioned by only a few submitters) were both more and fewer tracks, more consideration of the environment and ecology, more lower or higher mountain bike grades, including tracks 24 and 25 in the track network, recognition of and easier access for horses, need for a business case and consideration of costs and funding.

Example comments

Change Barking Emu and Carparts extension to one way MTB priority (downhill) while dedicating the new trail (no 17) to slow uphill biking and foot traffic.

Even more trails.

Horse access needs to be maintained.

No new tracks. Simply improve existing condition of existing tracks.

More consideration of the environment.

Not a change, but please ensure that climbing tracks are no harder than grade 3 otherwise they'll have limited use.

Do not make the tracks too easy. Grade 4 and 5 is where we need more tracks.

I would like Council to support the 2 proposed tracks - numbers 24 & 25

*Demonstration of how the plan is ensured to be a *self-sustained* ongoing System and not just a funded-now Project, that will cause an ongoing maintenance cost that hasn't been articulated.*

Q4 - If you had to choose, what three things in the Draft Plan do you think the Council should prioritise first? (You can choose a track number or tell us something more general about the plan).

Top 3 general priorities are:

1. Loops with the 42 km loop a top priority followed by the coastal/escarpment loop.
 2. Develop trailheads, water and toilets.
 3. Upgrade existing tracks and improve maintenance.
1. Followed by:
4. Avoid disturbing eco systems.
 5. Improve signage, wayfinding and interpretation.
 6. Some tracks with separate use.
 7. Tramping hut.

Top 3 priority tracks are:

1. Tracks 16, 18 and 22/24 forming a long loop.
 2. Track 17 (which along with 3 and 4 separates use).
 3. 20 as an alternative to the Tip Track.
2. Followed by:
4. 19 to reach observation bunkers (along with existing but improved 11).
 5. Cluster of downhill MTB trails 21a b,c,d.
 6. 23 and 25 (not supported by council officers because they traverse the Waipapa Stream and Te Hāpe Stream catchments but proposed by mountain bikers as part of a long loop).
 7. 12 (with steps and gorse cleared enabling the coastal/escarpment loop).

Example comments

The creation of loops is an important principle.

Make usable loops! Prioritise the tracks that will give users a reason to stay in the area for big loops.

Improved trailheads / toilets / water stations.

Maintenance on existing trails.

Prioritise preservation of the existing ecology.

I think making dedicated walking and cycling tracks from the outset is the most important thing. I am a runner and use Polhill quite a lot, but have found myself using certain trails less as I have had some very close calls with cyclists. It's good to see more dedicated cycle trails being built in Polhill. So I think it's really good that many of these trails are planned as separate tracks from the outset.

Also think prioritising the tramping hut is a great idea because it'll open up the area to new users.

Building the 2 way, multiuse grade 3 trail (#22/#24). Alignment to be decided at a future point, with equal consideration to ecology, user enjoyment, build difficulty. Make the trail great.

Tracks 18, 22/24 and 16 - created a 42km loop.

Track 4/17 sounds like a great idea as Barking Emu can get really busy

20 - uphill alternative to TT has to be a winner!!

I also think fully implenting track 5 and 12 to make a viable loop return to Te Kopahou would be well used by the public and therefore should be prioritized, along with track 19.

Slightly improving track 11 with steps (but in tune with it being a wilderness area!) would allow more access to bunkers from both above and from the coast for a wider range of people. Track 19 could then be added later to make a small loop.

The addition of 21a-d makes a great MTB option on the south coast.

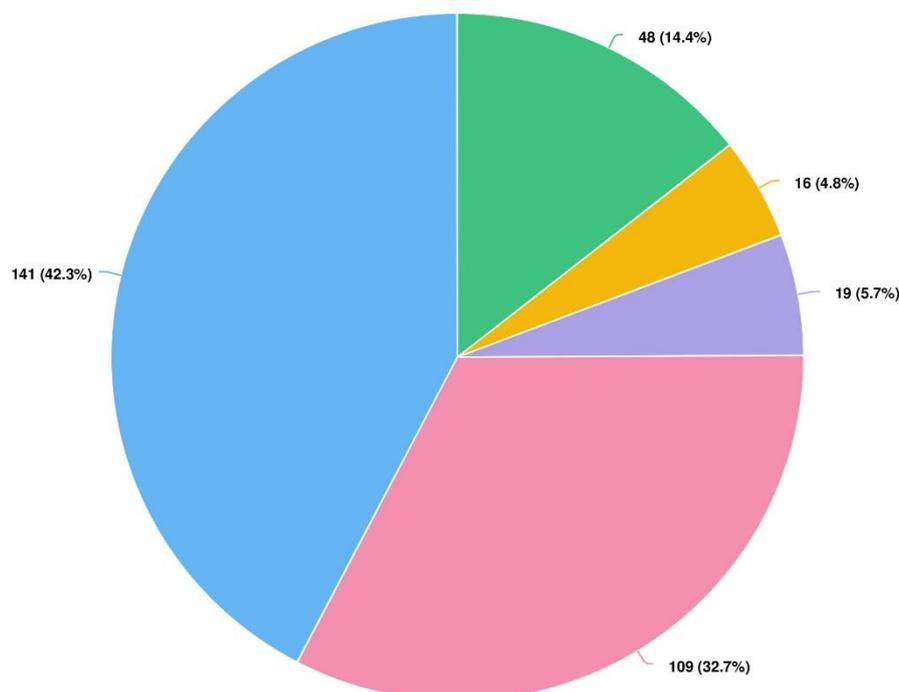
Trail #23 would provide additional loop options (down #23, up #22).

I support Track 25 as stream crossings can be done safely with maintained bridges.

Tracks 12 & 22 - this area is spectacular but the gorse and steep descent down to the Info Centre have made it unusable.

[Q5 - Looking at the plan and the 'Key Elements' summary – how much do you agree or disagree that the Draft Plan will deliver an improved track network over time that strikes the right balance between protecting what makes the reserve so special?](#)

Three quarters of the submitters agreed that the proposal will deliver an improved track network over time that strikes the right balance between protecting what makes the reserve so special and 19.2 disagree.



Question options

● 1 = Strongly Disagree ● 2 = Somewhat Disagree ● 3 = Unsure ● 4 = Somewhat Agree ● 5 = Strongly Agree

Q6 - Do you have any other comments?

Comments were wide and varying. The largest number of comments supported the plan. A number of comments were about replicating what has been done in Waimapihi Reserve and protecting natural values, the environment and ecosystems. Other topics were shared and single use tracks, keeping volunteers involved, access for horses, a shelter rather than a hut, and balance between provision of tracks and conservation.

Example comments

I love Te Kopahou Reserve and I think this plan is a great step to allow more Wellingtonians to enjoy what it has to offer.

This is such a beautiful area of the city that more people should be able to enjoy it. With incredible views from up the top everybody would have a good feeling after visiting.

BTB would like to see what has worked so well in Polhill replicated in TK. This includes quality trail construction that creates loops and connects to places; working with the community and a strong volunteer base. We know the “trails, trees and traps” approach works and have seen the benefits it brings (e.g. native trees planted during the past decade are now flourishing; and pest control resulting in reduced predators and abundant bird life – nesting and breeding outside of Zealandia).

Let's protect our rare plants and creatures ahead of more tracks.

The tradeoffs between accessibility and conservation in the draft network plan go too far in our opinion, and we believe more analysis of the proposed plan from an ecological perspective will help to achieve a result that protects and restores nature in the area.

While generally in favour of the proposed new tracks (for the reasons outlined in the Plan), we believe the area should be treated as a 'mainland island' wilderness area, even designated as a scientific reserve and treated as an offshore nature reserve. Some areas are ecologically significant with habitat essential for threatened native flora and fauna.

We support the increased accessibility to Te Kopahou Reserve, as it will encourage rangatahi to get out into nature. However, this must not come at the cost of the unique coastal ecosystem and the species within it.

We ask that mitigation (offsetting any habitat loss) is carried out as part of any development.

I MTB and trail run these tracks frequently, love our Wellington network of shared tracks and support many remaining shared, but on the higher use/connector tracks then separation is a better experience for all users, especially as more e-mtbs are on the trails.

Creating one way trails, separation of users and different grades could be a good way of not only helping reduce conflict but also giving the feel of being more remote. It also allows the reserve to cater to more individuals and spread them across different trails.

Please, please acknowledge that horses have always used and continue to use these tracks, have less impact on the terrain than mountain bikes, are accepted and appreciated by almost everyone using the trails and need easier gate access.

It's important to keep pest control and community involvement in trap clearing.

Agree that a built structure is desirable. It could however be a shelter rather than a tramping hut.

Seems a good balance between access and ecology.

Vegetation should not be the primary consideration in trail alignment. It's one of a matrix of considerations including trail gradient, logical connections, loops/connectivity, going to places of interest and public access.

The notion of 'balance' is discussed and we show that the 'natural values' of Te Kopahou will be compromised and lost if the proposed tracks for Te Kopahou Reserve were to be built. A conservative estimate of net loss to 'natural value' of about 1.97ha of vegetation (20,000 plants at 1m spacing) 'balanced' against a recreational gain of additional tracks

SUMMARY OF REASONS FOR SUPPORTING THE PLAN

A consistent reason for supporting the plan was that it made an area with high natural character and close to the city more accessible to diverse users and balanced access with preservation of the natural environment.

SUMMARY OF REASONS FOR PARTLY OR NOT SUPPORTING THE PLAN

These were diverse. The most consistent reasons for partly supporting or not supporting the plan was the proposed change to Barking Emu/Carparks Extension, that vegetation should not be the primary consideration in trail alignment, that effects on ecology could be mitigated through improved access for trapping and planting, that the plan focused too much on access for recreation at the expense of the ecology of the area, and that there were enough tracks already. There was also a concern from some with safety along Hawkins Hill Road.

IMPROVED SIGNAGE AND TRAILHEADS

There were high levels of support for comprehensive signage and maps at trailheads (information and interpretation) and directional signage with relevant information at track intersections. Submitters suggested signage information and interpretation.

Many submitters support trailheads at the Brooklyn turbine and Happy Valley Road with parking, toilets, water and information. Some submitters proposed a trailhead at the corner of Ashton Fitchett and Hawkins Hill Road as an alternative location for the Brooklyn turbine trailhead because of proximity to infrastructure.

NEW TRACKS AND TRACK USAGE

Support for new tracks in Te Kopahou outnumbered those who thought there were too many new tracks proposed. There was support for separating mountain biking from other users for safety and enjoyment of all users, especially on busier tracks, and support for separate tracks for downhill mountain bikers with uphill tracks shared. There was support for a walker/runner track and separate mountain bike track between the turbine and Radome because it would encourage people away from Hawkins Hill Road, but there were comments from residents that people would continue to use Hawkins Hill Road and it would be better to construct a footpath along the ROW.

The most commented on proposal in the plan to do with separated use was to do with the tracks between the turbine and the Radome. There was support from people for separating biking from other users along Carparts Extension and Barking Emu, but many submitters objected to this because the tracks were built by volunteer mountain bikers. Instead, they proposed either keeping these tracks for mountain bikers and building a new track for other users, or separating downhill bikers from other users with a separate track for shared use with uphill mountain biking.

LOOP TRACKS

There was wide support to prioritise loop track connections of varying length, whether on bikes or on foot. Loop tracks from the coast were especially supported. The long track loops were popular with mountain bikers and some runners, in particular the marathon length 42 km loop.

MOUNTAIN BIKE GRADES

There was little consistency in preferred mountain bike track grades with some wanting more grade 3 intermediate grade, some wanting easier grades and others wanting the more challenging grades 4 and 5. Experienced trail runners highlighted the need for some technical, steep, rugged and demanding tracks. Steps and/or switchbacks proposed for three tracks were supported by some, although mountain bikers are less supportive because of the increased track building, maintenance and visual issues.

NATURAL VALUES AND ECOLOGY AND ACCESS FOR RECREATION

Submissions show that people have differing opinions on a track network plan that allows some recreational access in an area with high natural values and significant vegetation. People are concerned that the ecology of the area will be compromised by allowing more track development, and others that a successful track network will be compromised if too much emphasis is placed on the ecology of the area. The areas most in contention are the Waipapa and Te Hāpe Stream catchments south of the Tip Track. Some submitters think that more people accessing the area will develop more awareness and appreciation of the area's ecological value. Some submit that active planting should be included in the plan and others that the area should be allowed to regenerate naturally given the harsh conditions.

TRAMPING HUT/SHELTER

There was support for the tramping hut as well as suggestions that a shelter rather than a hut was more suitable and sustainable.

HORSE RIDING ACCESS

Local horse-riders emphasised that they have traditionally had access to Te Kopahou farm tracks and this is allowed for in the OGBMP, but this activity is not acknowledged on signage and access through gates needs to be more horse friendly.

OTHER

Women in particular want to be able to run or walk with dogs on leash because they feel safer. A small number of mountain bikers want to be able to ride with their dogs off leash in parts of the track network.

Some submitters thought that information on priorities, costing, funding for ongoing maintenance and staging would be useful. Some submitters wanted existing track maintenance to be prioritised over new track building.

PRIORITIES

Priorities are loops, trailheads, existing track upgrades, improved maintenance (especially gorse clearance), avoid disturbing ecological sites, improving signage and information, separating use on some high use tracks and a tramping hut or shelter.

A track from the coast traversing Te Hāpe Valley to near the top of the Tip Track was supported, along with tracks that make up a loop to the coast, back to the Brooklyn turbine and through Waimapihi Reserve to Aro Street. The alternative to the steep part of the Tip Track was well supported (Track 20). The idea of improving Tracks 3 and 4 by separating use was also supported.

Attachment 5 - Review of Te Kopahou Track Network Plan

Introduction

The following reviews proposed changes to the 15 existing tracks and seven new tracks under eight criteria, identifies actions for track development and prioritises development of each track in the context of the track network.

When reviewing the track network, all visitors to Te Kopahou were considered. In Te Kopahou these are walkers, trampers, trail runners, mountain bikers, horse riders and controlled 4-wheel drive vehicle access for park rangers and predator control on former farm tracks, trail running, cross country and mountain bike events.

The review incorporates public feedback obtained through the public engagement and submission process. It also incorporates the report on the draft track network plan by track consultant Envisage NZ. As a result of that report, some mountain bike grades and walking/ track categories for specific tracks have been adjusted to help visitors to Te Kopahou find an enjoyable and safe track.

The text below each of the eight criterion summarises the results of the evaluation and results are colour coded green, amber or red as a quick visual indication. Actions are proposed for each track and the evaluation assumes these actions would be implemented.

Review criteria

1. **Role in the track network:** This track would improve connections within Te Kopahou and/or the wider Wellington track network, encouraging more people to access the reserve.
2. **Experience:** This track would "enable visitors to experience the reserve within ruggedly dramatic natural environment and its rich stories while also protecting and restoring the very values that make the area so special"¹
3. **Appeal:** This track would appeal to a range of visitors, an increased range of visitors or visitors with the skills and experience required of the track, or its provision would enhance the experience of another track.
4. **Visitor Safety:** This track would be able to be constructed and marketed so that it meets relevant track standards and reasonable visitor expectations, and would encourage use by people with the appropriate levels of skill, fitness and equipment to use it safely.
5. **Conflict resolution:** This track would eliminate or reduce conflict between different user groups or it would create minimal conflict.
6. **Impact:** This track would create minimal impact on the physical and natural environment of Te Kopahou as a 'priority biodiversity site'.² In particular, it would not create numerous openings in the tree canopy or plant cover or long stretches of openings in the tree canopy or plant cover and it would not involve destruction of ecosystems, habitat, or individual rare or threatened plants, birds, insects or invertebrates.
7. **Public feedback:** The track would reflect the general tone of comments from interested people during the public engagement and submission process.
8. **Practicability:** The track would seem to be easily built without specific design and without incurring inordinate cost or risk. It seems likely the track would be sustainable and its

¹ *Outer Green Belt Management Plan 2019* page 187.

² Te Kopahou is identified as a 'priority biodiversity site' in *Our Natural Capital* with "objectives to increase the population of existing threatened, and regionally rare species, as well as locally significant species and ensure their habitat(s) are healthy and restored, and to connect other ecosystems in the surrounding area to enhance and enable ecological restoration" (*Outer Green Belt Management Plan 5.7.1.2* page 183).

maintenance costs would be similar to comparable tracks in Wellington.

Definitions of the three colours are as follows:



In terms of any criterion, this track or proposal would present few or no difficulties, issues, negative impacts or uncertainty and/or its effect on the reserve and reserve experience(s) would be positive or even very positive.



In terms of any criterion, this track or proposal would present some difficulties, issues, negative impacts or uncertainty. Overall, its effect on the reserve and reserve experience(s) would be essentially positive but not strongly so, and specific aspects could be negative.



In terms of any criterion, this track or proposal would present significant and/or multiple difficulties, issues, negative impacts or uncertainty. Its effect on the reserve and reserve experience(s) would be minimal at best and may actually be detrimental.



Indeterminate: In terms of any particular criterion, there is insufficient information available to be sure what difficulties or impacts might be presented by this track or proposal and how it might affect the reserve and the experience it provides.

Actions and Priorities

Draft actions and priorities are also established according to each track's role in the track network, the things that need to be done to meet the criteria, and in response to submitters and the public who contributed during the engagement and consultation period.

High priority	2023 - 2028
Medium priority	2028 - 2033
Low priority	2033 - 2038+

Track grades and categories

Mountain bike tracks are graded using a 1 to 6 scale established in the New Zealand Cycle Trail Design Guide using the following criteria:

- Steepness/gradient
- Width
- Turn radius
- Obstacle height
- Smoothness
- Sidefall.

Definitions of mountain bike grades³

Grade 1 Easiest	Flat, wide, smooth 0-2 degrees over 98% of track, 2.5 minimum width, 6m minimum outside radius
Grade 2 Easy	Gentle climbs, smooth, 0-3.5 degrees over 95%, 0.9-1.5m for single track, 4m minimum outside radius
Grade 3 Intermediate	Narrow, some climbs, 0.5 degrees over 90% of track, 0.9m width over 90% of track, 0.6m width minimum with adequate clearance, 2.5 minimum radius and 4m desirable outside radius
Grade 4 Advanced	Steep climbs, obstacles, poor traction, may be some walking sections, 0.6-5 degrees over 90% with downhills in one direction up to 10 degrees, width 0.6 average, 0.4 minimum, 2m minimum radius 3m desirable outside radius
Grade 5 Expert	Technically challenging, 0-8 degrees for at least 90% of track, 0.4 m average and 0.25 m minimum width, 1.5 m minimum radius with more desirable.
Grade 6 Extreme.	Purpose built extreme downhill/free ride, steep and dangerous 0-10 degrees for at least 90% of track, minimum of tyre width. 1 m minimum radius, but the more preferred.

Walking track categories assigned to tracks in Te Kopahou⁴

Path	Paths in urban areas are not considered in the handbook
Short Walk	Track well formed, may have steps, light shoes are adequate
Walking Track	Track mostly well formed, may be up to 15 degrees, rough or muddy, walking shoes or light tramping boots required
Tramping Track	Track may be unformed, rough and steep, tramping boots required.
Route	Challenging and requiring experience and self sufficiency, there may be no track formation except for markers, sturdy tramping boots required.

Terminology used in the Te Kopahou track network plan

Clear sight lines:	The length of track that allows track users to see ahead so that they are not surprised by oncoming track users
Ecologically Sustainable tracks:	Tracks that follow the seven principles of the <i>Open Space Access Plan</i> 2016, Page 11: <ol style="list-style-type: none"> 1. Avoid acutely threatened ecosystems or habitats. 2. Avoid locations of threatened ecosystems or habitats. 3. Provide buffers to protect acutely threatened ecosystems or habitats. 4. Develop appropriately when tracks intersect with acutely

³ *New Zealand Cycle Trail Design Guide*, MBIE, 2015.

⁴ *Open Space Access Plan 2016*, Appendix 2 Track specifications, page 52.

	threatened ecosystems or habitats.
	5. Avoid or minimise impacts within the dripline of significant trees and avoid root disturbance.
	6. Avoid the creation of canopy gaps in established tree canopy.
	7. Avoid excess soil disturbance and retain organic material.
Mountain bike priority:	Walkers and runners are expected to give way to mountain bikers. Tracks have been designed for a mountain bike experience and may be difficult for walkers
MTB:	Mountain bike
Regional Trail:	Waimapihi Reserve to the coast. Tracks in Te Kopahou that are part of the regional trail are tracks 1,2,3,4,5
Route:	A link between two or more key locations
Shared track:	Refers to a path shared by walkers, mountain bikers and trail runners. Some shared tracks are also shared with horses and 4-wheel drive vehicles (rangers, predator control or maintenance)
Signature Trail:	Skyline Walkway from Johnsonville. Tracks in Te Kopahou that extend the Skyline Walkway to the coast are tracks 1,3/4,5
Track:	Used for paths within Te Kopahou whether used by walkers, trail runners and cyclists, horses, 4-wheel drive vehicles or E-bikes.
Track width	Ensuring space for the different track users to safely pass or be passed should sight lines be limited.

EXISTING TRACKS

Track 1 – Fenceline

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in the track network

Forms a loop around Zealandia following the predator proof fenceline. Brings people to the Brooklyn turbine and the start of Te Kopahou. Is part of the Skyline Walkway and the Regional and Signature Trails. Hawkins Hill Rd and Tracks (2) Windmill and Carparts run parallel to the eastern section of the track.

Connects to tracks on Hawkins Hill, Makara Mountain Bike Park (with a short on road section) and the Skyline Walkway, to Aro St via the Brooklyn turbine and Waimapihi, to Brooklyn via Ashton Fitchett Drive and to Hawkins Hill Rd near the intersection with Southemthread Rd. A short connection is proposed to lead people on foot across Hawkins Hill Rd to new Track 17.

Experience

The track has climbs and falls over its length and many of these are long and very steep. It introduces people to Te Kopahou and its ruggedness, and steep slopes are an indication of the distances and level of fitness required in the wider reserve.

Appeal

Shared by walkers, trail runners, mountain bikers and maintenance vehicles. Many mountain bikers going to Te Kopahou start at Waimapihi or ride from Ashton Fitchett and are less likely to use this track because it is very steep in places. They are more likely to take Windmill and Carparts (Track(s) 2) and continue southwards along Carparts Extension (Track 3).

People on foot will enjoy the openness and views from the track, and its width allows people to walk side by side. Its very steep uphill and downhill sections may deter some people, along with its uneven surface with bed rock in parts, and in others clay with some gravel that can become rutted and slippery.

This track is not graded for mountain biking. It is best described as a Walking Track category, although its steep parts are relatively demanding.

Visitor safety

Between Ashton Fitchett and the Brooklyn turbine, the track is an alternative to narrow, winding Hawkins Hill Road which is shared with vehicles.

Never the less, some walkers may choose to use Hawkins Hill Road between Ashton Fitchett Drive and the Brooklyn turbine despite having to share with vehicles because of the easier gradient, views and even, sealed surface.

Conflict resolution

The track is wide with good visibility making it suitable for shared use. Mountain bikers are likely to speed in steep downhill sections but these areas are highly visible. The track directs people away from Hawkins Hill Road.

Impact

The track is an established track with an existing ecological effect. Vegetation is kept clear along the fenceline and monitored to keep predators out of Zealandia.

Public feedback (engagement and consultation)

Submitters highlighted the track's two roles: maintaining separation for Zealandia and access for fence maintenance, and an alternative to Hawkins Hill Rd for people on foot. There were some comments on the need to reduce steep parts of the track and improve its surface to attract people away from Hawkins Hill Rd.

Practicability

There is limited ability to reroute or improve steepness because the track follows the Zealandia fenceline, but improving the quality of the track surface by removing loose gravel and maintenance of rutted and slippery parts may attract walkers to the track and away from Hawkins Hill Rd.

Actions

1. The track surface maintained so that it is easier for foot traffic.
2. A new entrance to the Fenceline track established at the southern end of the Brooklyn turbine carpark.
3. Directional, information and interpretation signage developed:
 - Directional and information signage at the Hawkins Hill Rd turnoff from Ashton Fitchett Drive directing people on foot and bikes to the Fenceline track. Make it clear that the road is used by vehicles and advise others to use the fenceline track
 - Map boards, information and interpretation on Te Kopahou tracks at the new entrance to the Fenceline track at the southern end of the Turbine carpark
 - Currently there are 8 different signs on the turbine carpark control gate. Remove redundant signs (e.g. the sign to Woofingtons). Remove current Council signage that directs the public to Te Kopahou Reserve, the Tip Track and Red Rocks via Hawkins Hill Rd. Make it clear through signage that the road is used by vehicles and direct people on foot and cyclists going south towards the Radome to Track 1 Fenceline or to Track 3 Carparts Extension.

Priority

Ongoing.

High priority for improved signage from the turbine carpark and a new entrance from the carpark to Track 1.

Track 2 – Windmill, Carparts

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in the track network

Part of the MTB track network linking Waimapihi with Te Kopahou. Popular tracks forming a loop to the Brooklyn turbine and back.

Experience

Narrow tracks, parts of which are through a scenic reserve, with shade under the tree canopy and birdlife. The loop track connecting to Waimapihi tracks attracts mountain bikers and people on foot who want an alternative experience under the tree canopy to the more open Track 1 Fenceline, although use for walkers is unclear. Carparts is downhill mountain bike priority and Windmill shared with uphill mountain biking, walkers and trail runners.

Appeal

Popular with MTB riders and largely built by volunteer mountain bikers. Windmill is shared with walkers, trail runners and uphill cyclists. Carparts is downhill MTB priority. Some walkers are not aware that Windmill is a shared track and think it is for mountain bikers only, or prefer the more even surface of the road.

Marketing these tracks as Grade 4 MTB would be a better indication of the skills required to ride these tracks than the current Grade 3 grade. This would be consistent with connecting tracks.

Windmill is a 'Walking Track' category.

Visitor safety

The tracks are accessed at their northern end by crossing Hawkins Hill Rd, but vegetation at the southern side of the road reduces views of track entrances and directional signage. Safety would improve if vegetation was cleared from the roadside and from track entrances with an area for cyclists, walkers and trail runners to gather before or after crossing the road.

Tracks are narrow and well-formed but some sections of shared Windmill have an uneven and narrow rideable or walkable surface due to compaction and displacement. Sightlines on Windmill need to ensure there is time for mountain bikers and other visitors to pass safely and the track needs to be wide enough to ensure space for visitors to easily pass or be passed should sight lines be limited.

Conflict resolution

Resolves conflict by downhill MTB priority on Carparts with uphill MTB shared with people on foot on Windmill.

Impact

The track is an established track with an existing ecological effect. Grade 4 and separated use enables track widths to be kept to 0.4-0.6m and 2-3m turn radius.

Visitor feedback

Most submitter comments referred to these tracks as examples of shared directional tracks. Walkers spoken to during open days enjoyed the track and appreciated access through native vegetation.

Practicability

Track surfaces could be improved so that the rideable and walkable part of the tracks is smoother with less compaction and displacement.

Actions required

1. New signage at entry and exits to help make tracks more visible and welcoming, for walkers in particular.
2. Track entrances redesigned to create an open space with more visible, safer entrances at both ends of tracks and a drop kerb at the turbine carpark end.
3. A smoother rideable and walkable surface on the shared track (Windmill).
4. Further opening of the tree canopy avoided.

Priority

High

Tracks 3 and 4 – Carparts Extension, Barking Emu

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Part of the regional and signature trails and the long track through Te Kopahau to the coast.

Experience

Tracks that are not steep or speed-inducing and running parallel to Hawkins Hill Rd through an area with regenerating vegetation and views to the south and east.

Appeal

Shared tracks, popular with mountain bikers but less popular with walkers although there is limited space for passing and the actual rideable track surface is narrow in places due to compaction and displacement and a 'dish' where the centre of the track is worn and lower than the sides, This makes the tracks difficult for riding as well as for people on foot. These tracks are likely to experience increased use as the popularity of tracks in Te Kopahou grows.

Grade 4 MTB.

Walking track.

Visitor safety

For safety reasons, and for more enjoyable use, the proposal is for these tracks to be signposted as Grade 4 MTB as an indication of the skills required. A grade 4 would also be consistent with revised grades of connecting tracks (tracks that make up the Windmill/Carparks loop (Tracks 2 and Track 5 to the coast) and provide consistency of experience and expectation.

Conflict resolution

Current conflicts are between uphill and downhill MTB and sharing use with people on foot because of the narrow rideable and walkable surface due to compaction and displacement. Conflicts would be reduced by improving the track surface so that the ruts and berms that have developed over time are filled in, and widening the rideable/walkable track surface in some locations for a consistent width. This would better allow for uphill and downhill traffic and shared use

Impact

The track is an established track with an existing ecological effect. There would be minimal impacts to improve the existing track by increasing the rideable and walkable track surface and improving sight lines and intervisibility so that track users can more easily see each other as they approach each other.

User feedback

Some submitters want to keep the tracks as they are and some support separated use with existing tracks for downhill mountain bikers and a new track for uphill mountain bikers, walkers and runners.

During the engagement process, non traffic users of Hawkins Hill Rd said they preferred the road over tracks because it has an even surface, is easier on feet and legs, is open to the sun and views and it is less pleasant to share the narrow tracks with mountain bikers. Some said they were unaware of the Zealandia Fenceline track and Carparts Extension/Barking Emu, or thought that the latter two tracks were for mountain bikers only.

Improving access, information and signage would clarify track use and removing ruts and sightlines, widening the tracks in parts and more regular maintenance would improve the experience for track users with minor impact on the environment.

Practicability

All proposed actions are buildable. This review recommends track improvements so that the rideable and walkable part of the tracks are improved. It also recommends avoiding damage to canopy tree and closed plant cover along tracks in order to help protect track surfaces, reduce wear and to limit weeds establishing.

Actions required

Existing shared use retained with uphill and downhill mountain biking but the track improved for better shared use:

1. Track entrance at the turbine carpark redesigned to make it more obvious and welcoming, especially for walkers, with a drop kerb and information signage.
2. Repair work is required to improve the rideable and walkable track surface, where ruts have formed by compaction and displacement and to shed water and avoid ponding.
3. Make changes to keep the track surface a consistent width to ensure mountain bikers and other track users have time to pass safely.
4. Ensure the tracks provide an experience that is compatible with other tracks that form the

Signature and Regional trails.

- Develop a new connection to the Track 1 across Hawkins Hill Rd from the southern end of Track 3 Carparts Extension and ensure that after the junction with Carparts Extension the track provides an experience that is compatible with other tracks that form the Signature and Regional trails.

Priority

High as part of the Regional/Signature Trail

Track 5 – Red Rocks

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

This 4.7 km track is the most important of existing tracks as it runs through Te Kopahou’s central spine near its high point down to the coast near Pariwhero/Red Rocks. It is the most southern section of the Regional and Signature Trails, is currently the only track that connects tracks from the Brooklyn turbine with the coast and is popular and widely valued. It starts below the Radome and connects to Track 4 (Barking Emu) via a short section of the Tip Track and ends at the mouth of Waipapa Stream at the coast.

Experience

A former farm track, it follows a ridgeline with expansive views over Waipapa and Te Hāpe Stream catchments and Cook Strait until it leaves the 4-wheel drive track and descends to the coast via a sheltered gully, crossing Waipapa Stream in two places. The ridgetop location provides a sense of exhilaration with openness and expansive views, contrasting to the sheltered gully and stream above the coast. A sense of wilderness, remoteness, contemplation, and the challenges the track offers, yet close to and accessible from the city.

For mountain bikers, it provides exploration, adventure and ‘discovery’ mountain biking which is less common near the city. Trail runners value the ruggedness of the track.

Appeal

The experience offered appeals to a wide audience and visitor numbers are likely to increase once it is marketed more as a regionally significant experience.

Shared by walkers, trail runners, mountain bikers and horse riders who mostly travel in the downhill direction towards the coast. The 4-wheel drive section of the track is used by Council rangers, for pest monitoring and maintenance.

The track is sufficiently long and remote to provide a sense of risk, isolation and some judgment for mountain bikers, trail runners and walkers. Parts of the track are technically challenging for mountain bikers with very steep sections and require concentration and good equipment and is not suitable for beginner mountain bikers. The track has several very steep sections and a narrow single track section with tight turns and a narrow rideable surface where it leaves the ridgeline track and

descends to the coast. The width of the 4-wheel drive section of the track means that people can walk, run or ride side by side which adds to the enjoyment.

Grade 4 MTB.

Tramping Track.

Visitor safety

The existing track is steep in parts with an awkward camber and a loose, difficult surface in some sections. The track is proposed to be identified as Grade 4 MTB as an indication of skills required and to be consistent with Tracks 2, 3 and 4 that connect to this track, and categorised as a Tramping Track. However, the track contrasts with tracks in Waimapihi and the area of Te Kopahou north of the Tip Track in that it feels more like the back country and is exposed to the elements before it descends to the Waipapa Stream and exits at the coast. The proposed hut or shelter will improve safety, particularly for those who underestimate the distances and rapid weather changes.

The section of track nearest to the coast is unbridged where it crosses Waipapa Stream in two locations which means wet feet, especially after rain where the stream level rises. Some mountain bikers avoid stream crossings by using an old track that runs above the coastal escarpment to the coast but this track is officially closed due to safety concerns. The lower section of the track also crosses rocky outcrops which are difficult or impossible to negotiate by bike or horse and very difficult on foot, although some trail runners said they value the ruggedness of the track for training.

The draft track network plan proposed moving the lowest section of the track to the true left side of Waipapa Stream to avoid stream crossings and the rocky outcrops, but after further investigation and review of submissions, the proposal is now to bridge the stream and improve the track on the true right of the stream. This would make this last section of the track accessible even after rain when the stream level may rise making the stream difficult to cross.

Conflict resolution

Visibility is good, but some sections of the track promote excessive bike speeds which could generate issues between different user groups and present safety concerns in remote areas. Where the track leaves the 4-wheel drive track and drops down to the coast, track width is generally sufficient, but the maintained and rideable surface is too narrow.

The proposal is to improve the track with 8 bypasses at steep sections. The addition of these bypass single tracks would add 620 metres to the overall track length and would improve the track experience for all visitors. It would also potentially make the track rideable uphill as well as a downhill (currently the track is too steep for uphill mountain biking).

The proposal is also to improve the final 1350 metres of the track where it leaves the 4-wheel drive track and descends steeply to Waipapa Stream. The existing narrow and steep section of the track after it leaves the 4-wheel drive part of the track would be improved for the expected increase in use when marketed more as a regionally significant experience. The proposal is to increase and maintain the rideable surface while generally keeping the existing track width, and easing the tightest of the hairpin bends so that they meet the Grade 4 radius specification. This would improve the track for all visitors. This work would require some earthworks but would not be excessive and may be able to be completed by hand. In addition, all of the last existing single track below the bottom of this steep section would be upgraded and Waipapa Stream bridged.

Impact

The section of the track shared with 4-wheel drive vehicles is an established track with an existing ecological effect. However, the bypasses would mean some vegetation removal and earthworks for bypass construction. In addition, the bypasses and new Tracks 18 and 22 to the west and east of the ridgeline tracks would also have cumulative edge and fragmentation effects and the possibility of

higher weed infestations with increased numbers of tracks and users.

Where the track leaves the ridgeline track and drops down to cross Waipapa Stream, there would be impacts, but initial investigation into bypass and track alignment indicates that the improvements could be completed without significant impact. This is because the track will be a narrow width, berms would not be provided, the track mostly stays away from known areas of greater ecological significance, and the existing track is used where it provides a good experience. In addition the track will not be built by volunteers but by professional track builders. Even with these precautionary measures, track building inevitably involves removing vegetation and earthworks and some parts are likely to be habitat for native fauna such as lizards. Assessments would need to be undertaken, permissions sought, and great care taken. The cumulative impact of alignment selection, construction methodology and ongoing maintenance will be particularly important when finalising bypass and improvement work, and funding should be in place to allow for an increase in the work required. The first bypass near the top of the track may mean avoiding spear grass and Cook Strait Kowhai in Bypass 6 in particular. The bridges would reduce negative impacts on the stream.

User feedback

Some submitters questioned whether this track is appropriate for a regional trail because it is steep and exposed along the ridgeline. The section of track nearest to the coast had the most comments because of having to cross the stream in two places, although some trail runners want to keep the challenge of stream crossings.

Practicability

Initial investigation into the 8 mountain bike-priority bypasses at steep sections show that they are buildable and similar to existing bypasses on the Skyline walkway. Improving the final 1350 metres of track after it leaves the 4-wheel drive track has also been investigated. The proposed new bridge crossings over Waipapa Stream before the track emerges at the coast has not been investigated in any detail, but are a practical option. Gorse cleared from track sides and other weeds will need to be monitored, in particular Darwin's barberry and Spanish heath to prevent them moving further into this southern section of Te Kopahou.

Actions

1. Eight shared bypasses at steep sections added.⁵ These will be subject to final alignment consideration and ongoing maintenance requirements.
2. The last section where the track leaves the 4-wheel drive track and descends to the coast improved by adding width to the maintained (rideable) strip and widening the turns to a Grade 4 MTB standard. This would improve the track experience for all visitors.
3. Close the old section of Track 5 that runs along the top of the escarpment and remove signage directing visitors to the track.
4. The stream bridged in the two locations where the track currently crosses Waipapa Stream. This would eliminate the current stream crossings or trying to stay on the true left of the stream which would be difficult to achieve because of the steep and rocky terrain and the cut required to establish a track there. It would also protect stream ecology values. The bridges would need a span long enough so that they are high enough to be protected from flood events, and be a minimum 600mm wide and 1200mm at handlebar height. A rideable suspension bridge would be a possibility.
5. The section of the track after it crosses Waipapa Stream and runs along the true right of the

⁵ As anticipated in the *Outer Green Belt Management Plan*, 5.7.2.5 Action 9, page 194 "... install minor alternate routes where gradients on 4WD tracks are so long and steep as to detract from recreational enjoyment ..."

stream would be improved where track users currently have to scramble over difficult rocky outcrops.

6. Signage would be added at both ends of the track with track names, visitors and distances and times and information and interpretation signage at the southern coastal track end.

Priority

High priority - as part of regional and signature trails to the coast and one of Wellington's visitor destinations, Pariwhero/Red Rocks. Primarily this work is an upgrade of the existing track that connects the hilltops to the coast through Te Kopahou so is the highest priority to provide a high quality visitor experience appropriate to this environment for a wide user group.

Track 6 – Te Kopahou

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Existing 4-wheel drive track provides access to the western Outer Green Belt boundary along the main Te Kopahou Ridgeline from the Radome to a track junction above Waipapa Stream. The northern section of the track is shared with vehicles to private land to the west, and relies on an easement through private land. The southern part of the track descends steeply and is controlled by a locked gate where the track leaves the easement and re-enters reserve land.

The track connects to Track 8 which descends to the Waipapa Stream on the valley floor and to Track 10 which leads to the Historic Reserve, Rimurapa Landscape Feature Precinct and the WW2 observation bunkers.

This track has potential to form the biggest loop in Te Kopahou for the more intrepid track users along with Track 10, Track 11 (for people on foot only) or proposed Track 19 that connects to Track 5 to the coast.

Experience

The track is in a more remote and less used part of Te Kopahou with spectacular views over Waipapa Stream catchment and to the west over farmland, and a sense of remoteness and adventure. The experience is likely to attract a minority user group and is unlikely to have the popularity of the easier and more accessible tracks. It is on the edge of the reserve, physically demanding and has a feeling of isolation with extensive views over the Waipapa Stream catchment and views to the west.

Appeal

The northern section of the track passes through private land along an easement and is shared with vehicles accessing properties to the west of the OGB. Where the track leaves the easement below the Te Kopahou summit it is very steep and rugged and is for experienced adventure mountain bikers, trail runners, walkers and horse trekkers.

The track is not classified as a MTB track because it does not meet criteria for a mountain bike grade. Slopes exceed uphill and downhill Grade 5 MTB where it re-enters the reserve after the

easement and as a 4-wheel drive track there is little opportunity to make improvements to achieve a MTB grade, even a Grade 6.

The track comes within the Tramping Track category but visitors need to be aware of the steepness, rough track surface and distances, and that there is no easy exit from the southern end of the track to the coast or other connections because of steep, challenging slopes and distances to connecting tracks. The walk would take more than two hours from the turbine to the coast with steep up and down sections followed by the coast road.

Visitor safety

A small sign indicates the start of the easement but recreational visitors may not be aware that it is shared with vehicles. The Te Kopahou ridgeline is frequently foggy with low visibility for vehicles and track users. Visitors need to be aware of the distances and time needed, that they are likely to be out of mobile phone range once they leave the easement and re-enter Te Kopahou reserve and that connecting tracks are rugged and steep.

Conflict resolution

The northern section of the track passes through private land and is shared with vehicles accessing properties to the west of the OGB. The track is wide enough for shared use.

Impact

An existing track with an existing ecological effect.

Public feedback

Not many people considered Track 6. A comment was made that it is difficult to identify which is private land and which land is publicly accessible and that signage warning people to keep out of private land is intimidating. A submitter suggested Track 6 as the regional trail along with 10 and 19 to the coast.

Practicability

The track is rough and maintained to a standard that allows 4-wheel drive vehicles access for predator control and reserve management and monitoring.

Actions

1. Track information with a map showing private and public lands at the Radome along with connections, distances and times and suitability for different use and experience levels.
2. Directional signage added at the junction with Tracks 8 and 10.
3. Road signage at both ends of the easement reminding reserve visitors that this section is shared with vehicles, runs through private land and not to enter private land or cross private land to Te Kopahou summit.
4. Maintain track to current standard.
5. Improved fencing would help separate public and private lands and keep stock out of reserve land (although out of the scope of this track network plan).

Priority

Signage high

Ongoing.

Track 7 – Radome Track

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

A former farm track that seems to be rarely used for recreation. It steeply descends the ridgeline between the eastern and western branches of Waipapa Stream with views of the two deep gullies that make up the Waipapa Stream catchment. Once the track has reached the valley floor and crosses the northern branch of Waipapa Stream, it climbs very steeply up to join Track 5 near where that track narrows and descends to the coast. Like Track 5 it offers expansive view, but is overgrown with gorse. The track's main role is to provide 4-wheel drive vehicle access for predator control.

Experience

The rough surface, gorse encroachment and steep gradient mean this is a challenging experience for all but the adventurous and intrepid walker, trail runner, mountain biker or horse rider.

User Range

Shared by walkers, trail runners, mountain bikers, horses and 4-wheel drive for predator trap monitoring. However, the track is not signposted and not well used.

'Tramping track' category. A steep track with slopes exceeding uphill and downhill Grade 5 MTB and as a 4-wheel drive track there is little opportunity to make improvements to achieve a MTB grade.

Visitor safety

The track is very steep with an uneven rocky surface and overgrown with gorse. Distances are long and mobile coverage is unlikely where the track crosses Waipapa Stream.

Conflict resolution

Low use, no conflict identified.

Impact

An existing but gorse overgrown 4-wheel drive track down the ridgeline with an existing ecological effect. Crosses Waipapa Stream.

Public feedback

Comments on this track from submitters and during the engagement period centred on gorse taking over the track making it unpleasant to use. Lack of information, signposting and a steep challenging track means that people are not aware of the track and it is not greatly used. One submitter thought the track should be upgraded to improve access for firefighting and emergencies.

Practicability

Improved track maintenance, keeping gorse to track edges, and improved direction and information signage would allow more access.

Actions

1. Clear gorse from track edges.
2. Directional signage and information at both ends of the track.

- Maintain as a rugged, adventurous track for tramping, horse riding, mountain biking and 4-wheel drive for predator control and reserve management and monitoring

Priority

Signage high

Ongoing

Track 8

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

The track is important because it connects the western most side of the OGB with central Te Kopahou and connects Tracks 5 and 6 across the Waipapa Stream valley floor.

Experience

A former farm track it enables visitors to experience the sheltered valley floor and Waipapa Stream environment which contrasts to the higher and more exposed parts of Te Kopahou.

Appeal

Shared by walkers, trail runners, mountain bikers, horses and 4-wheel drive for predator trap monitoring and is a more remote track offering a 'back country' experience. Currently the track lacks signage and information. It is the only cross valley linking tracks and allows people to experience the sheltered environment of the Waipapa valley floor and stream and its ecosystems as a contrast to the more exposed and rugged upper slopes and ridges.

A Tramping Track. It is a very steep and rugged 4-wheel drive track with poor traction in places. Cycling is extremely difficult where the track descends to Waipapa Stream and ascends to join Track 5. Its steepness makes the track a Grade 6 but it lacks other Grade 6 standards, does not meet criteria for a specific MTB grade and is not proposed to be upgraded in order to meet grading criteria.

Visitor safety

Very steep with an uneven rocky surface. Likely to have no mobile phone coverage where the track crosses Waipapa Stream.

Conflict resolution

Vehicles and bikes travel slowly because of track condition and steepness.

Impact

An existing 4-wheel drive track that crosses Waipapa Stream and passes close to an area with significant vegetation and threatened plants, and through the area identified by Kiwi capital for kiwi release. An existing track with an existing ecological effect.

Visitor feedback

Comments centred on upgrading the track to provide access to Waipapa Stream as long as access does not impact on the stream and its role linking eastern and western parts of Te Kopahou.

Practicability

An existing track whose maintenance costs would be similar comparable tracks in the OGB.

Actions

1. The track maintained for walking, adventurous biking and 4-wheel vehicle access for predator control.
2. Tramping Track category but does not meet criteria for a mountain bike grade.
3. Directional signage at junctions with Tracks 6 and 5.
4. Waipapa Stream crossing monitored for impacts.
5. Information and interpretation of the ecology of the valley floor and Waipapa Stream installed on the valley floor.

Priority

Signage high

Other work ongoing

Track 9 –

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

A former farm track but has not been used for some time and is in very poor condition. Its main role is to connect the foot of track 7 (Radome Track) with track 8.

Experience

The track enables track users to experience the sheltered valley floor and Waipapa Stream environment, but this is already provided by Track 8 which has better connections to other tracks. .

Appeal

Potentially shared by walkers, trail runners, mountain bikers, and horses that venture onto this more remote part of Te Kopahou. No access for 4-wheel drive vehicles.

Currently a 'Tramping track' because it is unformed and rough and overgrown with stream crossings. It does not meet criteria for a mountain bike grade. Potentially with an upgrade it could be a Grade 4 mountain biking track, but this would be inconsistent with connecting tracks which are steep and rugged and do not meet criteria for a mountain bike grade.

Visitor safety

Stream crossings, overgrown with gorse, in very poor condition with erosion and likely to have no mobile phone coverage.

Conflict resolution

May create some conflict between visitors because if re-opened it would be narrow and 2-way MTB. However, is unlikely to be well used so not likely to be an issue.

Impact

The track is in an area with regionally threatened plant species, close to an area with significant vegetation, crosses Waipapa Stream twice and passes through the area identified by Kiwi capital for kiwi release.

Public feedback

Very few people considered this track. Of those who did, opinion was divided between wanting this track reinstated and closing it permanently because of its proximity to Waipapa Stream and passing through an ecological 'hot spot' and future kiwi habitat.

Practicability

An existing but disused track that requires re building and on-going gorse clearance.

Actions

1. Recommendations are to retire this track and allow it to continue overgrowing.

Priority

N/A

Track 10 –

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

This track has a positive role in that it provides access from the north to the historic observation bunkers and Te Rimurapa Landscape Feature Precinct from the north. But for mountain bikers and horse riders the track is a dead end and they have to retrace their steps. For walkers or trail runners the track connects to the coast road via Track 11 and is part of a demanding long loop to the coast along with Tracks 5 and 8. The track may become the only way to access the western side of the Historic Reserve and the WW2 observation bunkers in the future due to sea level rise potentially closing access along the coast road.

Experience

A track that contributes to the experience of the reserve as a being a relatively large and isolated place for adventurous visitors who want to experience this more remote corner of the reserve. While there is no information or interpretation, experiencing the WW2 observation bunkers and an area

occupied by early Māori and imagining what it would have been like leaves a strong impression. Challenging uphill and downhill climbs for all visitors and the dead end for MTB would discourage many mountain bikers.

Appeal

Potentially shared by walkers, trail runners, mountain bikers and horse riders. The reality is that this track is for the hardy with good equipment. The ascent from the end of Track 6 is very steep with a 20% slope down the north side of the peak to the observation bunkers which will put off some people. Its major drawback is that it is a dead end for everyone except people on foot who attempt the descent to the coast road via Track 11.

The track has a tramping track category. Slopes exceed uphill and downhill Grade 5 MTB and as a 4-wheel drive track does not suit the ride that experienced Grade 5 and 6 riders expect, and there is little opportunity to make improvements to achieve a MTB grade.

Impact

Environmentally an existing track with an existing ecological effect.

Visitor safety

The track lacks signage and information, is exposed, and the steep gradient, small rocks and loose stones make it slippery underfoot. It is currently overgrown with gorse which you cannot always detour around.

Conflict resolution

The track has good sight lines and the steep climbs and rough and challenging track condition mean all visitors will have to move slowly and carefully. It creates minimal conflict.

Public feedback

Submitters commented on the rugged character of the track, gorse and access to the observation bunkers.

Practicability

Minimum opportunity to reduce the track's gradient, but the track could be more user friendly by controlling gorse and maintenance that removes loose stones from the track's surface.

Actions

1. Add track information and directional signage at both ends of the track along with distances, times and connections.
2. Tramping Track category. Does not meet criteria for a mountain bike grade.
3. Include interpretation signage of Te Rimurapa Landscape Feature Precinct, Historic Reserve and the observation bunkers.
4. Clear gorse along the track and control Spanish heath.

Priority

Signage high

Other work ongoing

Track 11

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

This short track connects the coast road to the Historic Reserve including sites of Māori occupation and the WW2 observation bunkers above Te kauae o Poua / Sinclair Head. The alternative is a long and demanding loop of three or more hours via Tracks 5, 8 and 10.

Experience

The track follows a narrow steep gully up from the coast and runs to the side of and in places through the bed of a narrow, steep stony stream until nearer the top where it is more open escarpment vegetation. The tracks allows you to walk in the footsteps of those manning the WW2 observation bunkers and early Māori who may have used this route up from the beach.

Appeal

The appeal of this track is it allows the visitors to follow the historical route up from the coast to the escarpment above Te kauae o Poua / Sinclair Head. Best described as a 'Tramping track' the track is for walkers or trail runners with a good level of fitness. It is not suitable for mountain bike access. Lack of signage and information and the steep section of track immediately up from the beach currently limits its appeal. There is little scope to provide access for mountain bikers. Future sea level rise may mean that this track may become redundant if access from the coast is no longer possible.

Visitor safety

A very steep and slippery track which limits who can use this track. The top section of the track is overgrown and the track not well marked. The back could be upgraded to avoid the stream with potentially steps would improve access to the observation bunkers from the coast.

Impact

An established track that follows a steep gully crossing a small stream in an area with regionally threatened plants and an existing ecological effect. Part of the track is through a KNE (Key native Ecosystem) which runs along the escarpment.

Conflict resolution

The track creates no conflict between visitors because it is limited to people on foot with reasonable levels of fitness.

Public feedback

Submitters have differing views about this track. Some welcome making the historic observation bunkers more accessible, one is not convinced steps are the answer and others are concerned about its location on the escarpment and its relationship with new proposed Track 19.

Practicability

Some challenges to improving the track such as constructing steps at steeper parts, and avoiding rocks and the stream bed. Specific design and construction required.

Actions

1. Engagement with iwi as part of wider planning and interpretation for the Te Kopahou area.
2. Develop heritage restoration plans for restoration and management of the bunker site and sites and gardens associated with early Māori settlement.
3. Establish Accidental Discovery Protocol.
4. Assess vegetation before any upgrade to ensure no regionally threatened plants are affected or removed.
5. Upgrade the track, avoiding the stream and consider steps.
6. Add directional signage at both ends of the track and information/interpretation at the coast.

Priorities

High given it provides access to cultural/heritage area and a short loop track option from the coast.

Track 12

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

This track has a prime role as a second route up from the coast into Te Kopahou. Other roles are:

1. Part of an 8.7km loop route from Te Kopahou visitors' centre to Pariwhero/Red Rocks via the coastal road and returning via the coastal escarpment (Tracks 5 and 12).
2. An emergency exit in case of coastal erosion and bad weather closing the coastal road.
3. Part of an overnight experience if a hut is developed on track 5.
4. The section of track closest to the Te Kopahou Visitors' Centre has potential to be shared by proposed new track 22 along the western side of Te Hāpe Valley to the Tip Track and part of a long loop between the Brooklyn turbine and the coast.

Experience

The track would give visitors a range of experiences – spectacular views from the top of the escarpment and across Te Hāpe Valley, remnants of farming and of former quarry activity and a loop that takes in the coast and inland Te Kopahou.

Appeal

The top half of the track utilises an old farm track that leads to former stock yards. This section of the track is a Tramping Track shared by 4-wheel drive predator control, horse riders and mountain bikers, although as a former farm track it is not suitable for classification for mountain biking. It is steep for mountain bikers where it leaves Track 5. Shortly after the stockyards, the track narrows and gorse encroaches onto the track making access difficult. This section of the track follows the top of the quarry face. The last approximate 115 metres of the track descends steeply to the mouth of Te Hāpe Stream, the coast road and trail head at the Te Kopahou Visitors' Centre, and is currently not accessible for mountain bikers except for those who carry their bikes up or down this steep section of track.

Potentially shared with mountain bikers depending on track alignment at the visitor centre end of the track. Mountain bikers would have to carry their bikes up from the coast. An option is a wheel ramp running alongside steps/path for bikes.

Tramping track.

Safety

The existing track alignment passes close to the top of the quarry face and escarpment at the eastern visitor centre end of the track and may need safety barriers. Gorse at the top of the quarry face makes use of the track difficult. The section of track nearest to the visitor centre trail head is very steep and will need work, potentially steps and safety barriers to make to safe, or realignment to avoid passing through the 'elevator shaft' above the Te Hāpe Stream mouth and part of old quarry works, or a new alignment that avoids the elevator shaft and passes further to the north before rejoining the existing track above the elevator shaft.

Users are exposed to coastal wind and waves along the coast road and exposed to winds where the track follows the top of the escarpment and quarry face.

Impact

An established track with an existing ecological effect. However, new Track 22 is proposed to the north of this track and an additional track in this part of the reserve would have a cumulative edge and fragmentation effect. Track development and increased use may also bring weeds into this part of the reserve.

User feedback

There were requests for a loop route along the coast and back to the Te Kopahou Visitors' Centre via the top of the escarpment as an alternative to returning along the coastal road.

General support from submitters for improving the track as part of a loop from Te Kopahou Visitors' Centre to Pariwhero along the coast and back via the escarpment.

Practicability

The ground conditions of the first 115 metres from the mouth of Te Hāpe Stream are uncertain and will require geotechnical assessment and engineering advice for improving access.

Actions

1. Survey to establish how access can be improved at the mouth of Te Hāpe Stream and Te Kopahou Visitors' Centre. This will include geotechnical assessment of the nature and stability of the track where it ascends from the mouth of the stream and follows an old quarry route through the 'elevator shaft' to the top of the escarpment. This route is likely to involve constructing steps up from the coast. In this case, consider a wheel ramp alongside the steps for MTB access.

2. Add directional and information signage at the coastal end of the track near Te Kopahou Visitors' Centre and at the junctions with Tracks 5 and 13.
3. Clear gorse from the track above the quarry face.
4. Consider a bypass with a more accessible gradient at the steep western end of the track (as with Track 5).
5. Monitor and control buddleia and other weed species along the track.
6. Add signage to warn visitors to keep to the track and away from the top of the escarpment.
7. Consider a bypass at the steep section near the western end of the track.

Priority.

High.

Track 13



Role in track network

This existing 4-wheel track is the only track that connects the Tip Track (Track 14) across the Te Hāpe valley floor to Track 5 via a section of Track 12 and is used for reserve management, ranger access and predator trap monitoring as well as reserve visitors.

Experience

Provides the only way to experience Te Hāpe Stream and Valley.

Appeal

A shared 4-wheel drive track for walkers, trail runners, mountain bikers, horses and predator control although currently the steep, rough and water-scoured surface and lack of information reduces appeal. A Tramping track, but is not classified as a MTB track. Slopes exceed uphill and downhill MTB grades including Grade 5 and 6, and a 4-wheel drive track has little opportunity to make improvements to achieve a MTB grade.

Visitor safety

The steep rough and water scoured track makes access a challenge for all visitors. The foot of the valley is likely to have no mobile phone coverage.

Conflict resolution

The steep and rugged 4-wheel drive track does not encourage speed; the track has sight lines and is wide enough for shared use.

Impact

An established track through the Te Hāpe Stream catchment with an existing ecological effect. However, new Track 22 is proposed to the north of this track and although the new track traverses

an area where vegetation has low value, an additional track in this part of the reserve would have a cumulative edge and fragmentation effect. Track development and increased use would also bring weeds into this part of the reserve.

User feedback

Support for improved maintenance to allow access and for people to experience Te Hāpe Valley. Also provides emergency vehicle access.

Practicability

The track is rough and maintained to a standard that allows 4- wheel drive vehicles access for predator control and reserve management and monitoring.

Actions

1. Improve maintenance and water management on the track.
2. Monitor effect on aquatic life at the Te Hāpe Stream crossing.
3. Add directional and information signage with interpretation of flora and fauna.

Priority

Signage high

Other work ongoing

Track 14 –Tip Track

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

The only access into the reserve from Happy Valley Road, the track provides access for 4-wheel drive predator trap monitoring, emergency vehicle access and is the main access to Te Kopahou for horse riders. It connects to Hawkins Hill Rd, the Radome, Tracks 5, 6, 7 and 13 and tracks to the Brooklyn turbine.

Experience

The experience it provides varies. Its steep gradient is valued by a surprising number of people for fitness and training (tramping, trail running), while others find it too steep and are put off accessing the reserve via this track. The track is used for events such Xterra.

Appeal

The track can be divided into three sections – the lower and upper sections of the track are used for walking, trail running and by horse riders, as well as 4-wheel drive access for predator control, but are too steep for most uphill and downhill MTB riders. The middle section is flatter and suitable for all visitors. Use shared by walkers, trail runners, mountain bikers and 4-wheel drive predator control.

Tramping track, but as with other 4-wheel drive tracks in the reserve, this review concludes that it

does not meet criteria for a mountain bike grade.

This final track network plan proposes new tracks as alternatives to the upper and lower steep track sections (Track 20a and 20b). Two new downhill mountain bike tracks are proposed as an alternative to Track 14 and to provide variety for advanced mountain bikers.

Visitor safety

A steep track, with a rough surface and scoured by water. The start of the track is next to Landfill Road with limited parking on Happy Valley Rd and trucks and other traffic entering and leaving the landfill. During the engagement phase, some walkers thought it unsafe sharing with 4-wheel drive vehicles and mountain bikes.

Conflict resolution

Some conflict between mountain bikers speeding downhill and walkers. Some walkers expressed surprise at being met with 4-wheel drive vehicles.

Impact

An established track with an existing ecological effect. However, new Tracks 20a, 20b and 23 are proposed and would have cumulative edge and fragmentation effects. There is the possibility of higher weed infestations with increased numbers of tracks and users.

User feedback

People at open days at Te Kopahou Visitors' Centre commented on this track and asked for a less steep alternative. It is valued by others for its steepness and ruggedness and use for training. .

Some asked that mountain bikers and 4-wheel drive vehicles be excluded from the track.

General support for improved maintenance.

Horse riders ask for improved access through the gate to the Tip Track from Happy Valley Rd.

Practicability

The track is rough and as with other 4 wheel drive tracks in the more remote parts of the reserve maintained to a standard that allows 4-wheel drive vehicles access for predator control and reserve management and monitoring.

Actions

1. Improve track maintenance to ensure accessibility for emergency vehicles and 4-wheel drive vehicles involved in predator trapping.
2. Develop a new trail head south of the Tip Track with car parking and an alternative track into the reserve.
3. Develop new tracks as an alternative to the steep upper and lower sections of the Tip Track.
4. Signage is to show that the track is shared with walkers/trail runners, 4-wheel drive vehicles, horses and mountain bikers.
5. Work with the horse riding community to improve access for this recreational activity. This includes keys to access locked gates.

Priority

Signage high

Other work ongoing

Improvements to this track are to ensure the track is accessible and fit for purpose. A priority for the track network is the construction of new tracks as alternatives to the upper and lower steep section of the track (Tracks 20a and 20b).

Track 15

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

This former farm track leads to a dead end at private land. Its key role is access for predator trap monitoring, but is also used for some cross-country events that are allowed access from Bata Place through private land to Track 15. Some horse riders may also access the track via Bata Place

Proposed Track 20a as an alternative to the Tip Track and a proposed downhill mountain bike track (21) joins Track 15 near to its junction with the Tip Track.

Experience

The track is open and follows the ridge on the eastern side of Te Hāpe valley with views, steep in places and becoming overgrown. The dead end discourages use. A high point gives good views and could be a destination for people using new Track 20a.

Appeal

Its current primary use is for predator trap monitoring access. The dead end means the track has limited appeal for other visitors. Some trail running events have permission from landowners to run an event through private land from Bata Place to Track 15 as an alternative to the steepest section of the Tip Track. In future, event organisers are likely to start their events at the new trail head on Happy Valley Rd and use proposed Track 20a to access the reserve.

Tramping track and as with other 4-wheel drive tracks in the reserve, not suitable for MTB grading.

Visitor safety

A former farm track with some gorse on track edges and some steep sections.

Conflict resolution

Shared but has minimal use and is wide enough for different visitors.

Impact

An established track on the edge of the Te Hāpe Stream catchment with an existing ecological effect. New Track 20a, and the possibility of MTB downhill tracks would have cumulative edge and fragmentation effects and the possibility of higher weed infestations with increased numbers of tracks and users.

User feedback

Few submitters commented on this track, other than pointing out it is a dead end.

Practicability

Maintenance costs may be better spent on reserve tracks with a higher priority.

Actions

1. Continue maintaining this track for use for predator control and fire management.
2. Tramping Track category. Does not meet criteria for a mountain bike grade.
3. Consider a picnic/lookout area at the high point of the track as a destination.

Priority

Signage high

Other work ongoing

PROPOSED NEW TRACKS

Track 16

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

An additional track at the busier end of the Te Kopahou track network through Carey's Gully to the southern end of Windmill (Track 2). It connects to the Waimapihi track network and provides a new and additional loop track to the turbine. The track alignment has already been identified by Brooklyn Track Builders and they expect volunteers will be involved in track construction. Its main role is a potential connection over private land to Elliot Park in Brooklyn and to Happy Valley Rd through land currently leased to T&T landfill.

Experience

Enables experience of Carey's Gully forest and Scenic Reserve. A steep and difficult climb up to the turbine for MTB.

User Range

Two-way shared MTB, walkers and trail runners.

Build to a Grade 4 MTB standard due to the track's steepness and to reduce environmental impact (narrow width and turn radii).

Walking track.

Visitor safety

Ensure adequate sightlines for safe shared use.

Impact

There will be negative impacts with removal of vegetation during track construction and use and possible disturbance to bird habitat. A new track in Cary's Gully where there are existing tracks (Track(s) 2 Windmill and Carparts) would have cumulative edge and fragmentation effects, and the threat of higher weed infestations with increased numbers of tracks and users.

Public feedback

There is a lot of support for this track from submitters because of the perception that it is part of the Regional Trail that links tracks in Waimapihi to tracks to the coast. Other submitters do not support it because of ecological effects and effects on bird habitat in the Scenic Reserve. Brooklyn Trail Builders have already marked out the route for this track and propose to follow methodology used in Waimapihi Reserve. Brooklyn Trail Builders aspire to connect this track to Happy Valley Road along the ridge between the two landfills (WCC and C&D) with a number of short downhill MTB trails. Another aspiration is a connection to Elliot Park in Brooklyn. Neither of these connections are currently possible due to landfill operations and access over private land, but there may be opportunities in the future if access can be negotiated.

Practicability

Track alignment has already been identified by Brooklyn Track builders. Grade 4 MTB standard allows width to be kept to a minimum to reduce vegetation removal and earthworks. The existing tracks, Track(s) 2 Windmill and Carparts already provide a loop connection with the turbine with a similar experience and function, and until a connection can be developed with Elliot Park in the first instance and to Happy Valley Rd via land currently used for landfill purposes, there are few compelling reasons to construct Track 16.

Actions

1. Consider building this track only when the following connections have been established:
 - Firstly, to Elliot Park
 - Secondly a connecting route to Happy Valley Rd through the area currently used for landfill purpose.
2. Track user group and mountain bike grade may result in ecological impact in the Scenic Reserve that means this track would not be able to go ahead. This will be part of track route selection and assessment.

Priority

Track construction is dependent on achieving access to Elliot Park and development of a connection to Happy Valley Rd, and likely to be medium to long term

Track 17

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Runs parallel to tracks 3 and 4 (Carparts Extension and Barking Emu) and separates use. The section south of Southernthread Rd is part of the regional and signature trails, and forms part of the long loop 'Experience Te Kopahou' between Aro Street and the coast. Connects to Track 1 (Fenceline) across Hawkins Hill Rd and is an alternative to Hawkins Hill Rd from the turbine to the Radome.

Experience

This new track was intended to make this part of Te Kopahou a better user experience for people on foot and for mountain bikers, because it proposes to separate these visitors from downhill mountain bikers. It passes through an area with regenerating vegetation, under the tree canopy in the more sheltered parts of the route and on to more exposed ridges in the southern half of the track. It is an alternative to Hawkins Hill Rd which is shared with vehicle traffic.

Appeal

Provides a track for walkers, trail runners shared with uphill mountain biking.

A 'Walking track' suitable for people with moderate fitness abilities and Grade 4 uphill mountain biking.

However, this track may not appeal to the range of users it is designed for. Walkers may not use this track because it is lower down the slope than the existing Barking Emu and Hawkins Hill Rd, less out in the open with fewer views, and closer to the landfill. It also requires a linking track from Track 1 Fenceline across Hawkins Hill Rd and Track 3 Carparts Extension, and visitors are likely to continue south along Hawkins Hill Rd to the Radome.

Visitor safety

Provides a safe walking and riding experience. The crossing over Hawkins Hill Rd between this track and Track 1 (Fenceline) would need to be clearly marked and vehicles warned that people may be crossing the road. The track would be very close to the track from the consented zipline which brings zipline users up to Hawkins Hill Rd near the junction with Southernthread Rd.

Conflict resolution

Resolves conflict between visitors through separated use.

Impact

Construction would require removal of existing vegetation and excavation on a steep cross slope. The route would have to avoid habitat of the nationally threatened spear grass weevil at the southern end of the route and need weed control and monitoring for weed spread to the south along the route. Tracks running so closely and parallel to each other have cumulative effects with exacerbated edge effects and weed infestation that make the environment less resilient to threats. An alternative to this new track is improving existing Tracks 3 and 4 (Carparts Extension/Barking Emu) and creating a

connecting track from Track 1 Fenceline to move people on to a track and away from Hawkins Hill Rd.

User feedback

Submitters generally supported this track and the concept of a loop track along with Tracks 3 and 4 that separated uphill and downhill mountain biking. Some submitters were concerned that the track duplicated Tracks 3 and 4 and whether this is necessary given tracks 3 and 4 mostly have good visibility and are not steep or encourage mountain bikers to speed.

Some submitters like the concept for Track 17 but do not think it is a priority. Others oppose the track because of disturbance to vegetation and note that a zipline has resource consent with access off Hawkins Hill Road with some new short sections of tracks to the ziplines.

Some submitters wondered whether walkers would use the track because of the open aspect of Hawkins Hill Rd with views and an even surface underfoot.

Practicability

A concern is the section of track below Southernthread Road where there would be a number of tracks in a relatively small area – the end of Carparts Extension, the start of Barking Emu and a short track that connects the Wellington Zipline to Southernthread Road where customers are picked up.

Actions

1. Do not proceed with development of this track. Instead, improve Track 4 and the southern section of Track 3 where the new connection from Track 1 crosses Hawkins Hill Rd.

Priority

N/A

Track 18

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

A downhill priority track for mountain bikers from near the top of the Tip Track to the coast. The track runs below the ridgeline and to the west of Track 5 but well above Waipapa Stream. The section of the track nearest to the coast is shared with Track 5. Track 18 is an alternative to a proposal by Brooklyn Trail Builders for a track that runs close to the valley floor and Waipapa Stream, and would have a lower level of environmental impact.

Experience

A mountain bike experience in contrast to the more ‘adventurous’ type of riding on other tracks in Te Kopahou. The track is below the ridgeline with less expansive and spectacular views than Track 5 on the ridgeline, but would be more sheltered.

Appeal

Downhill mountain biking built to Grade 4 standard and consistent with connecting tracks from the Brooklyn turbine. The draft plan that went out for public consultation proposed the trail to be Grade 5, but this would only be achieved if the track loses height more steeply with turns for interest, which would add length, more excavation and vegetation removal, and is not recommended. Grade 4 would also appeal to a wider user group than Grade 5.

Visitor safety

This track would be for advanced mountain bikers who prefer a long downhill and priority mountain bike ride to Track 5 which is shared by a number of different users.

Conflict resolution

Low level because single use and one-way. There may be some conflict where Track 18 joins Bypasses 6 and 8 on Track 5, but signposting will warn track users on bikes to slow and be aware of shared use.

Impact

The track would be narrow and downhill only. The track runs close to another (Track 5) and this would exacerbate edge effects, fragmentation and weed infestation. However, sharing Bypasses 1 and 6 with Track 5 users would reduce edge effects and fragmentation. The start at Track 5 Bypass 1 would need to avoid the *Dracophyllum* population which hosts the threatened speargrass weevil and an area of mānuka and kānuka where opening the canopy must be avoided. Entomological assessment would be part of the alignment selection. Impacts are also reduced by avoiding the 'ecology hotspot' near the Waipapa valley floor between Tracks 8 and 7.

User feedback

The track received widespread support from mountain bikers as part of a long loop from Aro Street and a long descending mountain bike track, although some want to see the track start at the Radome to add length to the track and where it can be accessed from Hawkins Hill Road. This is not supported because the track would pass through threatened habitat, including habitat of the threatened speargrass weevil. Some submitters are opposed to this track for its impacts on the environment and biodiversity and because it runs parallel to an existing track.

Practicability

This will be assessed as part of route selection that ensures ecological and earthworks effects can be appropriately managed and long-term management of the track is sustainable.

Actions

1. There is opportunity to build the track in sections and for community involvement in its funding. Construction methodology will be specific to the site and need careful monitoring of effects and track standard specification, so is unlikely to be suitable for volunteer build.
2. Avoid the *Dracophyllum* population and mānuka and kānuka at the top of the track by starting Track 18 at Track 5 Bypass 1.
3. Share Bypass 6 and 8 with Track 5 to reduce the number of parallel tracks. Signage must make it clear that the bypasses are shared with other track users.
4. Avoid the ecology 'hotspot' by crossing Track 8 near its junction with Track 5, and rejoin Track 5 at Bypass 8.

Priority

High subject to funding

Track 19 and 19a

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Track 19 has two roles:

1. Combined with an improved existing Track 11 it would provide a new loop walk/run from the coast to the observation bunkers.
2. Mountain bikers are not able to access track 11 so Track 19 would provide access to the coast for mountain bikers from Track 10 to avoid having to backtrack.
3. Track 19a is an option to be investigated that avoids the very steep part of Track 10 to the high point for those who do not want to visit the bunker site but want to go to the coast.

Experience

An adventure type experience and exploration of the more isolated western side of the reserve. The track would be steep where it meets Track 5 on the true right of Waipapa Stream. Directed at people on foot, but allowance for mountain bikers who otherwise would have to retrace their steps via Tracks 10 and 6 or 8.

Appeal

Tramping track with priority for people on foot. Mountain bike Grade 5 downhill.

Visitor safety

The junction with Track 5 would be on the true right of Waipapa Stream, ideally where the new bridge on Track 5 crosses the stream. Measures at the foot of track 19 would need to slow riders before this junction.

Conflict resolution

Potential conflict between downhill MTB riders and people on foot.

Impact

The route appears to avoid significant ecological areas but is in an area that has been minimally surveyed. An ecological survey would be required as a part of route selection. The biggest impact is likely to be where the track steeply descends to connect to Track 5 on the true right bank of Waipapa Stream. Part of the track would pass through the Rimurapa Landscape Feature Precinct and the Historic Reserve and an Accidental Discovery Protocol would be followed.

Public feedback

General support because it would enable people to access the Historic Reserve and the observation bunkers, but was opposed by others because the track goes through an area of medium ecological significance. The new track alignment avoids this area.

Practicability

Unknown at this stage.

Actions

1. Carry out an ecological survey as a part of route selection.
2. Survey sites to do with Māori settlement and engage with iwi as part of route selection.
3. Follow an Accidental Discovery Protocol when constructing tracks.
4. Interpret cultural and historic sites.
5. Engagement with iwi as part of wider planning and interpretation for the Te Kopahou area.
6. Information, interpretation and directional signage.

NB Feasibility of the track is contingent on surveys.

Priority

Medium

Tracks 20a and 20b

Role in the track network	Experience	Appeal/Demand	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

This track would start at the new trail head with parking off Happy Valley Rd and make access safer and this part of Te Kopahou more accessible for a wider range of visitors. Those who use the Tip Track for fitness would still be able to use the Tip Track.

The new track would be in two sections 20a and 20b, with access between the two sections from the less steep middle section of the Tip Track.

The upper section of Track 20b could also be used as the upper section of Track 22 from the coast on the western side of Te Hāpe valley.

Experience

An easier gradient than the steep sections of the Tip Track.

User Range

Would appeal to a range of visitors and shared by walkers, trail runners, uphill mountain bikers.

Walking track.

Mountain bike Grade 4 uphill.

Visitor safety

The track is safer for uphill mountain bikers and people on foot than the Tip Track which is also used by 4-wheel drive vehicles, horses and downhill mountain bikers (although Track 20 would rejoin the Tip Track in the middle section where it is less steep). The entrance/exit at the new trail head with off street parking is safer than the Tip Track entrance on Happy Valley Rd and the landfill entrance.

An existing track from the new trail head at the foot of Track 20a is suitable for walking/trail running but is too steep for mountain bike uphill riding.

Conflict resolution

Would resolve conflicts on the Tip Track between diverse visitors.

Impact

The alignment of Track 20a in the section immediately above the new trail head and carpark would avoid areas with ecological significance and is mostly through open areas with gorse and grass. However, 20a and 20b run parallel to Track 14 and have a number of switchbacks, and this would exacerbate edge effects and fragmentation, and make the area more vulnerable to weed and pest plant infestation. The alignment of 20b would have to be carefully selected to avoid areas with ecological significance at the top of the Te Hāpe Stream catchment.

User feedback

A track with an easier gradient than the steep sections of the Tip Track was a request by a number of Te Kopahou visitors at open days at Te Kopahou Visitors' Centre. Supported by participants in Xterra runs.

Practicability

Easily built with switchbacks to reduce gradient. The first section of 20a for people on foot would be along an existing track from the proposed Happy Valley trailhead. This section is too steep for uphill mountain bikers who would need a short separate track at an easier gradient from the trailhead.

Actions

1. Alignment to avoid areas with ecological significance, opening of the tree canopy and plant cover, and erosion on the final design and route (especially along the alignment of track 20b above Te Hāpe Valley).
2. At the beginning of Track 20a, people on foot would use the existing track that ascends from the trail head, with a short separate track at an easier gradient for uphill mountain biking. This track would divert to the north above the trail head carpark before rejoining the main track at the saddle above the trail head.
3. Directional and information signage at both ends of the track and directional signage where Track 20a and b join the Tip Track.

Priority

20a High

20b Medium (build when building Track 22)

Track 21

Role in the track network	Experience	Appeal/Demand	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

The draft Track Network Plan proposed downhill mountain bike tracks accessed from Tracks 20a or the Tip Track and Track 15 and finishing at the new trail head on Happy Valley Rd, potentially similar to slopes in Makara Peak. However, space limitations and climbs needed and the difficulty in repeat riding may make this concept unviable given the small user group it would cater for. An alternative may be better found elsewhere.

Appeal

Grade 6 downhill thrill type ride. Would be used by a minority group of mountain bikers.

Experience

The principal slope in this area is very steep, which gives scope for a thrill type ride. The tracks will descend approximately 275 metres then join a track to return to the trail head. This requires cooperation between track users and may be frustrating to riders who have been travelling at high speed and who need space. The track at the foot of the downhill tracks which leads back to the trail head traverses gullies and may have some steep uphill sections. When returning to the trailhead, track users would share a section of track with uphill mountain bikers. The climbs needed to access the top of the tracks and the last shared section of the downhill tracks that leads back to the trail head may deter repeat riding.

Public safety

Would start and finish at the new trail head off Happy Valley Rd with parking. Would share Track 20a or the Tip Track with other visitors to access the downhill tracks. Would cross 20a and approach Happy Valley Trailhead from its northern side, sharing with uphill mountain bikers.

Conflict resolution

Low level on the track because single use and one-way. However, some conflict where Track 21 crosses Track 20a before descending to the trailhead. Having to slow down and share the exit may frustrate downhill riders.

Impact

Mostly though areas with gorse or grass. Data indicates a potential wetland and a draft Significant Natural Area. More tracks in this part of the reserve would exacerbate edge effects and fragmentation, and make the area more vulnerable to weed and pest plant infestation.

Public feedback

This group of downhill MTB tracks were generally supported by submitters, especially by residents of the southern suburbs. Some submitters did not support the tracks because this type of downhill mountain bike track is for minority mountain biking, the tracks are not connected to other MTB tracks or for environmental reasons.

Practicability

Space limitations and climbs needed and the difficulty of repeat riding may make this concept unviable given the small user group it would cater for. An alternative is one downhill track, but the ridge above the trailhead on Happy Valley Rd constrains track building. Tracks 20a and 23 also converge at this point leaving little space for Track 21.

Actions

1. One downhill track is a possibility but even this should be reconsidered because of space limitations, climbs needed for access and the difficulty in repeat-riding.
2. Investigate the area at the saddle above the Happy Valley trailhead to be sure there is sufficient space for all potential tracks (Tracks 21, 20a and the last section of 23).

Priority

Timing of track construction dependent on MTB interest, community involvement and construction of Track 20a (used to access a downhill track).

Track 22

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Has a number of connections, creates loop options and a track into Te Kopahou from the Te Kopahou Visitors' Centre. Completes the long route Experience Te Kopahou and the Long Adventure Loop.

This track is key to developing new track and loop connections). Proposed is to share the entrance from the coast at the mouth of Te Hāpe Stream with Track 12 then to follow a route between the 200 and 300 metre contour, crossing Track 13 and connecting with new Track 20b at the top of Te Hāpe Valley and tracks to the Brooklyn turbine.

Experience

This track has views, provides a sense of adventure, is nature focused, has good connections, allows visitors into an area of Te Kopahou that is less visited and provides an entry into Te Kopahou from the coast near the visitors' centre. The only other entry point from the coast is an hour's walk along the coast road.

When viewed on the aerial photograph showing the track network, this track would seem to be close to and offer the same experience as Track 12 where it leaves that track. In reality, Track 12 takes users along the top of the coastal escarpment, while Track 22 takes users to the north and downhill from Track 12 and has views across Te Hāpe Valley. It gives track users a very different experience.

Appeal

Wide appeal. Shared by walkers, trail runners, potentially uphill mountain bikers (access for uphill mountain bikers contingent on them using the very steep section from the coast on Track 12, which will not appeal to everyone)

Tramping track and Grade 4 uphill MTB.

Visitor safety

The challenge is the steep section of Track 12 that traverses an old quarry access track and would bring people to Track 22 from the coast.

Conflict resolution

Low level because shared by walkers, trail runners and uphill mountain bikers

Impact

The track stays away from the base of Te Hāpe Valley and Te Hāpe Stream and traverses the western side of Te Hāpe Valley where ecological values are low. Ecological values are higher where the track passes through the upper parts of the Te Hāpe Stream catchment before connecting with Track 20b. More tracks in this part of the reserve would exacerbate edge effects and fragmentation, and make the area more vulnerable to weed and pest plant infestation.

User feedback

Supported by a large number of submitters and a priority because it creates a second route into the reserve from the coast near Te Kopahou Visitors' Centre, has connections to other tracks, creates loop options of varying length including potentially the long trail 'Experience Te Kopahou' Waimapihi to the coast. A small number of submitters did not support it because they did not want to open up Te Hāpe Valley to tracks.

Actions

1. Carefully consider route options and selection and construction methodology to minimize impact and avoid multiple switchbacks at the top of the route. Consider use of parts of track 5 and/or 20(b) to complete.

Priority

Medium

Dependent on improving access from the coast at the old quarry and Te Hāpe Stream mouth

Track 23

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Track 23 gives mountain bikers a long downhill ride without conflicting with other visitors on the Tip Track (people on foot, horses, uphill mountain bikers and 4-wheel drive vehicles engaged in predator control). Dependant on closure of C&D landfill, but could be built in stages.

Experience

A long technical downhill mountain bike ride (a fall of 400metres). Would be narrow, with a steep sidefall. Although for a minority group of mountain bikers, the experience it offers is less available in Te Kopahou and accessible from the southern suburbs.

User Range

Grade 5 downhill mountain bike and likely to appeal to advanced technical riders.

Public safety

The track would take some mountain bikers off the Tip Track and remove some conflict along this shared track, except where the final alignment above C&D landfill potentially crosses the Tip Track and connects to Track 20a.

Conflict resolution

Low level because single use by Grade 5 downhill mountain bikers.

Impact

May have some ecological effect but generally runs through areas with vegetation of low ecological significance, except for the heads of streams that run down towards Landfill Rd and the top of the track where it runs along the southern side of the Tip Track. As a parallel track to Track 14 the track will exacerbate edge effects and fragmentation, and make the area more susceptible to weed and pest plant infestation.

User feedback

Generally supported by those who referred to it in their submission. Some submitters did not support it because of their concern about its impact on ecology.

Practicability

The top part of the track would only be constructed once the C&D landfill closes. The track could be built in stages with the section of track east of C&D landfill the first stage. Advice from ENZ is that this section could follow an old fenceline for part of its route below C&D landfill.

Actions

1. Build as a Grade 5, technical-style track.
2. Consider building in stages with the first stage starting from Track 14 (Tip Track) below C&D

landfill to the trail head at Happy Valley Rd.

3. Ensure the track is connected to other tracks at the top of the Tip Track.
4. The start and finish of the track will be dependent on further geotechnical work.
5. Manage adjacent bailines.

Priority

If built in stages the section east of the C&D landfill could be built in the last stages of the track network plan (2033 – 3038). Otherwise construction is dependent on closure of C&D landfill

Track 24

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

Creates a second entrance into Te Kopahou from the coast near the visitors' centre and part of a long loop between Waimapihi and the coast.

Experience

This track provides a sense of adventure, is nature focused and allows visitors to access Te Hāpe Valley floor and Te Hāpe Stream.

Shared by walkers, trail runners and uphill mountain bikers and would appeal to visitors who would like to access Hāpe Valley, but does not appeal to people whose primary interest is the environment rather than recreation

Tramping track category and Grade 4 uphill MTB

Visitor safety

The challenge is bringing visitors up safely from the coast and into Te Hāpe Valley through the narrow and very steep mouth of Te Hāpe Stream, and provide safe stream crossings.

Conflict resolution

Low level because shared by walkers, trail runners and uphill mountain bikers.

Impact

The track follows Te Hāpe Stream along the foot of the valley and would pass through vegetation with ecological significance, including coastal forest that is rare along Wellington's coast and habitat for threatened plants and native fauna. The stream provides habitat for threatened native fish species and the track would cross the stream in in two to three locations. Threats to ecosystems is likely to increase with increased access to the valley floor and the stream. A new track in this part of the reserve would exacerbate edge effects and fragmentation, and make the area more vulnerable to weed and pest plant infestation. The track also traverses offset planting sites and areas where kiwi may establish. Track users may bring dogs which are a threat to kiwi.

Track 24 is not supported by Council officers because of threatened native fish species in Te Hāpe Stream and the track would pass through vegetation with ecological significance with edge effects, fragmentation and weed infestation. Vegetation includes coastal forest that is rare along Wellington's coast and habitat for threatened plants and native fauna.

User feedback

People were divided over this track. Many submitters supported a new track from the coast and up Te Hāpe Valley and were less concerned about the track's alignment i.e. they supported either Track 22 or Track 24. Some supported Track 24 because it offered a different experience along the stream in the more sheltered valley floor. Others opposed Track 24 because of threats to ecosystems in the valley and Te Hāpe Stream that increased access may bring.

Practicability

Constructing a track at the mouth of Te Hāpe Stream would be a considerable challenge, require engineering and geotechnical assessment and resource consent because of the narrow valley entrance with very steep sides. Two to three bridges would be needed in order to avoid adversely affecting Te Hāpe Stream where the track crosses the stream.

Actions

1. Do not proceed with Track 24 but investigate a route for alternative Track 22 with an alignment that avoids Te Hāpe Stream and threatened to eco systems on the valley floor.

Priority

N/A

Track 25

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							

Role in track network

The track would lead to WW2 observations bunkers from the north and be part of a long loop through to the coast. It would be an alternative to Track 6 and the very steep Track 10 to the observation bunkers. It would then link to new Track 19 to the coast via the lower section of Track 5.

Experience

It would provide a long walk, run or cycle through an area in a part of Te Kopahou that is currently not accessible.

Appeal

Shared by walkers, trail runners and uphill mountain bikers and would appeal to visitors who would like to access Waipapa Valley and Waipapa Stream catchment. It would be part of the long loop from the coast. It is an alternative to Track 5 for access to the coast, but may appeal to fewer people than Track 5 because of its length and remoteness. The length means it would have a very low

average slope and take some time to ride.

Grade 4 downhill mountain bike and tramping track category. NB This track is mooted to be a Grade 3 in the draft Track Network Plan but the report by ENZ concludes that a Grade 4 is more realistic for the terrain, type of riding and anticipated rider. Grade 3 would be inconsistent with other grades in this part of Te Kopahou and would lead riders to tracks at the southern end which are Grade 4 to 5.

Public safety

A long route into the most remote part of Te Kopahou without access for emergency evacuation in case of accidents. It is unlikely to have mobile phone coverage.

Impact

The Waipapa Stream catchment provides habitat for kiwi and is likely to be where kiwi become established as part of the Capital Kiwi project. Tracks will bring people into the area where kiwi may establish. If kiwi are to establish it is essential that dogs are kept out of this area. A continuous dense canopy, such as that formed by grey scrub must be maintained for kiwi. The track passes through the Waipapa Stream catchment, crosses the stream and passes through vegetation that is ecologically significant with habitat for threatened plants, birds, potentially bats, lizards, fish and other native species. The area is very steep and rugged and earthworks for tracks would disturb fragile ground and ecosystems, with edge effects and fragmentation, and be visually intrusive in this more remote part of the reserve.

Conflict resolution

Shared by walkers, trail runners and downhill cyclists.

User feedback

Support for this track is divided. Some support it and think it suitable as the Te Kopahou section of the Regionally/Signature Trails. Some support it because it allows access into Waipapa Valley. Others are strongly opposed because the track would allow access into potential kiwi country and a remote stream catchment with rare and endangered plants.

Practicability

The track is long and would be challenging to build given the steep, rocky and fragile ground conditions.

Actions

1. Do not proceed with this track.

Priority

N/A

Facilities: Trail heads at the Brooklyn turbine, Happy Valley Rd and Te Kopahou Visitors' Centre, water supply, information and signage.

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability
							 Happy Valley Trailhead & Te Kopahou Visitors' Centre signage and information  (Brooklyn turbine trailhead and water at Top of Tip Track)

Role in track network

The OGBMP has policy that supports development of a trailhead at the Brooklyn turbine with toilets and drinking water, and for off street parking to the Tip Track (5.7.2.5 -11, 12). Te Kopahou Visitors' Centre is the entrance to the start of the track network when approached from the coast with established carparking, toilets, visitor information and interpretation for people that enter the reserve from the coast but lacks information on the track network.

Experience

The trailheads would provide facilities and information that would improve visitor experience of the reserve.

Appeal

The trailheads would appeal to a wide range of visitors and would enhance their experience of the reserve. They would be used by walkers, trail runners, mountain bikers, horse riders, tourists, sightseers and a wide range of volunteers involved in activities such as predator control.

Public safety

The trail heads and signage would improve safety by providing information, directional signage, water, carparking and access to tracks. The Happy Valley trailhead would improve safety for track users who currently park on Happy Valley Rd near the entrance to the Tip Track and Landfill Rd.

Impact

Te Kopahou Visitors' centre is well established with no further impacts. Infrastructure supporting toilets and bringing water to the Brooklyn turbine carpark may have some impact. Access and carparking at the Happy Valley trailhead would require minor works.

Conflict resolution

The Happy Valley trail head would resolve conflict between traffic on Happy Valley Rd, traffic going to the landfill and track users.

User feedback

Comprehensive information at trailheads is widely supported.

Many submitters support parking (with a request for mobility parking), toilets and water at the Brooklyn turbine and Happy Valley trailheads. Bike wash down facilities are mentioned positively (although one submitter does not support them because they maintain it encourages people to go riding when trails are fragile). Water at key points are particularly popular with runners and walkers – at the turbine, at the foot and top of the tip track and also at the Radome. Toilets at the Radome are another request. Proportionally, more women than men were supportive of water stations and toilets, although water stations were mentioned more often than toilets.

Some submitters who tentatively support or do not support trailhead facilities are mainly concerned about the cost of infrastructure for water and toilets, especially at the Brooklyn turbine. Some propose an alternative location for the Brooklyn turbine trailhead at the corner of Ashton Fitchett and Hawkins Hill Road, where an area for parking is also identified. Trailheads and facilities are also described as a 'nice to have' and to wait to gauge popularity of tracks before their development.

Support for comprehensive signage and maps at trailheads (information and interpretation) and directional signage with relevant information at track intersections. Submitters would like to see clear information, interpretation and directional signage and map boards showing:

- Type of track - MTB grade, walking track category
- Track users – walkers/runners, MTB, horses, 4 wheel drive
- Numbers and names of tracks
- Distances and estimated track times
- Direction for mountain bikes
- Public and private land
- Amenities/facilities
- Interpretation - early Māori settlement and associations, history, land use, geology/geography, ecology, weed/pest control.

Practicability

Happy Valley Trailhead

The trail head area off Happy Valley Road has space for parking which would increase safety for users compared to current on road parking at the foot of the Tip Track and close to the landfill entrance. While established infrastructure along Happy Valley Road can bring drinking water and wastewater to the new trail head, existing toilets and drinking water in the changing rooms of Happy Valley Park 164 metres to the south could meet track user needs. The toilets would need to be opened daily rather than existing open hours that coincide with sportsfield use.

Turbine Trailhead

The turbine is anecdotely a growing destination for sightseers as well as track users. The nearest water supply and sewer line to the Brooklyn Turbine is at Forsythe Grove. Therefore alternative systems would need to be developed for trailhead facilities at the turbine. Locating toilets and drinking water at Ashton Fitchett Drive/Hawkins Hill Road is an option but would miss track users approaching Te Kopahou from Waimapihi and Wrights Hill, and may miss sightseers at the Brooklyn turbine.

Te Kopahou Visitors' Centre Trailhead

The visitors' centre currently has parking, toilets and water supply.

Water station at top of Tip Track

A reliable supply of drinking water at the top of the Tip Track would meet the needs of track users, walkers and runners in particular who may be covering distances on hot days and cross country runners taking part in events or in training, but requires investigation as there is no water supply at this location. Pumping water to this location is unrealistic, as is relying on water from the roof of a shelter. The answer is likely to be a water storage tank which could be accessed for topping up via Hawkins Hill Road.

Actions

1. Happy Valley Road trailhead

- Construct access and carparking
- Trail head users directed to toilets at Happy Valley Park to be open to the public 7-days per week with a drinking water for water bottle filling
- Develop interpretation, install signs and undertake amenity improvements.

2. Brooklyn turbine trailhead

- Develop a landscape and interpretation plan to inform staged improvements and discuss partnership opportunities to improve the visitor experience with Meridian
- Develop supply of drinking water and toilets at the turbine carpark as allowed for in the OGBMP, with a site specific wastewater disposal system
- Establish two mobility carparks at the turbine
- Install signs and interpretation.

3. Te Kopahou Visitors' Centre

- Information on the track network in Te Kopahou.

4. Drinking water

- With water supply at the turbine trail head (and shelter along Track 5), water supply at the top of the Tip Track is no longer considered an option.

5. Information and signage

- Develop information, interpretation and directional signage:
Map boards showing type of track, whether shared or single use and who shared with - people on foot, 4 wheel drive vehicles, bikes, horses - track names, distances, estimated track times, direction for mountain bikes, public and private land, amenities/facilities.
Interpretation to include early Māori settlement and associations, geology/geography, history, land use, weed/pest control, flora and fauna.

Priority

Happy Valley Road trailhead - high (for safe carparking)

Brooklyn turbine trailhead - Landscape and interpretation plan - high; other actions - medium

Te Kopahou Visitors' Centre information and signage - high

Drinking water supply at the top of the Tip Track no longer considered

Information and signage - high

Tramping hut or shelter

Role in the track network	Experience	Appeal	Visitor safety	Conflict resolution	Impact	Public feedback	Practicability	
Tramping hut					N/A			
Shelter					N/A			

Role in track network

A tramping hut would allow trampers, families and community groups to experience a more than one day outdoor adventure experience in Wellington and would be a general public recreation opportunity and potential base for volunteers, rangers and researchers undertaking work in the area. A shelter along Track 5 would provide shelter in a part of Te Kopahou where weather can change quickly.

Experience

The hut would provide a unique wilderness experience close to the city and easily accessible.

Appeal

The hut is likely to appeal to a range of visitors— school groups, families, community groups, researchers working in Te Kopahou, Wellingtonians wanting a dark night experience, future experience of kiwi at night, tourists. The shelter would appeal to day visitors.

Visitor safety

Would provide shelter in the more remote part of the reserve where weather is unpredictable and some visitors underestimate the ruggedness of the reserve, distances and time needed. May have risks such as fire or vandalism.

User feedback

Submitters had differing views. Some supported the idea of being able to spend the night. Others thought providing shelter was a good idea given the size of Te Kopahou, but that a shelter rather than a hut was more suitable and sustainable. Some suggested a tramping hut be placed elsewhere (Sinclair Head or further round the coast).

Practicability

Systems would need to be developed for toilets and drinking water and for hut management and bookings. A shelter with information would be more practical.

Actions

1. Investigate the construction of a shelter and water supply rather than a hut.

Priority

Medium

Attachment 4 - Engagement and Consultation Te Kopahou Track Network Plan

ENGAGEMENT AND CONSULTATION OBJECTIVES

- Stakeholders understand the engagement process - what was happening, why and when
- Stakeholders are clear on how they could provide feedback and understand next steps
- Seek comments and ideas from the wider public and in particular people using the reserve
- Collection of quantitative and qualitative evidence to support final track plan decisions
- Ensure we have comments and opinions from a range of track users and reserve visitors
- Seek comments from all key stakeholder groups about the Draft Plan.

OVERVIEW

The following sets out the approach used to engage with key stakeholders and the general public on the draft track network plan for Te Kopahou. Various methods of communication and engagement were used to ensure objectives were met and there were options for people to be involved and have their say.

The engagement had two stages:

Stage 1 – Engagement (July to November 2020)

1. Various site visits and chats with people on the tracks to identify who were using tracks, which tracks they were using and why, what they were doing and listening to their comments.
2. Phoning, emailing and meeting with a range of groups, organisations and individuals who may be interested in the track network plan, participate in recreation, promote recreation, tourism operators and people interested in the environment of Te Kopahou: trail runners, mountain bike individuals, groups and organisations, Wellington NZ Regional Trails Framework Advisor, Brooklyn Trail Builders, Wellington Trails Trust, Wellington Botanical Society, Forest and Bird Wellington branch, Cross Country Vehicle Club, some South Coast batch owners, some Hawkins Hill Road residents, Capital Kiwi, Zealandia, Dirt bike event organiser, cross country/trail running event organisers, Living Streets Wellington, various walking, running, cross country and harrier groups and clubs, Department of Conservation Wellington Conservancy.
3. Through this process gaps in the existing track network were identified along with constraints, opportunities, possible entrances, connections and facilities.
4. A stakeholder workshop was held on 8 October 2020.
Invitations sent to track users who represent the range of different interests and users.

Workshop purpose:

- i. Identify Te Kopahou values.
- ii. Reinforce and identify gaps in the information collected so far.
- iii. An opportunity for participants to have their say and hear information and alternative ideas from others.
- iv. Provide the basis for the draft track plan.
- v. Participants worked in groups, addressed and presented their response to 6 questions.

Stage 2 – Consultation (4 December 2020 to 12 February 2021)

While this was over the holiday period, this was a time when the weather was good and there were likely to be more people out and about who would have been interested in looking at the plan and sharing their thoughts. This time was also when people would have had time to look at the plan and make a submission online.

1. A project page was set up on Council's 'Let's Talk' website.
2. Email to stakeholders informing them that consultation has started.
3. Signs put up with the draft plan at seven locations in Te Kopahou.
4. Posters put up at Brooklyn library and community centre, Vogelhorn and in Aro Valley.
5. Four open days (at the Brooklyn turbine carpark and Te Kopahou Visitors Centre).
6. Notice in Brooklyn and Ridgeway school newsletters.
7. Rangers gave out flyers and had a set of questions to ask people over the submission period.
8. Meetings with Greater Wellington Regional Council and local horse riding club.
9. Meetings or site visits.

FORWARD PROGRAMME

Kōrero taunaki

Summary of considerations

Purpose

1. This report provides the Forward Programme for the Pūroro Rangaranga | Social, Cultural and Economic Committee for the next two meetings.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- Sustainable, natural eco city
- People friendly, compact, safe and accessible capital city
- Innovative, inclusive and creative city
- Dynamic and sustainable economy
- Functioning, resilient and reliable three waters infrastructure
- Affordable, resilient and safe place to live
- Safe, resilient and reliable core transport infrastructure network
- Fit-for-purpose community, creative and cultural spaces
- Accelerating zero-carbon and waste-free transition
- Strong partnerships with mana whenua

Strategic alignment with priority objective areas from Long-term Plan 2021–2031

Relevant Previous decisions

Not applicable.

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Author	Sean Johnson, Senior Democracy Advisor
Authoriser	Kym Fell, Chief Customer and Community Officer

Taunakitanga

Officers' Recommendations

Officers recommend that Pūroro Rangaranga | Social, Cultural and Economic Committee:

1. Receive the information.

Whakarāpopoto

Executive Summary

2. The Forward Programme sets out the reports planned for Pūroro Rangaranga meetings in the next two meetings that require committee consideration.
3. The Forward Programme is a working document and is subject to change on a regular basis.

Kōrerorero

Discussion

4. Thursday 3 February 2022
 - New Outdoor License on Reserve: Te Aro Park (Chief Customer and Community Officer)
 - Land exchange – Makara (Chief Customer and Community Officer)
 - Future of former Workingmen’s Bowling Club Site, 177 Owen Street (Chief Customer and Community Officer)
 - Draft Economic Wellbeing Strategy (Chief Strategy and Governance Officer)
 - Sustainable Food Network (Chief Customer and Community Officer)
 - ASB Sports Centre re-naming (Chief Customer and Community Officer)
 - 10 Year Māori Strategy (Chief Māori Officer)
5. Thursday 3 March 2022
 - Te Mahana Strategy: terms of reference for strategy review (Chief Customer and Community Officer)
 - Mount Victoria Bowling Club (Chief Customer and Community Officer)
 - Housing Strategy + Action Plan – programme update (Chief Planning Officer)
 - Our Capital Spaces Strategy Review: Scope (Chief Customer and Community Officer)

Attachments

Nil

ACTIONS TRACKING

Kōrero taunaki

Summary of considerations

Purpose

1. This report provides an update on the past actions agreed by the Pūroro Rangaranga - Social, Cultural and Economic Committee at its previous meetings.

Strategic alignment with community wellbeing outcomes and priority areas

Aligns with the following strategies and priority areas:

- | | |
|---|---|
| <p>Strategic alignment with priority objective areas from Long-term Plan 2021–2031</p> | <ul style="list-style-type: none"> <input type="checkbox"/> Sustainable, natural eco city <input type="checkbox"/> People friendly, compact, safe and accessible capital city <input type="checkbox"/> Innovative, inclusive and creative city <input type="checkbox"/> Dynamic and sustainable economy <input type="checkbox"/> Functioning, resilient and reliable three waters infrastructure <input type="checkbox"/> Affordable, resilient and safe place to live <input type="checkbox"/> Safe, resilient and reliable core transport infrastructure network <input type="checkbox"/> Fit-for-purpose community, creative and cultural spaces <input type="checkbox"/> Accelerating zero-carbon and waste-free transition <input type="checkbox"/> Strong partnerships with mana whenua |
|---|---|

Relevant Previous decisions

Not applicable.

Financial considerations

- | | | |
|---|--|---|
| <input checked="" type="checkbox"/> Nil | <input type="checkbox"/> Budgetary provision in Annual Plan / Long-term Plan | <input type="checkbox"/> Unbudgeted \$X |
|---|--|---|

Risk

- | | | | |
|---|---------------------------------|-------------------------------|----------------------------------|
| <input checked="" type="checkbox"/> Low | <input type="checkbox"/> Medium | <input type="checkbox"/> High | <input type="checkbox"/> Extreme |
|---|---------------------------------|-------------------------------|----------------------------------|

Author	Sean Johnson, Senior Democracy Advisor
Authoriser	Kym Fell, Chief Customer and Community Officer

Taunakitanga

Officers' Recommendations

Officers recommend the following motion

That the Pūroro Rangaranga | Social, Cultural and Economic Committee:

1. Receive the information.

Whakarāpopoto

Executive Summary

2. This report lists the dates of previous committee meetings and the items discussed at those meetings.
3. Each clause within the resolution has been considered separately and the following statuses have been assigned:
 - In progress: Resolutions with this status are currently being implemented.
 - Complete: Clauses which have been completed, either by officers subsequent to the meeting, or by the meeting itself (i.e., by receiving or noting information).
4. All actions will be included in the subsequent monthly updates but completed actions will only appear once.

Takenga mai

Background

5. At the 13 May 2021 Council meeting, the recommendations of the Wellington City Council Governance Review (the Review Report) were endorsed and agreed to be implemented.
6. The purpose of this report is to ensure that all resolutions are being actioned over time. It does not take the place of performance monitoring or full updates. The committee could resolve to receive a full update report on an item if it wishes.

Kōrerorero

Discussion

7. Of the 27 resolutions of the Pūroro Rangaranga | Social, Cultural and Economic Committee in November 2021:
 - 20 are complete.
 - 7 are in progress.
8. 37 in progress actions were carried forward from the last action tracking report. Of these:
 - 10 are complete.
 - 27 are still in progress.
9. Further detail is provided in Attachment One.

Attachments

Attachment 1. [Action Tracking - December](#)  

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Date	Meeting	Item	Clause	Status	Comments
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Wellington City Council Housing Action Plan 6-month Report	3. Note that the Housing Action Plan is currently under review, recognising changes to the proactive development (creating additional affordable supply), homelessness and City Housing sustainability priority areas. The reviewed Housing Action Plan will incorporate decisions made at this committee on housing supply and Te Kāinga, as well as decisions made on City Housing sustainability, and will be brought to Pūroro Āmua Planning and Environment later in 2021.	Complete	Considered by the Pūroro Āmua Planning and Environment Committee on 24 November
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Wellington City Council Housing Action Plan 6-month Report	5. Agree that future reports on the Housing Action Plan include targets to increase the number of universal design/accessible units across Council's portfolio including Te Kāinga, what actions have been taken to increase Wellington's accessible housing stock, and updates on progress against targets.	Complete	Considered by the Pūroro Āmua Planning and Environment Committee on 24 November , with further update on Te Kāinga accessibility in early 2022
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 City Housing Financial Sustainability	6. Agree to the following: a) Note that it is estimated that approximately 80% of city housing tenants would be eligible for IRRS if it was available b) Note that the Council is disappointed that the Government did not commit to implementing IRRS for City Housing tenants in budget 2021 given the long standing importance of this to tenant welfare and to the ongoing sustainability of City Housing. c) Instruct the Mayor and the CEO to write to the Minister of Housing and the Minister of Finance seeking to enter into formal negotiations to amend the Deed of Grant between the Council and the Crown including, but not limited to providing that IRRS is available for City Housing tenants. d) Agree that the reply to the letter to the Minister is formally tabled at the next available Council committee meeting after it is received. e) Instruct officers to commence work in parallel on items (i – iv) below for an initial report back to the Committee in September 2021 and to provide further reports to Committee on a quarterly basis: i) Establish a CHP (new entity) to enable tenants to access the IRRS and substantially address the operating deficit (subject to	6a & 6b: Complete 6c & 6d: Complete 6e: In progress	Officers reported to Committee in October. Work on Recommendation e continues in line with the resolutions from the October paper. Next paper to Committee is December paper on mixed tenure modelling and then a draft consultation document as part of the Annual Plan process in March 2022.

Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Update on the Te Kāinga Programme	5. Agree to progressing discussions on the unsolicited proposals for the long-term lease of the properties detailed in Attachment Two and note that discussions are underway to establish the financial requirements for both the developers and Wellington City Council.	Complete	Considered by the Pūroro Āmua Planning and Environment Committee on 24 November
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Update on the Te Kāinga Programme	6. Authorise the Chief Executive to conclude all matters in relation to the projects detailed in Attachment Two, including the execution of the head agreement to lease sites on behalf of Council.	Complete	Considered by the Pūroro Āmua Planning and Environment Committee on 24 November
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Update on the Te Kāinga Programme	7. Note that a 6-month evaluation report on Te Kāinga Aroha will be provided to Pūroro Āmua Planning and Environment Committee in October 2021 with the full report provided to Committee in April 2022.	Complete	Considered by the Pūroro Āmua Planning and Environment Committee on 24 November . Further recommendation from this paper notes full report to come early 2022, superceding this rec.
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Affordable Housing Supply and Development	4. Agree that officers will report back to Pūroro Āmua Planning and Environment Committee in October 2021 with further advice on: a. An updated position on the Housing Acceleration Fund b. Progress on discussions with HUD and KO on how we can deliver more affordable housing supply at scale and pace.	In progress	Update on programme will be reported back to Pūroro Āmua Planning and Environment in February 2022, it was agreed at Chairs meeting to push this to Feb 2022 when we will have greater clarity on wider development programme and approach with KO.
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Affordable Housing Supply and Development	7. Note that subject to agreement of recommendation 6, officers will report back to Pūroro Āmua Planning and Environment Committee in early August with a detailed 5-year plan including indicative timeline for delivery of the 1000 homes.	Complete	Considered by the Pūroro Āmua Planning and Environment Committee on 24 November

Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Affordable Housing Supply and Development	8. Agree that officers will report back to Pūroro Āmua - Planning and Environment Committee in October 2021 confirming: a. Progress on the redevelopment of the Harrison Street Development site b. A preferred development scheme for the Nairn Street site including an assessment of mixed tenure opportunities and indicative budget for the project.	Complete	Harrison St update - 24 November Housing Strategy and Action Plan paper. Nairn st update now part of wider housing supply and KO discussion (per rec 4 above) in Feb 2022.
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Affordable Housing Supply and Development	9. Agree that Build Wellington will progress with further assessment and feasibility on the potential for development, under a joint venture approach, of the five sites identified for divestment under the Strategic Housing Investment Plan (SHIP) that have capacity for redevelopment.	In progress	Update on programme will be reported back to Pūroro Āmua Planning and Environment in February 2022, it was agreed at Chairs meeting to push this to Feb 2022 when we will have greater clarity on wider development programme and approach with KO.
Wednesday, 2 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Affordable Housing Supply and Development	10. Agree, that subject to agreement of recommendation 9, officers engage early with Ngāti Toa Rangatira and Taranaki Whānui ki Te Upoko o te Ika on opportunities to undertake a joint venture approach to redevelopment.	In progress	Update on programme will be reported back to Pūroro Āmua Planning and Environment in February 2022, it was agreed at Chairs meeting to push this to Feb 2022 when we will have greater clarity on wider development programme and approach with KO.
Tuesday, 22 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Reporting back on public consultation of a new lease and new licence on Wellington Town Belt: Squash New Zealand Inc and Tanera Garden Inc	3. Agree to grant a new licence under the Wellington Town Belt Act 2016 to Tanera Garden Incorporated for a three-year term with one renewal term of five years. The land at Tanera Park is part of the Wellington Town Belt and is legally described as Part Lot 1 DP 10508 WN608/4.	Complete	

Tuesday, 22 June 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 Cemeteries Management Plan	6. Note that options for non-perpetual plots will be reported back to Council for approval within the next three years.	In progress	
Thursday, 5 August 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Wellington College Artificial Sportsfield Partnership	2. Agree to the extension of the current Funding Deed for Wellington College Artificial Sportsfield.	In progress	Preparing Funding Agreement extension. Estimated completion date is December.
Thursday, 5 August 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Wellington College Artificial Sportsfield Partnership	3. Agree to the allocation of up to \$150,000 plus GST if applicable of Sportville Partnership funding, subject to final negotiations, to Wellington College for the installation of a new artificial sports field.	In progress	Preparing Funding Agreement extension. Estimated completion date is December
Thursday, 5 August 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Wellington College Artificial Sportsfield Partnership	4. Agree to a contribution of up to 50% of the lighting upgrade costs within the term of the 10-year extension, timing and costs to be confirmed in the Funding Deed.	In progress	Preparing Funding Agreement extension. Estimated completion date is December.
Thursday, 2 September 2021	Pūroro Rangaranga Social, Cultural and Economic	3.1 Pōneke Promise safety initiatives	5. Agree that Council officers approach DCM, Take Ten, the Ministry of Social Development, the Ministry of Housing and Urban Development, Kainga Ora, Capital and Coast District Health Board and the tertiary institutions and students' associations in Wellington with a view to them becoming partners. Note that this is not an exhaustive list. It is anticipated that other appropriate organisations may wish to become partners over time, the Council will encourage this.	In progress	Over the next 2 months we will engage with our stakeholders and agree on a process for this. Estimated to be completed by December.
Thursday, 2 September 2021	Pūroro Rangaranga Social, Cultural and Economic	3.1 Pōneke Promise safety initiatives	6. Note that for public sector agencies, the provision of agreed actions, services, resourcing and/or funding should form part of the relevant MOU.	In progress	Estimated to be completed by December.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.1 Reserves Act 1977: Stormwater Attenuation Easement - 33 Ladbrooke Drive, Newlands (Waihinahina park - In Memory of Dennis Duggan)	2. Agree to grant an easement in perpetuity over land at Waihinahina Park - in Memory of Dennis Duggan, being part of Lot 2 DP 303502 (ROT 14039), pursuant to s48 of the Reserves Act 1977.	In progress	Currently waiting for detailed designs from applicant.

Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	2. Note, following direction by Pūroro Rangaranga in June, officers are pursuing two parallel tracks to resolve City Housing's financial sustainability challenges, including: a. direct discussions with the Crown seeking opportunities to partner in new social housing supply and Crown financial support for City Housing (particularly access to the Income Related Rent Subsidy (IRRS)) to resolve City Housing's financial sustainability challenges b. beginning design work to establish a new Community Housing Provider (CHP) c. Note the community requests for the Income Related Rent Subsidy (IRRS) for Wellington City Council tenants and agree to make further representations to Government to share these views.	In progress	Next report backs will be a paper on mixed tenure modelling in December 2021, and draft consultation material and LTP amendment in March 2022 for the SCP process. Officers are continuing to work actively with central government on options for potential Crown support.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	5. Note that following this meeting, officers are actively working with the Ministry of Housing and Urban Development (HUD) and Kāinga Ora to consider ways in which the Crown and Council may work together to resolve City Housing's financial situation (Crown Support Option)	In progress	Next report backs will be a paper on mixed tenure modelling in December 2021, and draft consultation material and LTP amendment in March 2022 for the SCP process. Officers are continuing to work actively with central government on options for potential Crown support.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	6. Note that there is currently no certainty about if or when a decision on the Crown Support Option would be made by the government	In progress	
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	7. Note that, given the limited time between now and 2022/23, the two workstreams (discussions with the Crown and CHP design) need to continue to progress in parallel	In progress	

Thursday, 7 October 2021

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2.2 City Housing
sustainability: CHP design
options

8. Agree that the following prioritised objectives will guide analysis of options, including determination of a preferred option, across the two parallel workstreams:

- a. Tenant wellbeing: Improve the rental affordability and social outcomes for existing and future social housing tenants
- b. Financial sustainability: Return the social housing service and portfolio to a stable, long-term financial footing, while minimising any adverse impact on the Council's financial position and/or borrowing capacity
- c. Increase supply: Increase the supply of social housing in the Wellington region
- d. Housing upgrades: Meet the Council's commitment under the Deed of Grant to deliver the second half of the upgrade programme and meet its \$180m share of the cost
- e. Partnerships: Create opportunities for community partnership in the delivery of social housing and other services and housing development
- f. Feasibility: Ensure the solution is feasible to deliver and implement in the short-term
- g. Flexibility: For CHP options only, provide Council with flexibility to adjust the design of the CHP in the future, subject to the CHP's performance, or to take advantage of future

In progress

Objectives will be included for consultation as part of the SCP process run during the Annual Plan

Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	<p>9. Note that, in designing a CHP, the Council needs to make five key decisions:</p> <ul style="list-style-type: none"> i. What kind of legal entity should the CHP be – this determines its ownership and governance arrangements, and the Council’s role in governance ii. Should the Council transfer housing assets to the CHP – this determines the extent to which the CHP can pursue new supply and redevelopment objectives and the Council’s ownership of the portfolio iii. Aside from housing assets, should the Council provide the CHP with an upfront capital injection – this determines the pace at which it can advance the upgrade work and pursue new supply and redevelopment objectives iv. What services should the CHP provide – this determines whether the CHP only provides tenancy services and manages minor/reactive repairs or whether it also manages major property maintenance and upgrades. A CHP could also offer an expanded range of support services by tendering for government social service contracts v. How will the CHP finance the housing upgrade programme – this determines whether the CHP finances the upgrades directly using its own balance sheet, or whether it uses the 	In progress	Next report back on further detailed CHP design will be in May 2022.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	<p>10. Note that this paper seeks decisions on questions i-iv. and that question v. will be brought back to the Committee for consideration, along with further advice, in May 2022</p>	In progress	Next report back on further detailed CHP design will be in May 2022.

Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	<p>11. Note officers have developed three shortlisted CHP options and assessed these against the objectives in Recommendation 8:</p> <p>a. Option 1 (“Maximum” CHP): Independent community-owned trust (or limited partnership or company), with full asset transfer, no additional capital injection, and a full-service offering (not officer preferred)</p> <p>b. Option 2 (“Intermediate” CHP): Independent community-owned trust (or limited partnership or company), with leasehold assets, “medium” capital injection, and a transition to a full-service offering (with Option 2 – independent community-owned trust (Option 2 – ICT) as officer preferred)</p> <p>c. Option 3 (“Minimum” CHP): Independent community-owned trust (or limited partnership or company), with leasehold assets, “low” capital injection, and limited service offering (not officer preferred)</p>	In progress	Next report back on further detailed CHP design will be in May 2022.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	<p>12. Agree that Option 2 – ICT is the Council’s preferred CHP option, on the basis that it best meets the prioritised objectives set out in Recommendation 8</p>	In progress	Will be included for consultation (along with rates/debt option and non-preferred CHP options) through the SCP run with the Annual Plan. Draft consultation material will come to AP/LTP committee in March 2022.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	<p>13. Agree to consult through a Special Consultative Procedure (with a consultation document and corresponding LTP amendment) as part of next year’s Annual Plan, on the reasonably practicable options to address City Housing’s financial sustainability, being:</p> <p>a. Three shortlisted CHP options set out in Recommendation 11 above (with Council preference indicated for Option 2 – ICT)</p> <p>b. Fully funding the operating deficit through rates and debt funding the capital programme</p>	In progress	Will be included for consultation (along with rates/debt option and non-preferred CHP options) through the SCP run with the Annual Plan. Draft consultation material will come to AP/LTP committee in March 2022.

Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	14. Note the proposals for consultation will note that: a. Feedback is being sought on the public's preferred way forward if the Crown does not provide support or if the Crown Support Option is insufficient to return the portfolio to a financially sustainable footing b. If, following completion of the consultation process, the Crown does provide support, then further consultation may occur, if required, in relation to the Crown Support Option	In progress	
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	15. Note that all options, including options under discussion with the Crown, are likely to require either amendment to the Deed of Grant or approval under the Deed of Grant	In progress	
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	16. Direct officers to report back to the AP/LTP Committee by March 2022 with the following: a. Consultation document, Statement of Proposal (and corresponding LTP amendment) and engagement programme for review, prior to audit of the consultation material	In progress	Paper to AP/LPT committee with draft consultation material in March 2022.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	17. Direct officers to report back to Pūroro Rangaranga by May 2022 with further detailed CHP design advice on: a. CHP governance arrangements, including partnership opportunities (further detail on question i) b. Source, form and timing of CHP capitalisation (further detail on question iii) c. Design of a ring-fenced major maintenance fund (further detail on question iv) d. Options to finance the upgrade programme (question v) e. CHP registration process and requirements f. A CHP transitional support package that will meet the Council's financial commitments under the Deed of Grant and provide early support for the CHP while the IRRS revenue stream increases over time.	In progress	Next report back on further detailed CHP design will be in May 2022.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	18. Note officers are currently undertaking work on mixed tenure development modelling to determine how these kinds of developments could support the financial sustainability of City Housing.	Complete	The paper on mixed tenure modelling at the 2 December meeting will deliver on this resolution.

Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 City Housing sustainability: CHP design options	19. Agree that Council officers will report back to Planning and Environment committee in late November with this advice as part of the package of papers updating on the Housing Action Plan and the Proactive development priority.	Complete	The paper on mixed tenure modelling at the 2 December meeting will deliver on this resolution.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 Economic wellbeing strategy - engagement approach	3. Agree to Option 2: Co-creation of draft strategy – the co-creation approach of developing the draft Economic Wellbeing Strategy as outlined in the report.	In progress	A paper seeking approval to consult is scheduled to come to this committee on 3 February 2022.
Thursday, 7 October 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 Economic wellbeing strategy - engagement approach	4. Note that officers will bring a co-created draft Economic Wellbeing Strategy to the December committee meeting.	In progress	A paper seeking approval to consult is scheduled to come to this committee on 3 February 2022. This has been rescheduled due to the heavy workload of the committee in December.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 Name Change Proposal For Polhill Reserves	1. Receive the information	Complete	The committee formally received the information in the relevant report.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 Name Change Proposal For Polhill Reserves	2. Agree that 'Polhill Gully Rec Reserve & Town Belt, Panorama Heights Reserve, Holloway Road/Brosnahan Terrace Reserve, George Denton Park (except the play area) and Waimapihi Reserve, Holloway Road' will be named 'Waimapihi Reserve'.	Complete	The committee agreed that the name change would go ahead.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.2 Name Change Proposal For Polhill Reserves	3. Note Officers will reprioritise existing budgets to allow for updating signage in and around the reserve.	Complete	The information was noted by the committee.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 Report back on changes to the Leisure Card scheme	1. Receive the information	Complete	The committee formally received the information in the relevant report.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 Report back on changes to the Leisure Card scheme	2. Notes the June 2019 City Strategy Committee resolution that Officers "review the Leisure Card scheme after two years and report back to Council on the impact of the changes to the scheme"	Complete	The information was noted by the committee.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 Report back on changes to the Leisure Card scheme	3. Notes the information contained in this report	Complete	The information was noted by the committee.

Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.3 Report back on changes to the Leisure Card scheme	4. Note that Super Gold Leisure Card members who joined the scheme prior to 2019 will continue to enjoy the benefits of lifelong membership.	Complete	The information was noted by the committee.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Easement for telecommunication purposes over Council reserve - Carter Park and Centennial Reserve, Maupuia	1. Receive the information.	Complete	The committee formally received the information in the relevant report.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Easement for telecommunication purposes over Council reserve - Carter Park and Centennial Reserve, Maupuia	2. Agree to grant a telecommunications easement 'in gross', pursuant to Section 48 of the Reserves Act 1977, to Chorus New Zealand Limited over: a. Council owned scenic reserve land at Carter Park being Part Section 20 Watts Peninsula District and held on ROT 601426 and shown as Area A on DP 85452. b. Council owned scenic reserve land at Centennial Reserve being Section 95 Watts Peninsula District and held on ROT WN23B/720 and shown as Area B on DP 85452.	Complete	
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Easement for telecommunication purposes over Council reserve - Carter Park and Centennial Reserve, Maupuia	3. Instruct officers to finalise the terms and conditions of the easement which will be broadly similar to the terms and conditions in the existing easement to Telecom.	In progress	
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Easement for telecommunication purposes over Council reserve - Carter Park and Centennial Reserve, Maupuia	4. Delegate to the Chief Executive the power to carry out all steps to affect the easement.	Complete	
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Easement for telecommunication purposes over Council reserve - Carter Park and Centennial Reserve, Maupuia	5. Note that under the Instrument of Delegation for Territorial Authorities dated 12 July 2013, the Minister of Conservation has delegated the authority to grant easements over reserve land under s48 of the Reserves Act 1977 to Council. According to Council delegations, the power to grant easements under the Reserves Act 1977 rests with the Social, Cultural and Economic Committee.	Complete	The information was noted by the committee.

Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.4 Easement for telecommunication purposes over Council reserve - Carter Park and Centennial Reserve, Maupuia	6. Note that approval to grant this easement will be conditional on: a. The applicant being responsible for all costs associated with the creation of the easement, including any of Council's fair and reasonable costs b. The requirement for public notice under Section 48(2) of the Reserves Act 1977 being waived as the reserves are not likely to be materially altered or permanently damaged and the rights of the public are not likely to be permanently affected by the granting of this easement	Complete	The information was noted by the committee.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.7 Forward Programme	1. Receive the information.	Complete	The committee formally received the information in the relevant report.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.8 Actions Tracking	1. Receive the information.	Complete	The committee formally received the information in the relevant report.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	3.1 Report of the Kāwai Whakatipu Grants Subcommittee Meeting of 13 October 2021	1. Agree to bring forward \$100,000 of allocated funding for Wellington Tennis Inc from the 2022-23 financial year and allocate from the 2021-22 Sports Partnership Fund budget	In progress	Underway.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Trails Wellington New Track Proposal for Matairangi/Mount Victoria	1. Receive the information	Complete	The committee formally received the information in the relevant report.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Trails Wellington New Track Proposal for Matairangi/Mount Victoria	2. Agree that Council publicly consult on the proposal to build a new mountain bike track in Matairangi/ Mount Victoria (outlined in Attachment 1).	In progress	Consultation docs being prepared - due to consult in Jan and Feb 2022.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Trails Wellington New Track Proposal for Matairangi/Mount Victoria	3. Agree that hearings will be held on the track proposal if this is requested by submitters	In progress	Consultation docs being prepared - hearings likely to be in March following submissions in Jan & Feb.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.5 Trails Wellington New Track Proposal for Matairangi/Mount Victoria	4. Agree that officers will return to the committee to report back on submissions and with recommendations on the track proposal.	In progress	Offices planning to return to committee in April, following consultation.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.6 Trading and events in public places policy	1. Receive the information.	Complete	The committee formally received the information in the relevant report.

Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.6 Trading and events in public places policy	2. Agree to the amended new Trading and Events in Public Places Policy 2021 as per Attachment two with the following changes: a. add "all waste must be removed from the site by operators" under the "general approval conditions" b. add "The Council may set conditions on waste management of activities and prefers that reusable products are used at first preference over compostable or recyclable products" to the "general approval conditions" c. add "The activity is having a negative environmental impact" to the "Review of approval" section. d. Revert to the original wording around the environmental objectives to be clear that in relation to the natural environment that the focus will be on protecting rather than actively recognising and supporting.	Complete	Amendments made to the policy
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.6 Trading and events in public places policy	3. Agree to adopt the new Trading and Events in Public Places Policy 2021 and revoke the Footpath Management Policy (2007) and Trading in Public Places Policy (2006).	In progress	Policy due to take effect July 1 2022 - still working with old policies until then
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.6 Trading and events in public places policy	4. Agree to authorise public consultation on the revised "pre-approved" trading and event activities for the identified Wellington Town Belt and reserve sites (as set out in Attachment three).	In progress	Consultation docs being prepared - due to consult from Nov 29-Feb 11 2022
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.6 Trading and events in public places policy	5. Note that the Aho Tini 2030 LTP initiative included \$180k annually for the next ten years to facilitate activation of public spaces to support this policy. The funding will be used to deliver programmes in collaboration with the arts sector to promote vibrancy, safety, creative expression, and inclusiveness of our city's public places.	Complete	The information was noted by the committee.
Tuesday, 2 November 2021	Pūroro Rangaranga Social, Cultural and Economic	2.6 Trading and events in public places policy	6. Note that the policy will not come into effect until July 2022 to ensure that new processes and fee structures to support the implementation of the policy are in place.	Complete	The information was noted by the committee.

Tuesday, 2 November 2021

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2.6 Trading and events in
public places policy

7. Delegate to the Chief Executive and the Chair or Deputy
Chair of the Pūroro Rangaranga | Social, Cultural and
Economic Committee the authority to amend the Statement
of Proposal to include any amendments agreed by the Pūroro
Rangaranga | Social, Cultural and Economic Committee at this
meeting and any minor consequential edits.

Complete

3. Committee Reports

REPORT OF THE KĀWAI WHAKATIPU | GRANTS SUBCOMMITTEE MEETING OF 1 DECEMBER 2021

Members: Mayor Foster, Councillor Day, Councillor Fitzsimons (Chair), Councillor Foon, Liz Kelly, Councillor Matthews, Councillor O'Neill, Councillor Young.

The Kāwai Whakatipu | Grants Subcommittee meeting on 1 December 2021 is expected to make recommendations on the Living Wage for Events Fund Criteria to this Pūroro Rangaranga | Social, Cultural and Economic Committee meeting.

As the Kāwai Whakatipu | Grants Subcommittee meeting had not taken place when the agenda for the Pūroro Rangaranga | Social, Cultural and Economic Committee was published, the recommendations from the Subcommittee are not yet known. The Subcommittee's recommendations will be tabled at the Council meeting.

The officers' recommendations to the Subcommittee can be viewed online at the following address: <https://wellington.govt.nz/your-council/meetings/committees/grants-subcommittee/2021/12/01>

Attachments

Nil