

6. TOP 10 PROPOSED INITIATIVES

These top 10 initiatives are proposals which will be aimed for over the life of this plan (10 years). Some are currently already occurring in parts, but others require negotiation over private land and therefore there are risks involved in their implementation. The order of listing does not imply an order of implementation.

➤ **The Skyline Track**

The Skyline Track is a visionary proposal. It is a 12 kilometre track that runs the length of Wellington City over some of Wellington's best-known hilltops within the Outer Green Belt.

This main axial connector would provide:

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

➤ **The Urban Coastal Connection**

A coastal track from Owhiro Bay around the coast to the city would establish public access along the entire urban section of the Wellington coastline.

➤ **The Rural Coastal Connection**

A coastal track beginning from Owhiro Bay and continuing around the south-western coastline to Makara Beach would create a spectacular route which could be completed over several days (accommodation would be required) or done in sections with access from the rural hinterland.

➤ **The Northern Network – Tawa, Glenside, Churton Park, Newlands and Grenada**

The northern suburbs have few tracks. A track network would provide local and regional benefits with links to Belmont Regional Park.

➤ **Kaiwharawhara Stream**

The Kaiwharawhara Stream runs from the reservoir in Karori Wildlife Sanctuary, through Otari Wilton's Bush and Trelissick Park to enter the harbour at Kaiwharawhara. Existing tracks would be upgraded and new link tracks established to form a primary use track that follows the path of stream where practical. The Kaiwharawhara Track would support and extend existing environmental, educational and tourism activities in the area.

➤ **Karori Stream Access**

The Karori Stream Track would create a gateway between Wellington and the South Coast, a direct connection to the Rural Coastal Track and a link to South Makara

Road. A paper road runs alongside the stream and a formed vehicle track follows the stream from South Karori Road to the coast, although use of tracks beyond the end of South Karori Road is currently restricted. There is potential for a primary all weather track for a wide range of users.

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

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

➤ **The Harbour Escarpment Walk**

Although Ngauranga Gorge forms a deep division between Khandallah and Newlands, there is potential to link existing park and reserve areas and create the harbour equivalent of the Skyline Walkway. The Harbour Escarpment Walk would be an exposed but exciting track starting at Waihinahina Park (the ex Horokiwi landfill) in Newlands, running through to Ngauranga and along the coastal escarpment to Kaiwharawhara. This track could then cross over to the harbour and connect with the proposed Northern Gateway development and the waterfront.

➤ **Upgrade the primary track system**

Tracks identified as primary tracks are the spine of the track network and should be upgraded to a consistent high standard.

➤ **Rationalise secondary linkages and local networks (as determined by the consultation on the sector plans)**

The track network needs more secondary connectors to extend the number of connections in the overall track network. They improve access from the urban fringe into the primary track system and provide opportunities to create strong links between local communities. The northern suburbs in particular would benefit from improved secondary linkages that could be linked with existing recreational facilities to form recreational nodes.

Section 7 of this document provided initial information for consultation. Additional tracks identified as a result of that consultation will be analysed to ensure that they meet the principles of this plan and incorporated into the implementation plan.