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# **Draft Open Space Access plan**

**Plan for the management of the Open Space Access Network**

**June 2016**

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# 1. Introduction

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

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

## Environmental benefits

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

## Social benefits

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

## Recreational benefits

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

Track users include walkers with limited mobility, wheelchair users, walkers who use tracks for recreation or to access a specific destination, walkers with dogs, family walkers with young children and pushchairs, walkers who want solitude and a natural environment, trampers, runners/joggers, mountain bikers, power prammers (mountain buggy users), family mountain bikers, commuters, tourists, environmental education users, horse riders,

and recreational vehicle drivers. Each user group has slightly different requirements and expectations.

## 1.1 What is the Open Space Access Network?

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

There are many roads and vehicle tracks in Wellington that are vital to the network and are maintained for reasons other than, or in addition to, recreation access (for example, access to utilities). There is also a number of paper roads (legally a road but as yet unbuilt), which may have some future significance for access. Roads and vehicle tracks are considered within this plan as part of the network, however, the design and standards of roads and tracks is not included within this document because of the specialist requirements.

Open spaces are the outdoor places around us that have:

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

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



## 1.2 How do tracks fit in?

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

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

### Outcome 1 - Getting everyone active and healthy

#### Focus: Awareness

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

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

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

## 1.3 The Council's role

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

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

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

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

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

A 2014 report, *Integrating Road and Open Space Networks to Maximise Active Transport and Recreational Opportunities in Wellington*<sup>1</sup>, identified a number of recommendations, including using technology to highlight off-road commuter routes. The report noted route signage would need to be consistent on both on-road and off-road sections. However, the report stated that not all cycle commuters wanted to travel off-road, as most want shallow gradients, even surfaces and direct routes.

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

Commuter routes need to be wide, dual access (both directions) and shared use. Due to the topography of Wellington's open space, this is not always achievable.

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

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

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

#### **1.4 Other providers**

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

It is important to ensure integration with neighbouring territorial authorities that provide tracks within and bordering the Wellington city district, such as Hutt City and Porirua City Council and other providers such as the Department of Conservation and Greater

Wellington Regional Council. Tracks that cross boundaries need to be continuous and consistent.

#### **1.5 Community trail builders**

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

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

## 2. Current track network

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

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

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

### 2.1 Strengths of Wellington's track network

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

### 2.2 Weaknesses of Wellington's track network

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

- Poor entry/exit points.
- Poor design.
- Inconsistent signage.
- Few opportunities for people with limited mobility, visual impairment, young family groups and tourists outside the formal garden areas.
- Limited opportunities for horse riders and off-road vehicles.
- Incomplete tracks that end at no particular point.
- Lack of comprehensive maps, information and promotion.

### 2.3 Opportunities for Wellington's Network

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

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

### 2.4 Threats to Wellington's network

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

### 2.5 Accessibility opportunities and constraints

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

- steep terrain (due to topography) and/or surface material of many tracks, which make them unusable for those with limited mobility

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

- 
- inconsistent standards, for example some tracks
    - like the Khandallah Park entrance to the start of the climb to Mount Kaukau - start off as a sealed pathway and end up a steep walking track with steps
  - conflict of use on some paths, for example walkers, runners and mountain bikes
  - poor design, for example exit and entry points
  - poor and inconsistent signage.

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

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

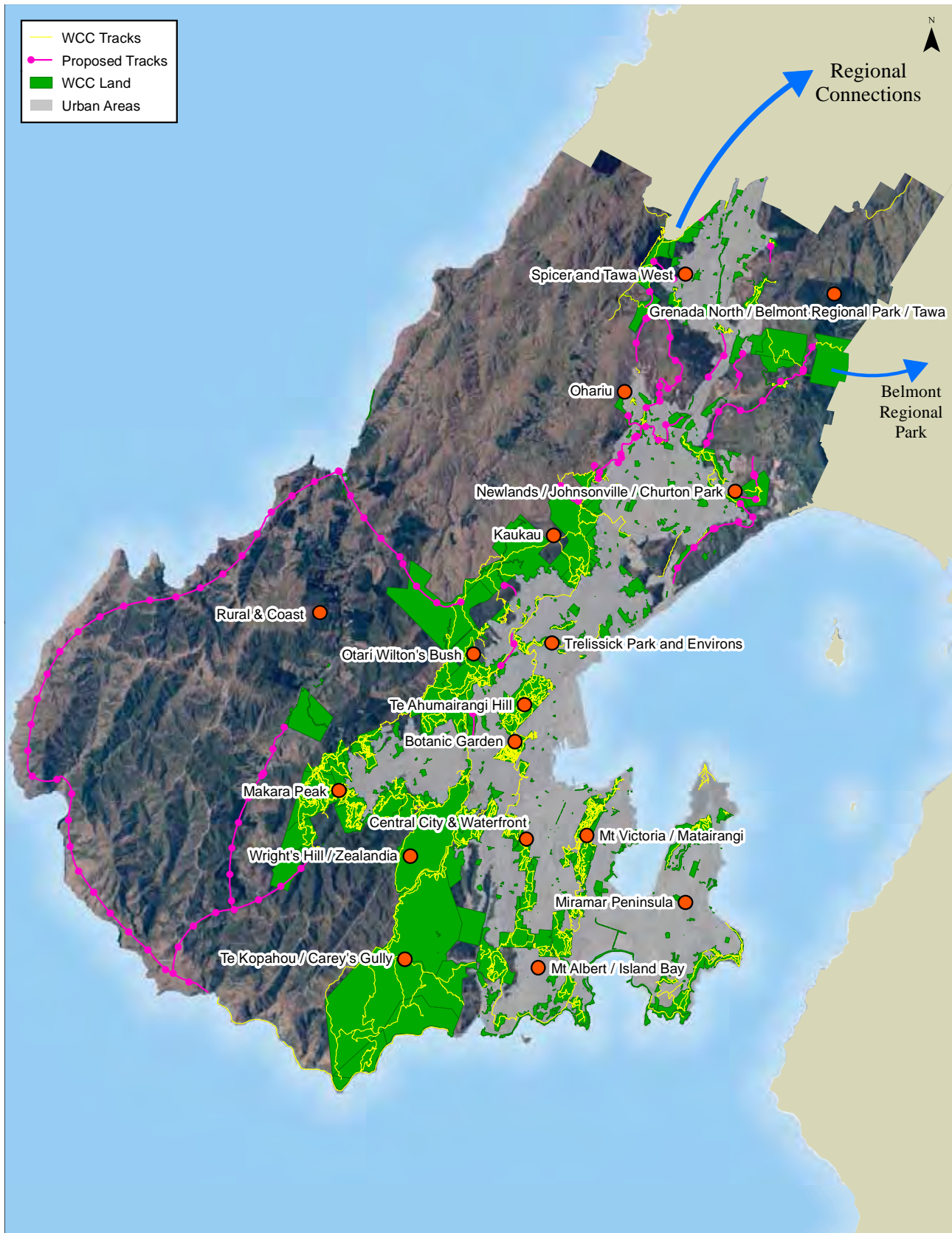
## 3. Vision

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

- provide outstanding opportunities for recreation and tourism within the open spaces of Wellington
- ensure that tracks provide for a range of user interests, skills, abilities and fitness levels within each area
- achieve a quality primary network accessing major destination points in Wellington and adjoining districts, and linking with an equitable distribution of secondary and local track networks and recreational facilities.





## Wellington Tracks

0 1,650 3,300 6,600  
metres  
scale 1:128,000

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

MAP PRODUCED BY:  
Wellington City Council  
101 Wakefield Street  
WELLINGTON, NZ

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2j  
DATE: 23/05/2016  
REFERENCE:

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

## 4. Components of the network

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

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

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

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

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

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

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

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

## 5. Network principles

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

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

- A wide range of skill and fitness levels, abilities and interests will be catered for by the network.
- Key destinations will be able to be easily accessed from main entrances, where possible, and reflect the Accessible Wellington Action Plan.
- Some tracks within the network will be accessible to those with limited mobility, push chairs and wheelchairs.
- Tracks will be shared use, for example, by walkers and cyclists wherever this is appropriate. Tracks will be open for biking unless otherwise stated in this plan.
- The access network will be integrated with the wider city and regional networks, and the transport needs of pedestrians and cyclists.
- Where practicable, tracks will cater for demonstrated recreation demand. Demand will be assessed via a number of methods, including, but not limited to, surveys, user counts, and public requests for tracks.
- All tracks will be physically sustainable and require minimal long-term maintenance.
- All tracks will have minimal environmental impact, and where possible, avoid ecologically significant sites.
- Pest control, emergency services, and general management purposes will be catered for by the network, where appropriate.
- Tracks will be signed and maintained to defined standards, with significant hazards identified and/or mitigated.
- Designated tracks may be declared open for horse riding.
- All tracks are closed to motorised vehicles except by special permission on a case-by-case basis and in accordance with policies within the Reserve Management Cluster Plans.

- Electric bikes will have restricted access. An electric bike (e-bike) is defined as a bicycle primarily pedal powered by human energy and may be assisted by a maximum continuous rated power of up to 300 watts of battery power, as well as limited to 25km/h<sup>3</sup>. All other e-bikes are regarded as motorised vehicles. Refer Schedule C of this plan for tracks open to e-bikes use.

### 5.1 Recreation Uses

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

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

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

- Walkers and runners often seek a choice of interesting routes that are accessible throughout the year.
- Trampers enjoy varied terrain and accessible look-out points.
- Mountain bikers/cyclists seek inter-connected tracks that provide for a wide range of skills and abilities.

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

- Four-wheel drivers require clear information about where they can drive throughout the network. Good information about permitted track uses both manages expectations and improves the safety of the track network for all track users.

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

## 5.2 Track design

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

## 5.3 Track networks

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

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

## 5.4 Track assessment

- Shared-use tracks are preferred within the open space network to optimise usage rates. However, where there are safety issues or major conflict between users, for example fast bikes and walkers and /or runners, tracks may be prioritised for certain activities.
- In considering the suitability of developing a new track or changing the use of existing tracks,

the following criteria will be taken into account.

- *Environmental impact* - tracks must be well planned and maintained, taking into consideration priorities and actions to protect and restore biodiversity in accordance with *Our Natural Capital*.

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

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

Tracks in these sites should:

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

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

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

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

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

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

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

## 5.5 Walking, running and mountain biking/cycling

Tracks are open to walkers, runners and mountain bikers/cyclists unless declared closed for a specific purpose in accordance with this policy. The Council intends that use of the majority of tracks is shared between bikers, walkers and runners. In particular, easy mountain bike tracks and connector tracks are well suited as shared-use tracks. Opportunities to increase the number of these tracks may be investigated as new initiatives through the draft annual plan process.

### 5.5.1 Information and education

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

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

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

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



### 5.5.2 Walking, running, equestrian and biking events

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

Written applications must include:

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

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

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

#### 5.5.2.1 Public safety and awareness

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

#### 5.5.2.2 Signage

- All event signage must be approved by Council officers prior to the event.
- All signage will be at the expense of the event organiser.
- All signage will be removed promptly by the event organiser after the event. Heavy or prolonged rainfall prior to the event may mean Council officers need to require the event organiser to postpone the event. Event postponements or cancellations are at the discretion of the Parks, Sport and Recreation Manager.

## 5.6 Motorised vehicles

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

### 5.6.1 Motorised vehicle access

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

providing that all vehicles are registered and warranted.

### 5.7 Horses

Tracks and open spaces are generally closed to horses due to potential track damage and the incompatibility of horse riding with other track uses. Horse riding is best suited to dedicated specific-use tracks and areas. The Council may investigate horse riding demand and explore the suitability of tracks and open space areas for horses in accordance with this policy (see 5.1-5.4 above and Public Places Bylaw clause 20). Areas of open space land and tracks declared open to horses are listed in Schedule B of this policy (page 25 or [www.wellington.govt.nz](http://www.wellington.govt.nz) for updated list).

### 5.8 Electric bikes

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

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

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

- Public safety - based on speed of travel and level of use.
- User group conflict and enjoyment - based on whether a track is unsuitable to be shared when social conflict can't be mitigated. The two main considerations include:
  - sightlines - ensuring there is time for the rider and other users to pass safely
  - width of path - ensuring there is space for other

users to be easily be passed (or pass) should the sightline be limited.

- Environmental impacts - whether there will be an increase in erosion, damage to tracks and/or increased disturbance to wildlife as a result of use.

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

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

**Schedule A:**  
**Open space areas and tracks closed to**  
**Mountain Biking/Cycling**  
 (last updated April 2016)

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

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

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

## Schedule B: Open space areas and tracks that have a priority use for mountain bikes (developed April 2016)

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

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

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

Park name	Track name
Centennial Reserve	<i>Solitary</i>
	<i>Jail Brake</i>
	<i>Dual Slalom</i>
	<i>18</i>
Karori Park	<i>98Downhill</i>
	<i>24</i>
Makara Peak	<i>All tracks</i>
Mount Victoria	<i>Hippy's</i>
	<i>Damien's</i>
	<i>Rock drop</i>
	<i>Gromm</i>
	<i>V</i>
	<i>Roots</i>
	<i>Park bench</i>
	<i>SuperD on Mt Alfred</i>
	<i>Water Tower</i>
	<i>Shuttle cock</i>
	<i>TTS</i>

Park name	Track name
	<i>Park Bench</i>
	<i>Bomb Hole</i>
Polhill	<i>Squatters (George Denton Track)</i>
Te Kopahou	<i>Carparts</i>
Wrights Hill	<i>Deliverance</i>

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

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### **Schedule C: Open space areas and tracks that are approved for e-bike use**

(developed April 2016)

E-bikes are defined under section 5 - Network principles

- Hataitai to City walkway (commuter link track)
- Newtown to Hataitai walkway (commuter link track)
- Te Ahumairangi Hill (commuter link track)
- Makara Peak Mountain Bike Park - all tracks down, but uphill restricted to the 4WD tracks
- Skyline Walkway from Makara Peak to Old Coach Road , includes 4WD tracks at Chartwell and Sirsi Terrace
- Old Coach Road
- South coast (Te Kopahou) along coast line and the Tip Track and Red Rocks Track)
- Spicer Forest Road and through to Tawa (Chastudon Place) and Broken Hill Road, Porirua
- Sanctuary Fence Line 4WD track.

The list of tracks approved for e-bikes will be updated with deletions/additions approved by the Council at the conclusion of any review process. Any updates will be posted on the Council's website.

Please refer to [www.wellington.govt.nz](http://www.wellington.govt.nz)



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**Schedule D:**  
**Open space areas and tracks open to horse riding** (last updated April 2016)

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

**Current leased horse grazing areas see Appendix 4**

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

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

## 6. Key Initiatives

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

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

### The Skyline Track

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

This main axial connector provides:

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

### The Harbour Escarpment Walk

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

to Ngauranga and along the coastal escarpment to Kaiwharawhara.

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

### Great Harbour Way/Te Aranui o Pōneke

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

### The Rural Coastal Connection

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

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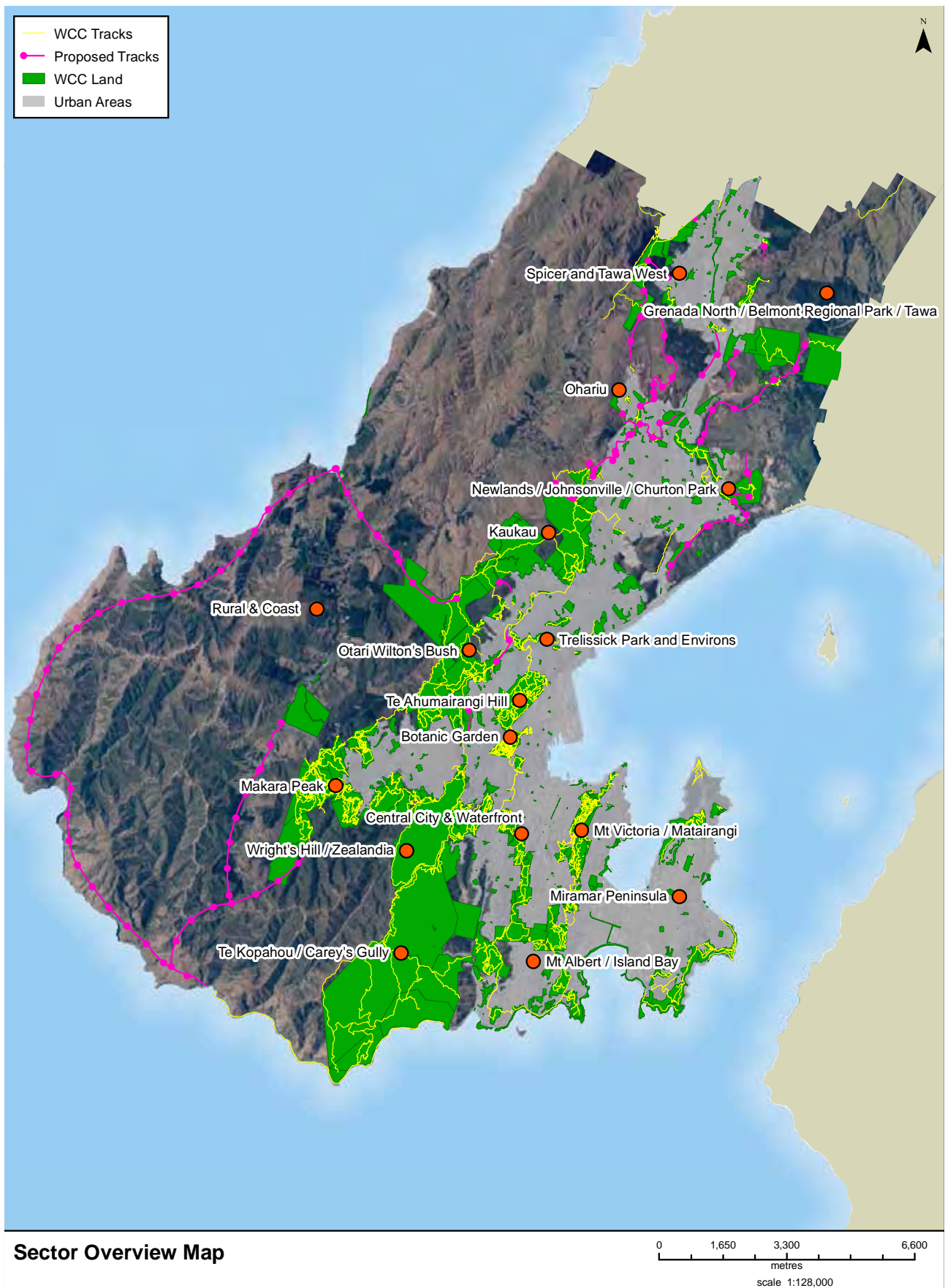
### **The East-West Connection - Otari to Makara**

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

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

### **Karori Stream Access**

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



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## 7. Sector Information

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

### 7.1 Sector 1 – Spicer and Tawa west

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

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

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

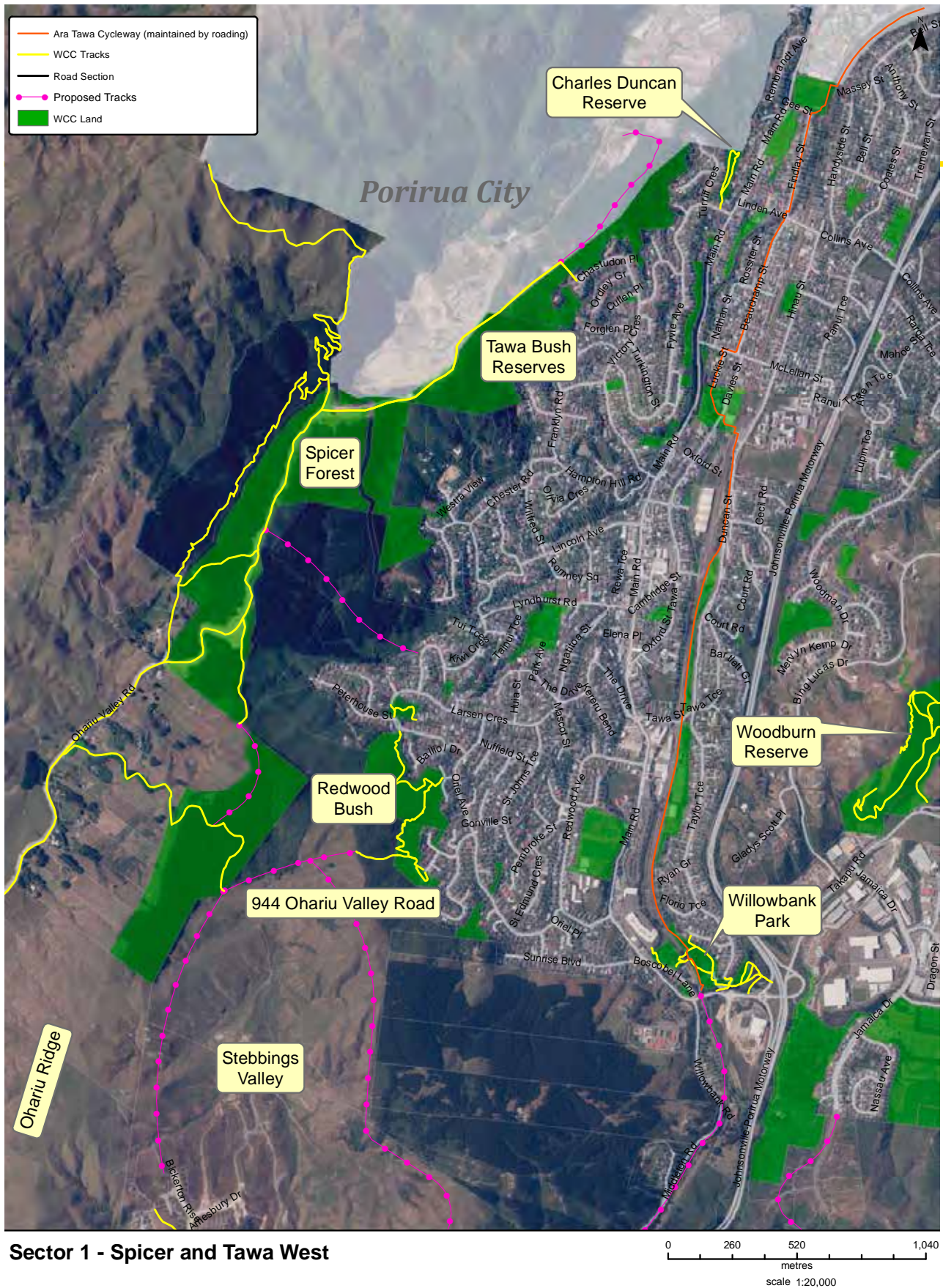
Railway Station to the north. These pathways link with a Porirua City Council shared-track initiative connecting to Porirua Railway Station and beyond.

### 7.2 Sector 2 – Ohariu

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

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





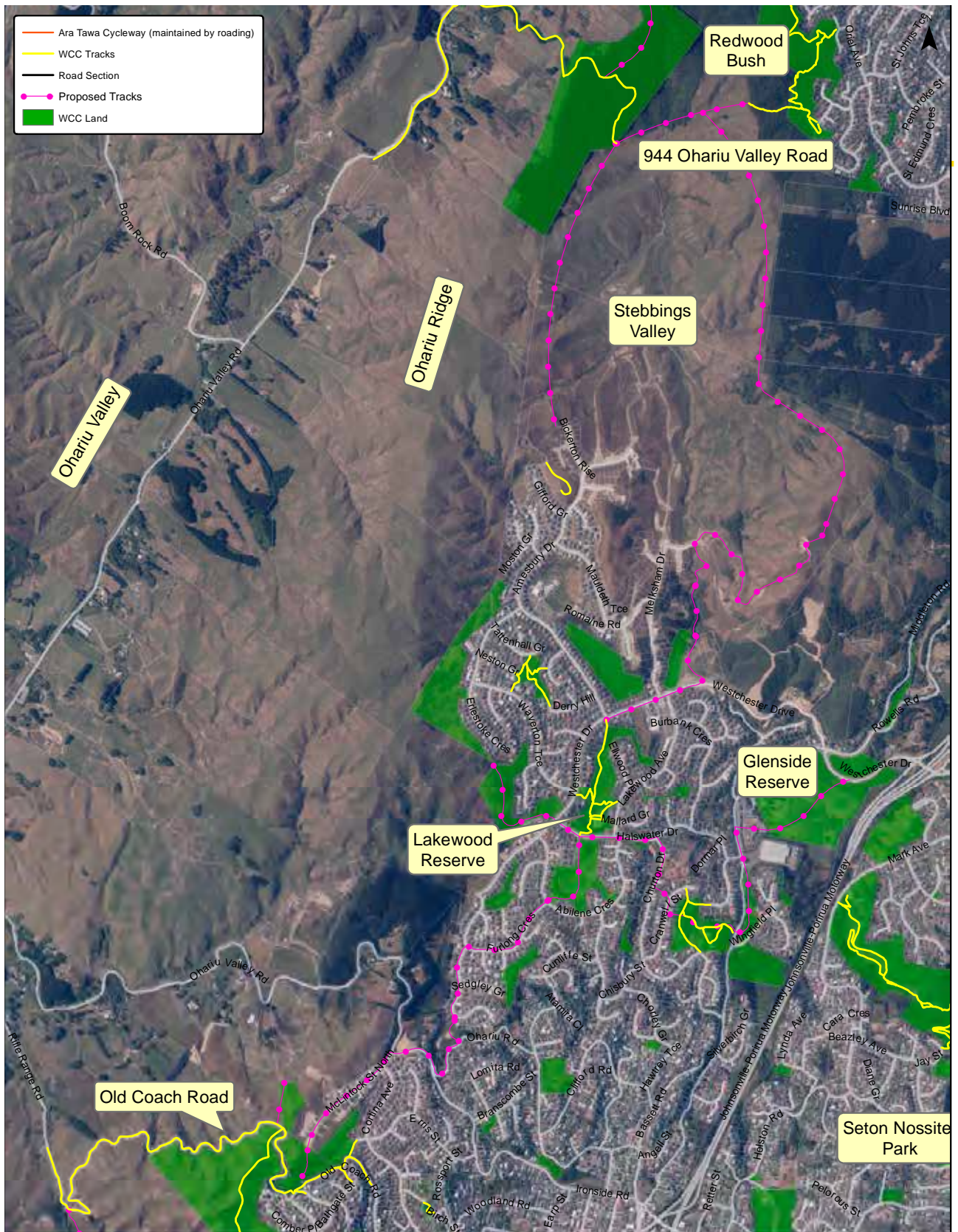
### Sector 1 - Spicer and Tawa West

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## Sector 2 - Ohariu

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### 7.3 Sector 3 - Kaukau

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

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

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

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

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

Stream). Otari-Wilton's Bush fits discretely into the landform but areas of podocarp/northern rata forest are visually significant when viewed from Churchill Drive, parts of Wilton, Te Ahumairangi and further afield, Ngaio and Khandallah. The valley is contained by Te Ahumairangi and Te Wharangi Ridge (Kilmister Tops) on the skyline to the northwest, where the regenerating bush conceals the flat open tops of the ridgeline.

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

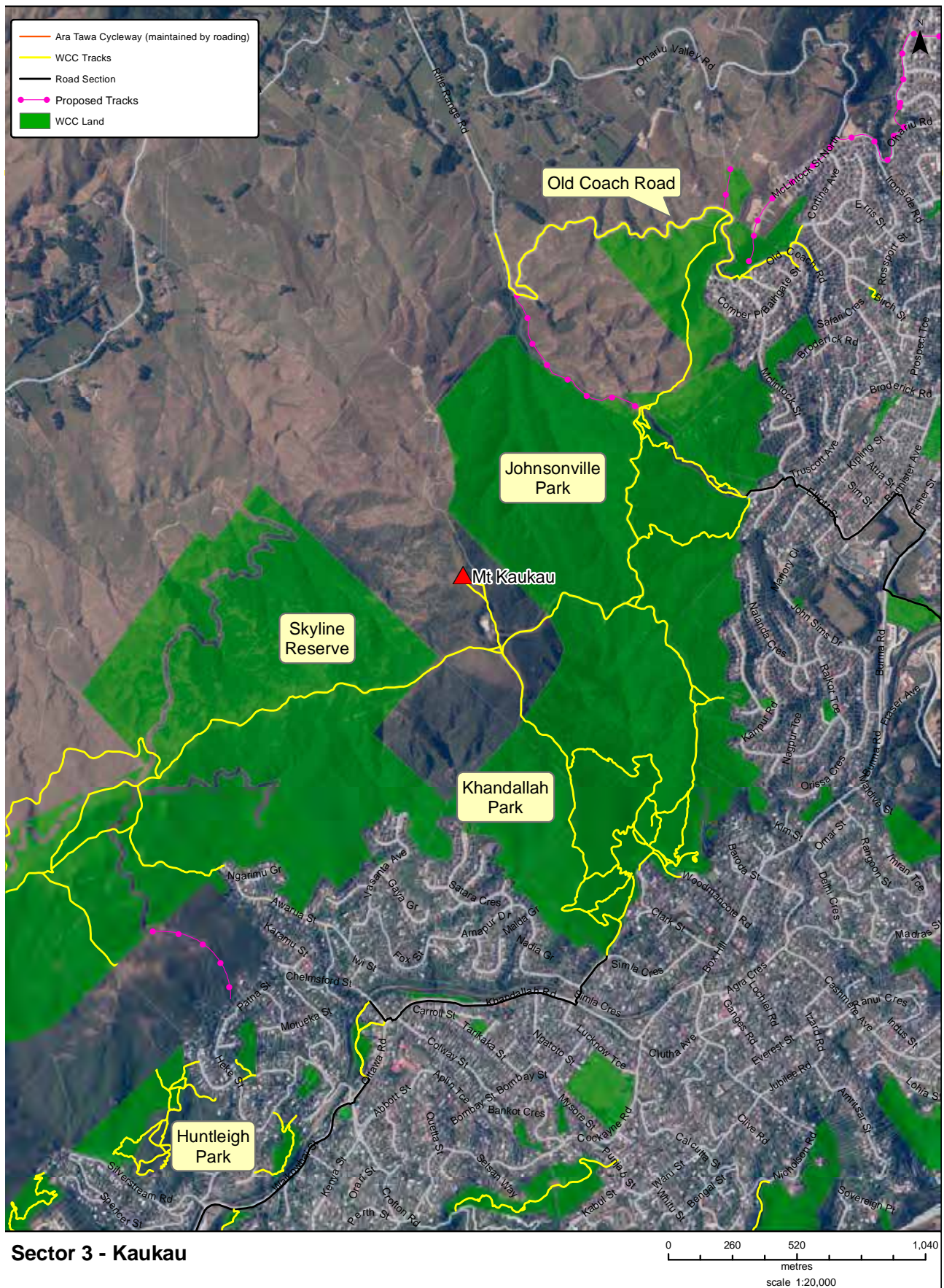
The existing track system provides a range of recreational experiences, from the formal bush walks of Otari-Wilton's Bush through regenerating bush to the open ridgelines, pine forest and Karori Cemetery. These tracks complement the formal recreational facilities such as sports grounds, skate ramps,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

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

### 7.4 Sector 4 - Otari-Wilton's Bush

The focus of this sector is Otari Native Botanic Garden and Wilton's Bush Reserve (Otari-Wilton's Bush), which is nestled in the deep valley formed by the Kaiwharawhara Stream (also known as Te Mahanga



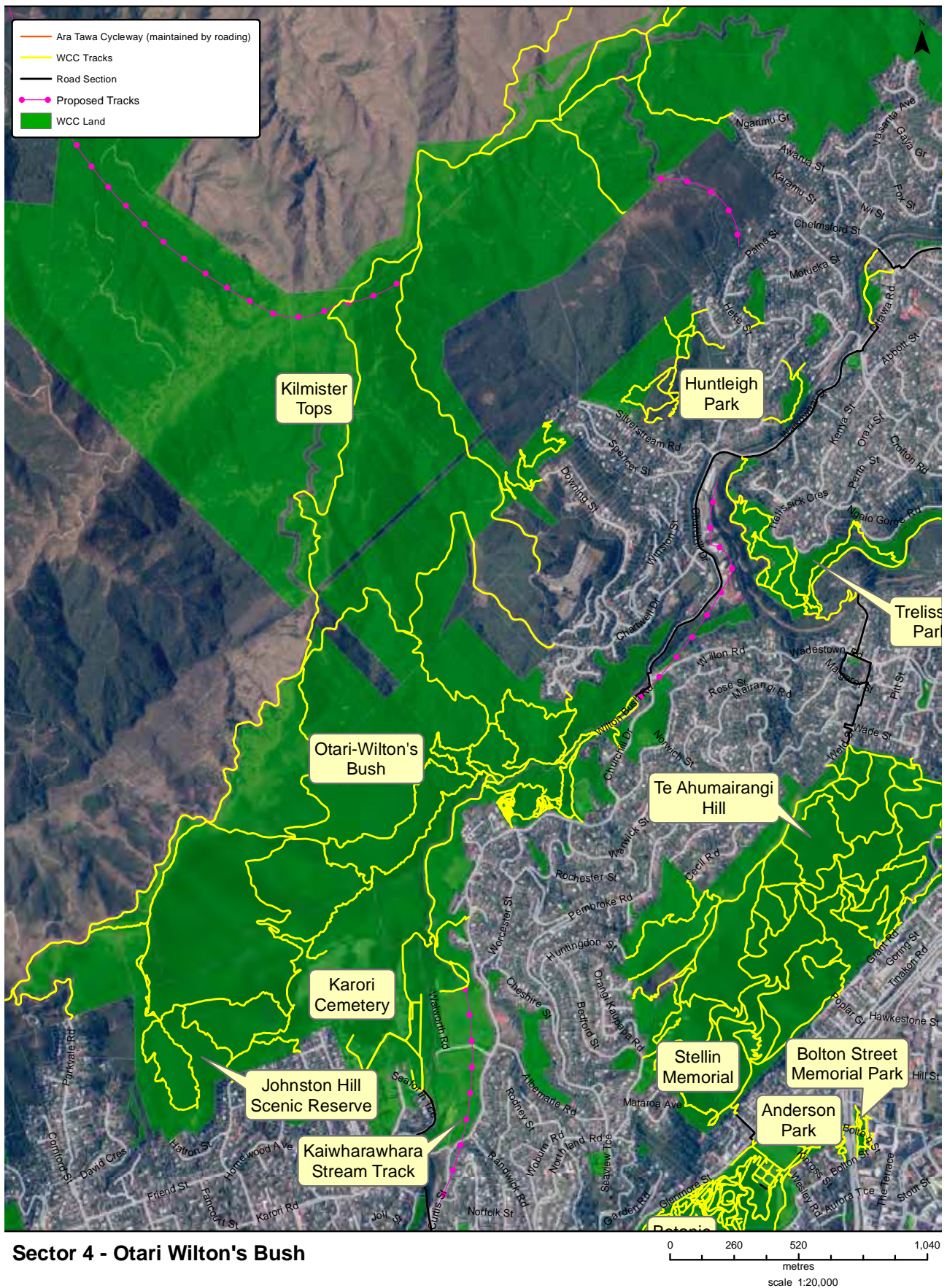


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## 7.5 Sector 5 - Makara Peak

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

In the last decade, Zealandia (the Karori Sanctuary Experience) has developed into a major conservation project and visitor attraction (see Sector 6). Makara Peak Mountain Bike Park is a regional facility for recreation, with a focus on mountain biking. It is managed under the Outer Green Belt Management Plan. A master plan for Makara Peak is being drafted in 2016 - this will provide guidance on the future of any additional tracks in the Makara Peak Mountain Bike Park.

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

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

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

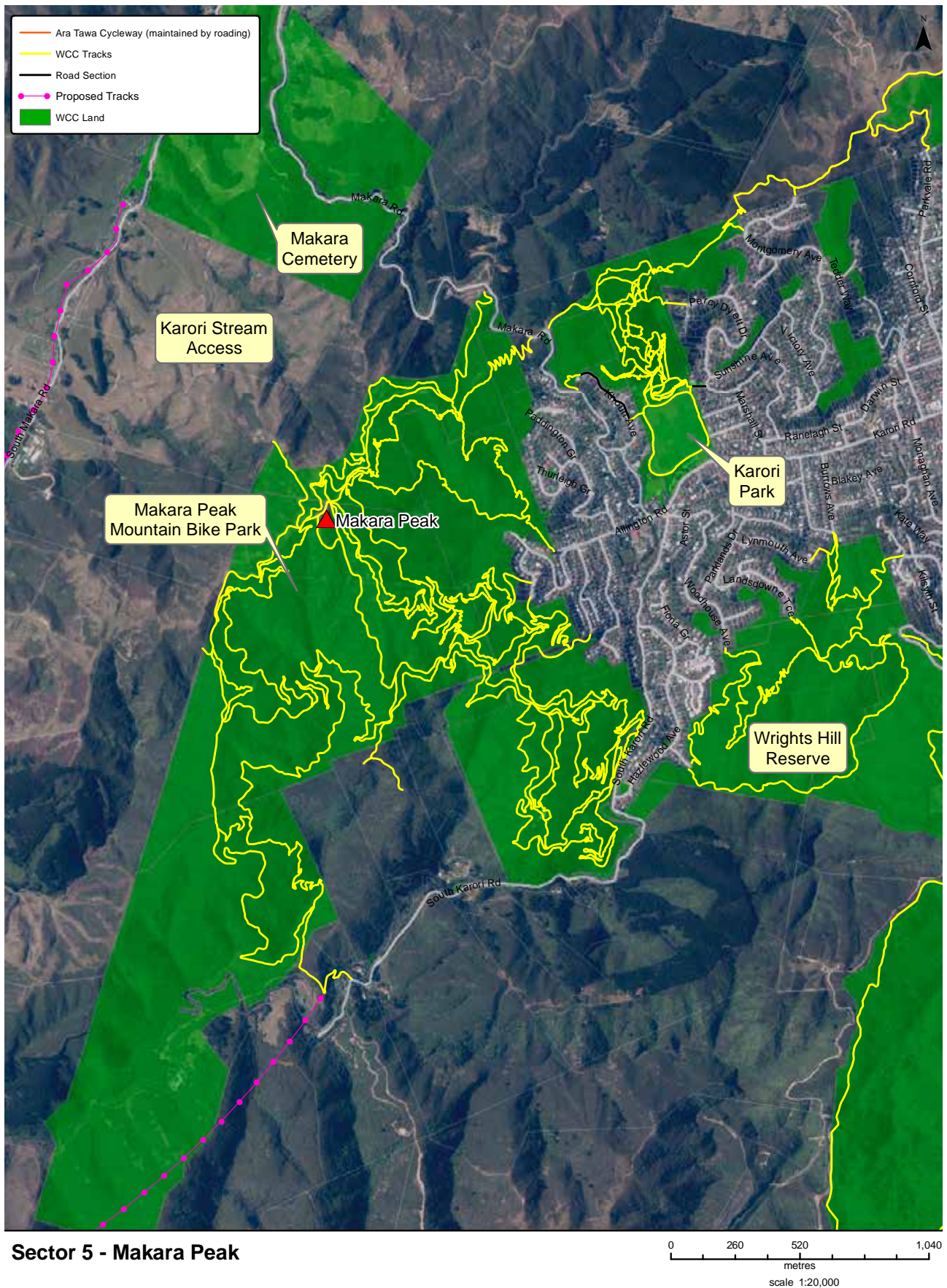
This sector has contrasting features - sheltered urban forest within the sanctuary as well as windswept inland ridgetops with plenty of recreational challenge. Wrights Hill has a series of tracks that focusses mainly on the World War II fortification system and lookout, and former links into the sanctuary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

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

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

## 7.6 Sector 6 - Wrights Hill / Karori / Zealandia

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



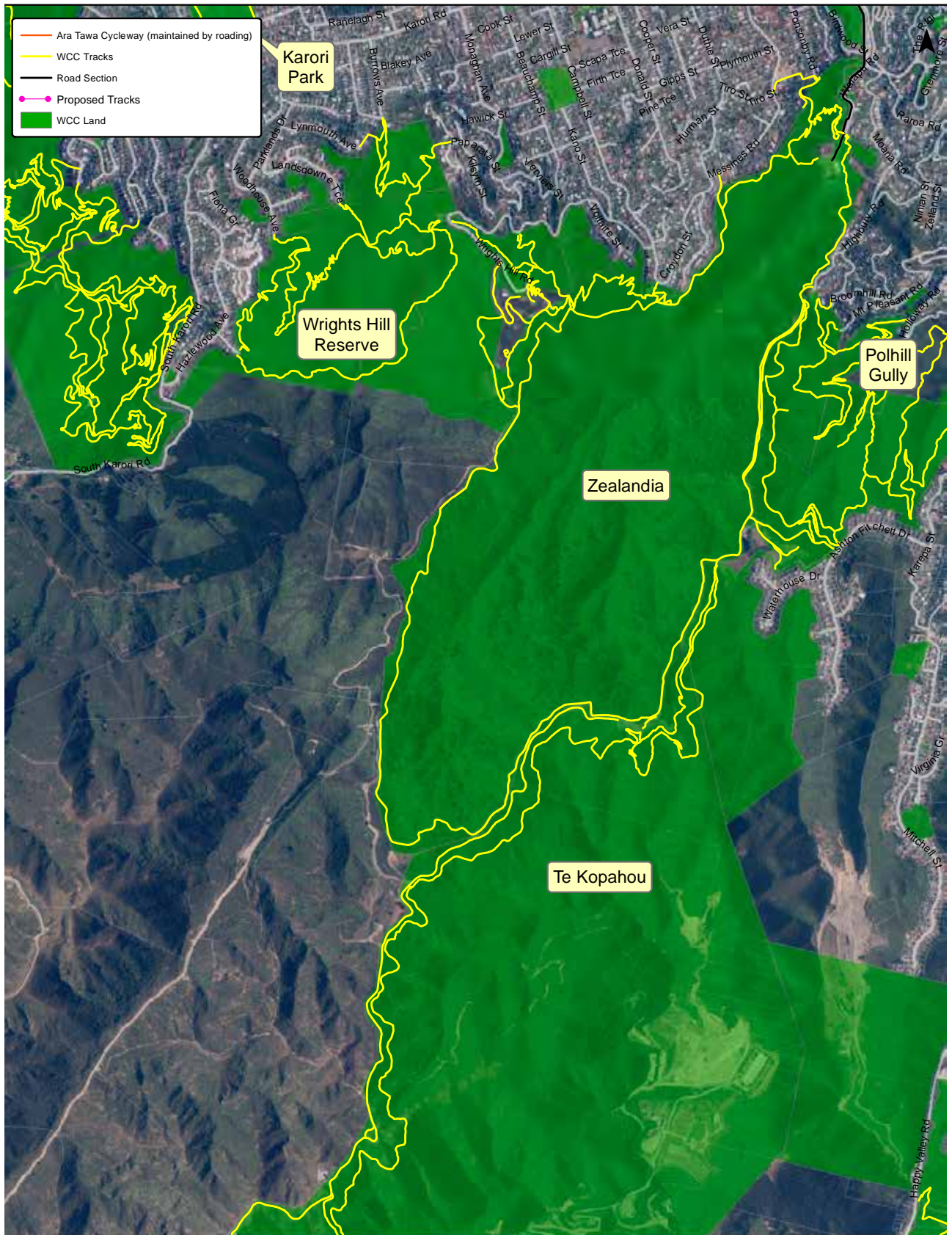
## Sector 5 - Makara Peak

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## Sector 6 - Wright's Hill / Zealandia

0 260 520 1,040  
metres  
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### 7.7 Sector 7 – Te Kopahou/Careys Gully

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

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

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

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

Drive to Horokiwi could be extended into Belmont Regional Park with a future linkage down into the northern end of Lincolnshire Farm and down Belmont Stream into Seton Nossiter Park.

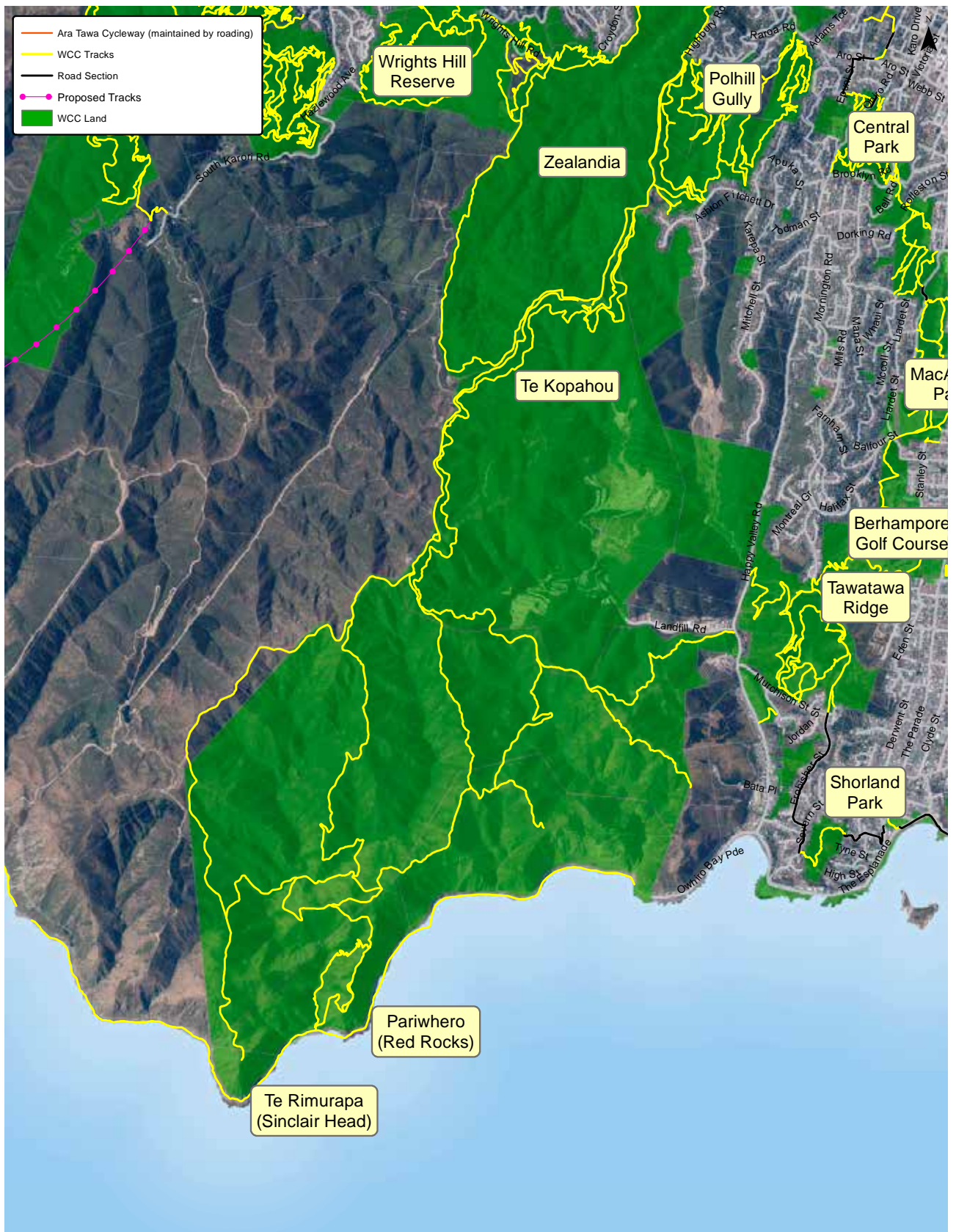
Willowbank Park has a local track network but separated from Grenada North/Belmont by the State Highway. Belmont Regional Park is just outside the area, and along the western side of the Tawa valley is the Outer Green Belt with the potential for a wide range of recreational activities. The open farmed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

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

### 7.8 Sector 8 – Grenada North/Belmont Regional Park/Tawa

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





## Sector 7 - Te Kopahou / Carey's Gully

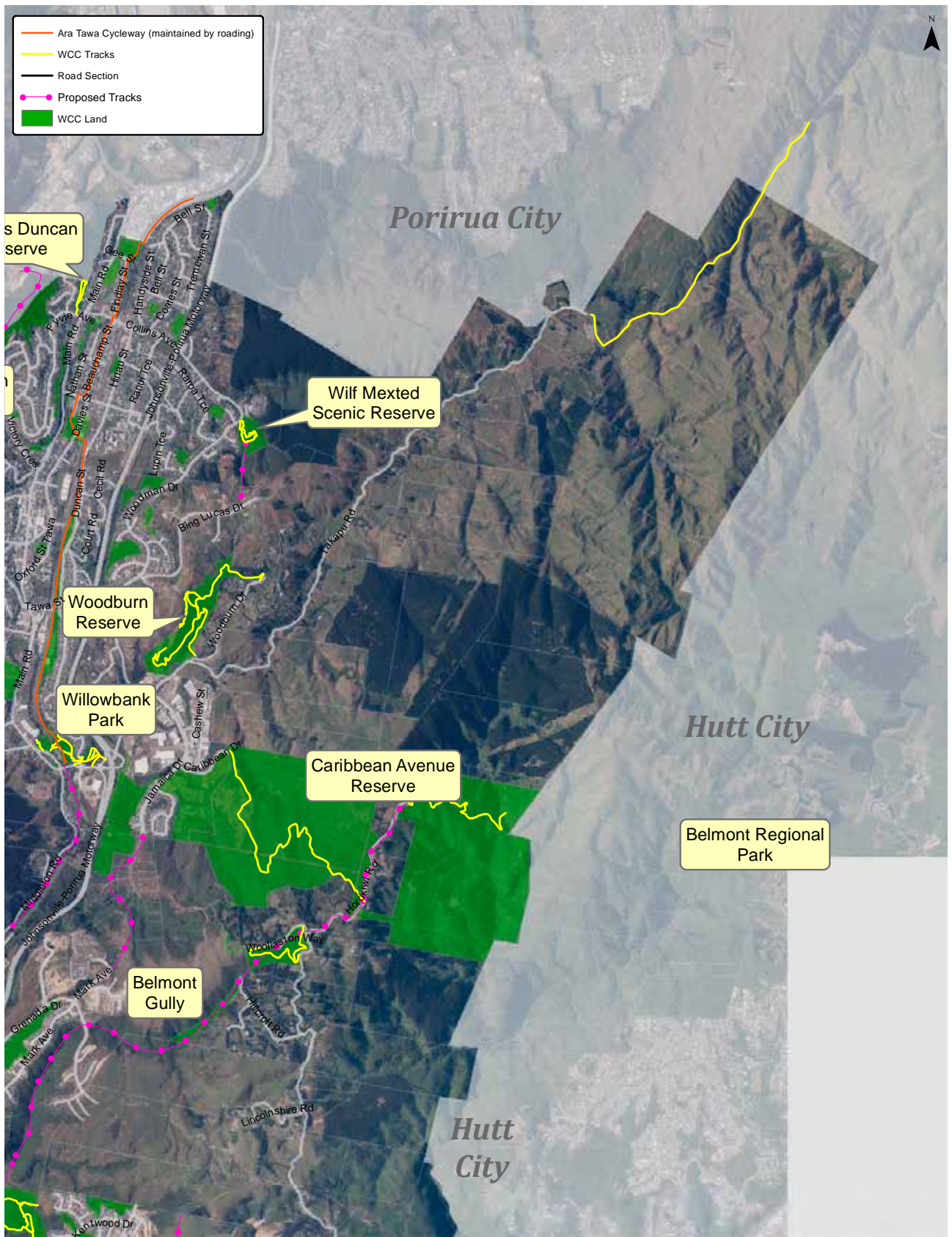
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## Sector 8 - Grenada North / Belmont Regional Park / Tawa

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## 7.9 Sector 9 - Newlands / Johnsonville / Churton Park

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

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

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

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

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

## 7.10 Sector 10 - Trelissick Park and Environs

Trelissick Park lies in a deep gorge that separates Wadestown and Highland Park on the slopes of Te Ahumairangi Hill, from Ngaio. It contains a rich mix of regenerating forest, the railway line on the south and west boundaries and the Korimako and Kaiwharawhara streams that run along the base of the valley. Trelissick Park creates an ecological corridor from the harbour to both the Outer Green Belt and the north-western suburbs.

Tracks have existed within the park for many years but the steep sides of the gorge, railway embankment and the stream itself limit the network. The primary track forms part of the Northern Walkway and is a link (via the street network) between Te Ahumairangi and Mount Kaukau. Older tracks follow the stream or are remnants of historic access ways and construction routes. Major tracks tend to be wide and well-maintained but with varying gradients, frequent flights of steps, and problems with erosion and slips. There are several narrow tracks for local use. Tracks link the five access points into the park for walkers, and the park is closed to mountain bikers.

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

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

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

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



## Sector 9 - Newlands / Johnsonville / Churton Park

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DATE: 6/05/2016

REFERENCE:

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## Sector 10 - Trellisick Park and Environs

0 260 520 1,040  
metres  
scale 1:20,000

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### 7.11 Sector 11 – Te Ahumairangi Hill

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

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

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

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

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

### 7.12 Sector 12 – Botanic Garden

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

In a central city location, the Botanic Garden has numerous entry points with a well-established network of paths and accessible routes. In fact it

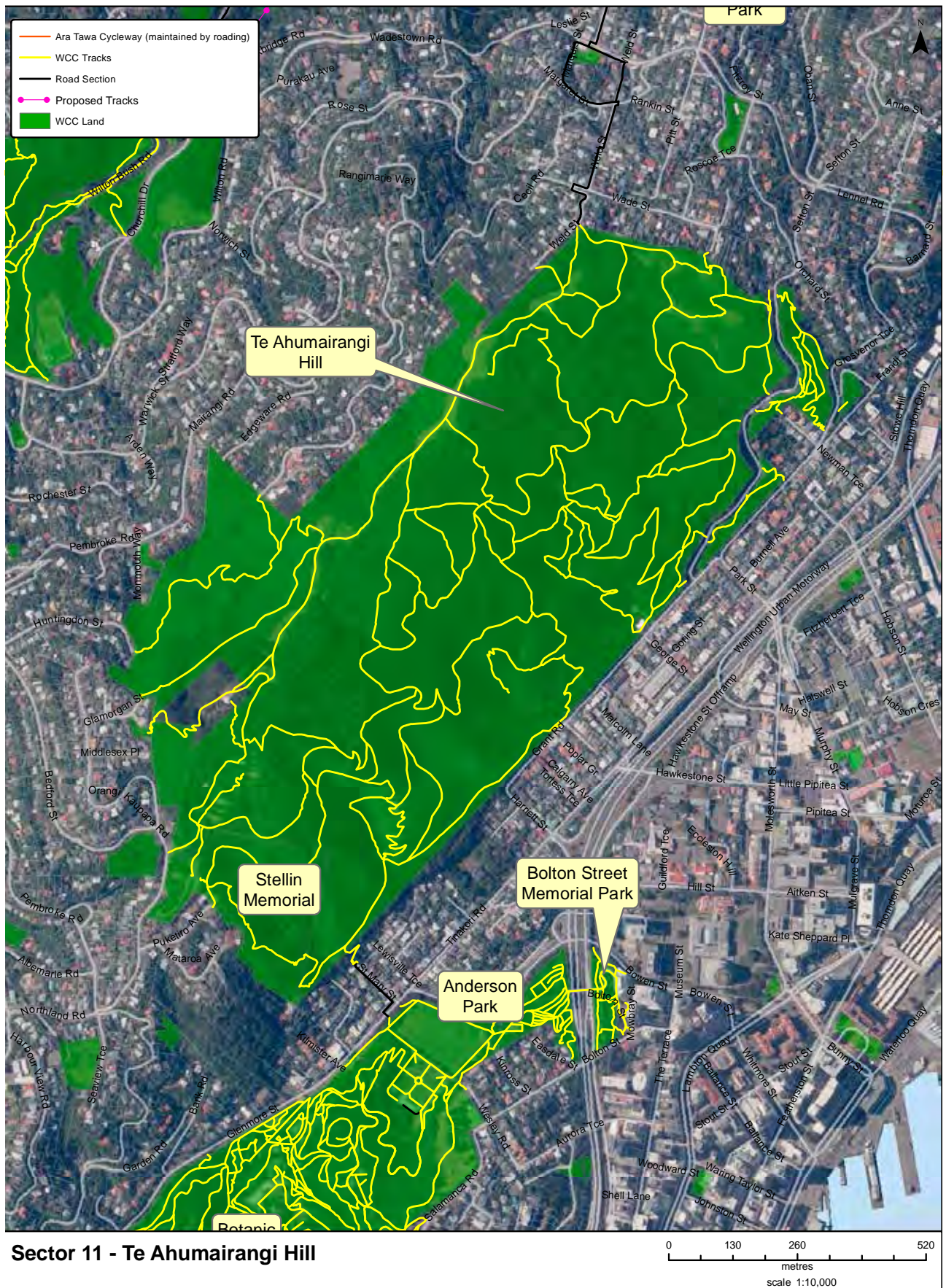
draws people both for the attractions of the site and the overall accessibility. There are numerous destinations in the sector including features such as the rose garden, the Begonia House, the Tree House, the duck pond, the historic Bolton Street Cemetery, the children’s playground and the lookout at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

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

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

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





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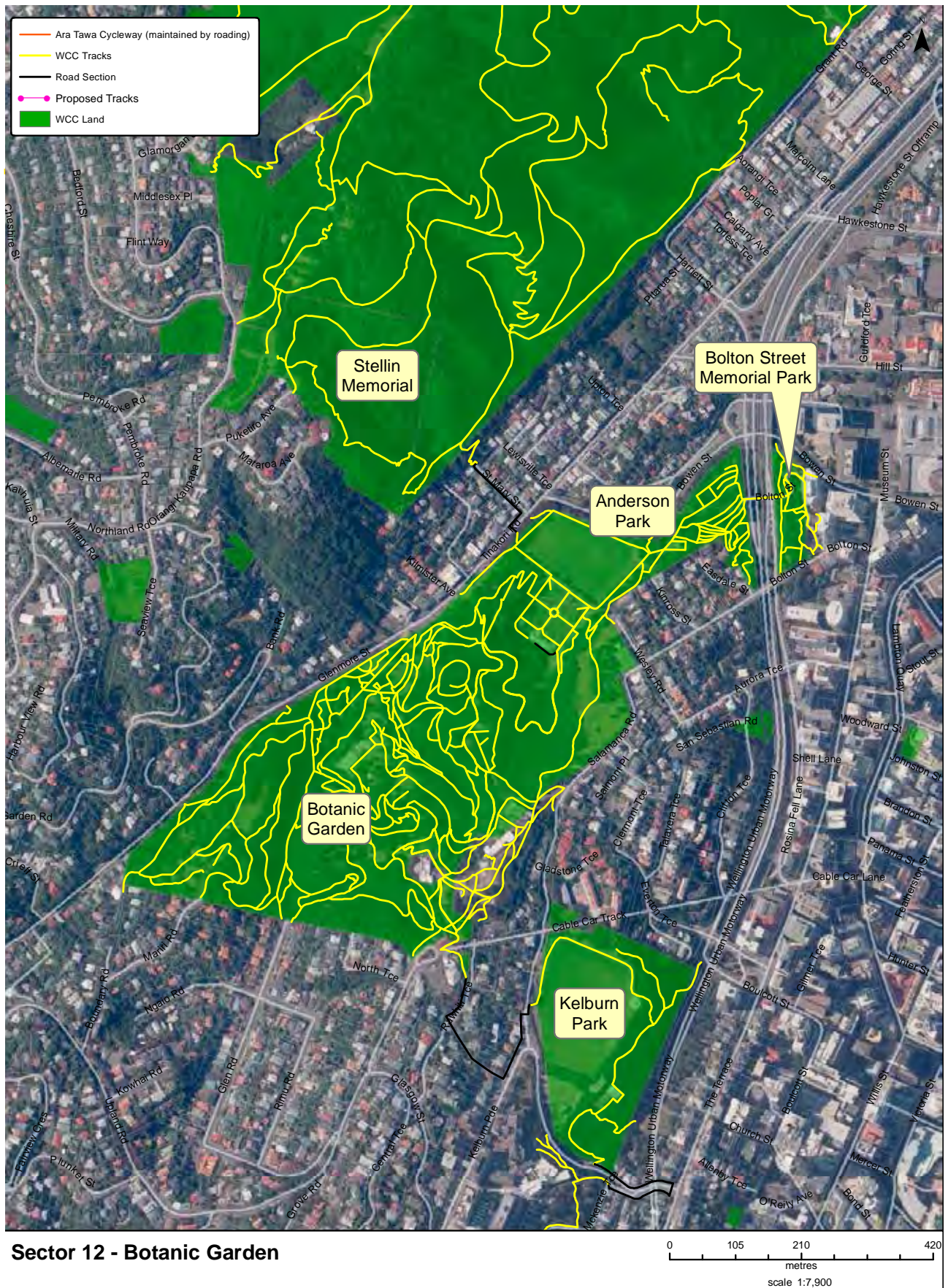
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## Sector 12 - Botanic Garden

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### 7.13 Sector 13 – Central City and Waterfront

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

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

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

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

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

### 7.14 Sector 14 – Mount Victoria/Matairangi

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

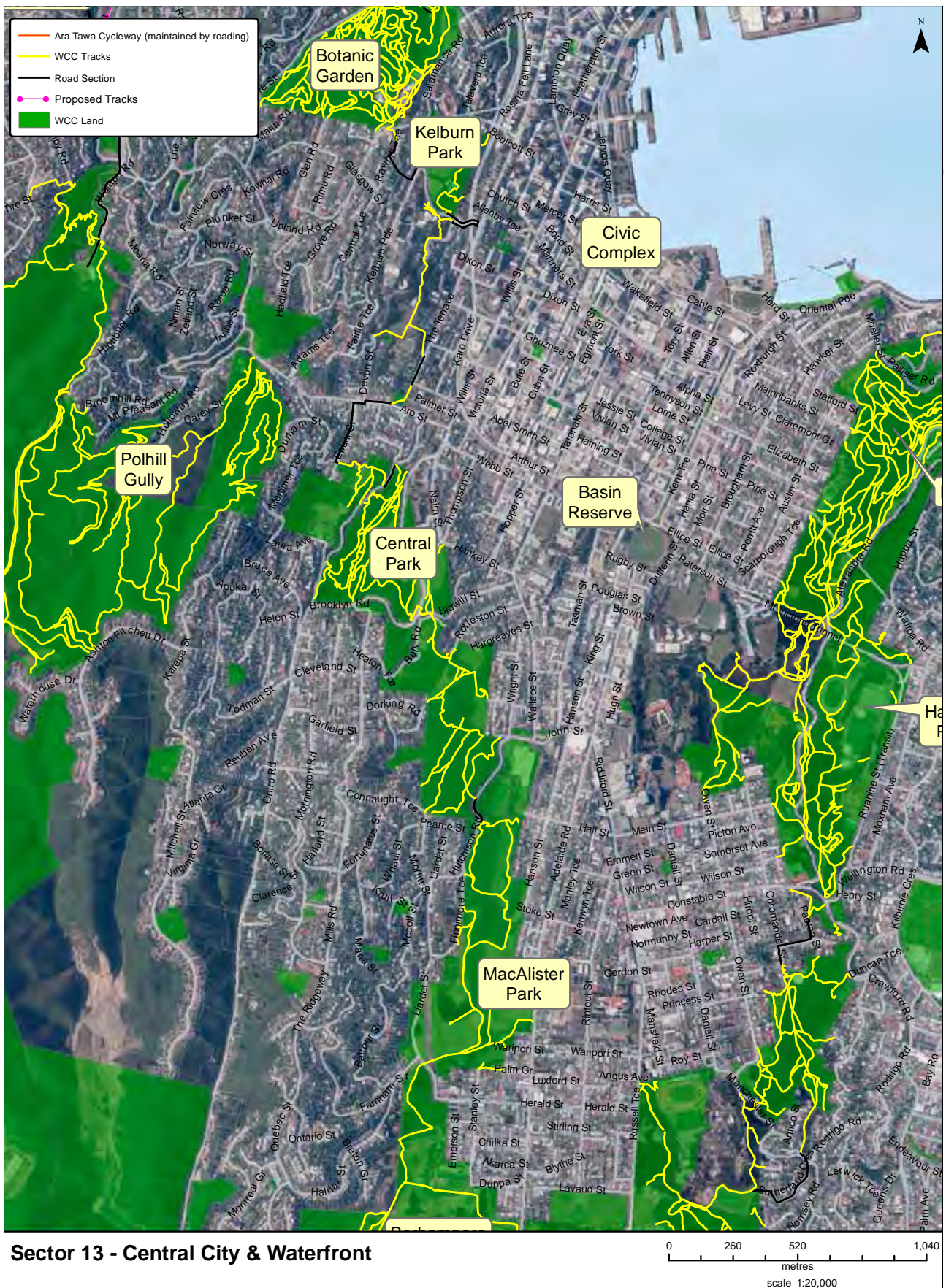
This areas falls under the Wellington Town Belt Management Plan 2013 and the Mount Victoria/Matairangi Master Plan 2015. The master plan includes a number initiatives listed in the implementation plan.

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

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

Te Araroa Trail follows the Southern Walkway through this sector.

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



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### 7.15 Sector 15 – Mount Albert/Island Bay

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

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

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

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

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

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

### 7.16 Sector 16 – Miramar Peninsula

The southern gateway to the city, this sector has a strong linear form with one main ridge running

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

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

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

*Our Capital Space* includes a focus and action to support and establish the development of a recreation and heritage park on Te Motu Kairangi/Watts Peninsula in conjunction with the Crown. A master plan would be completed to identify the future track network.

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





## Sector 15 - Mt Albert / Island Bay

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## Sector 16 - Miramar Peninsula

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### 7.17 Sector 17 – Western Rural and Coast

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

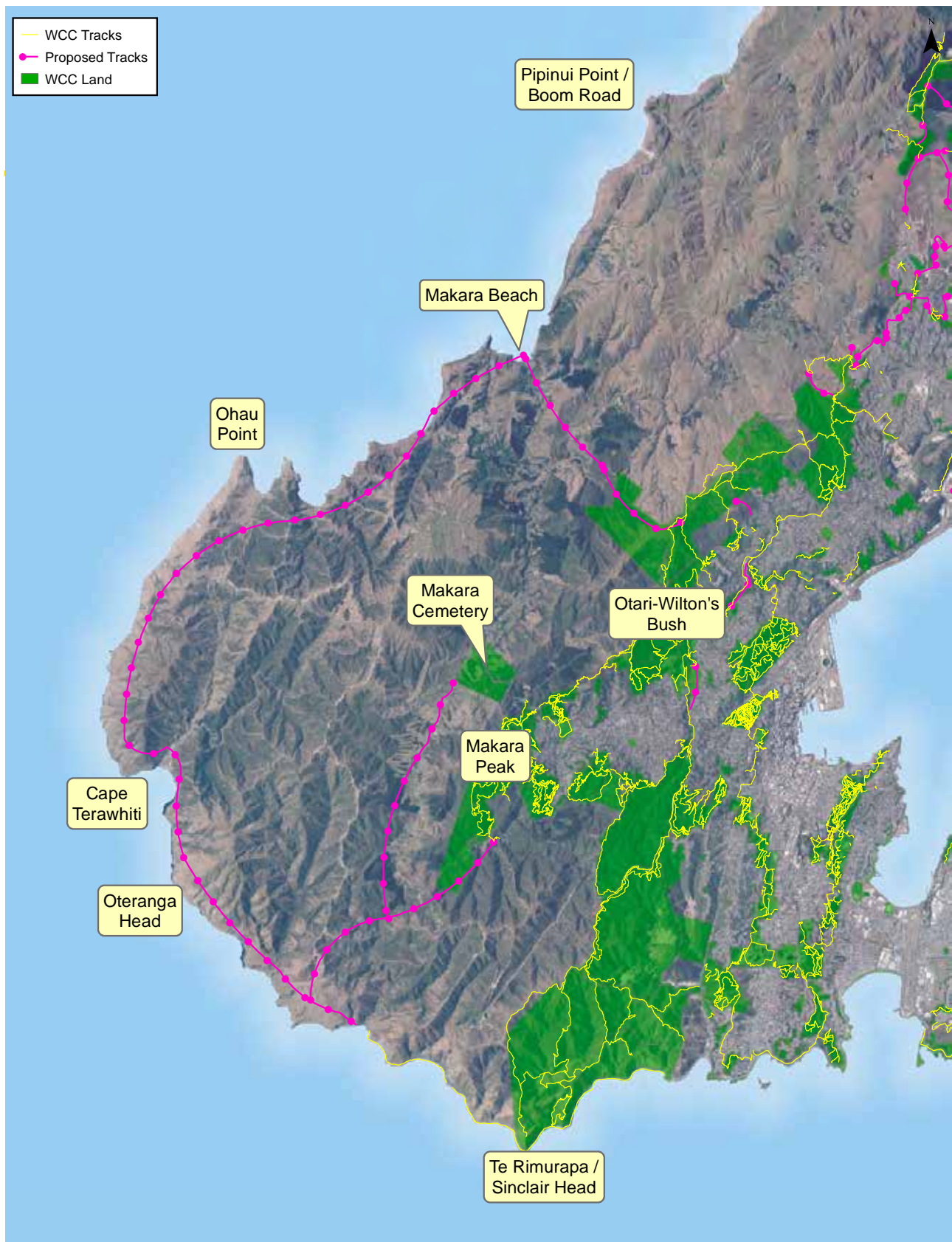
This sector also includes Te Aranui o Pōneke (the Great Harbour Way) route from Owhiro Bay to Sinclair Head.

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

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

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

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



## Sector 17 - Rural & Coast

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## **8. Appendix one track classification**

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

#### Pedestrians

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

#### Bikers

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

#### Vehicles

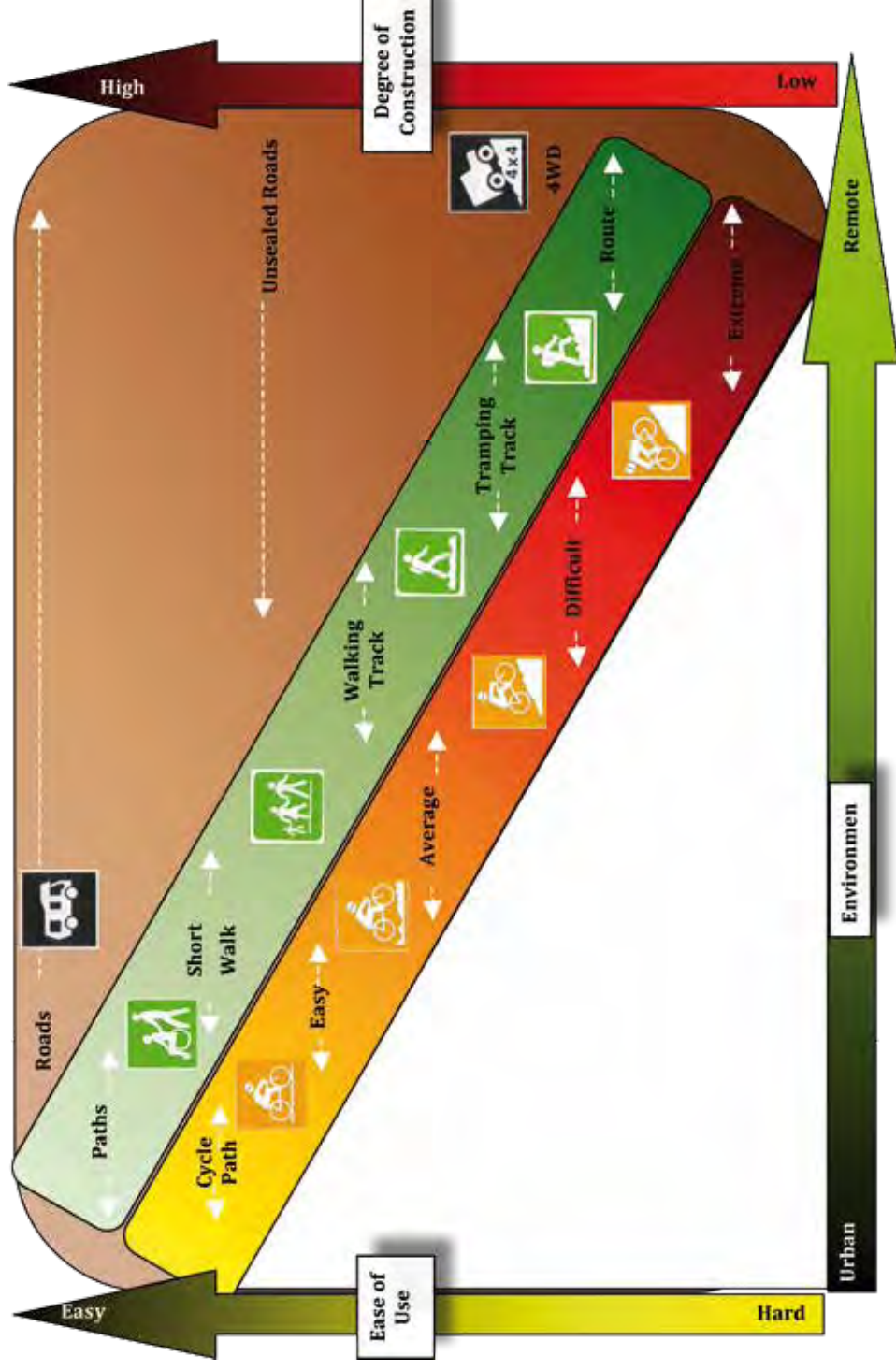
- **Sealed road** - suitable for all types of vehicle.
- **Unsealed road** - suitable for most types of vehicle.
- **Off Road** - suitable for off-road vehicles only.

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



## Track classification diagram

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

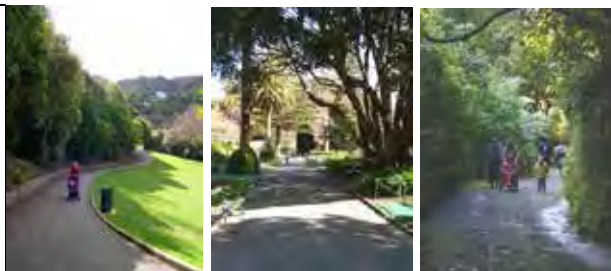


Note - This diagram represents how different track uses fit with the environment, but does not show that in some areas particular uses may not be permitted. For example, four-wheel driving is limited in where it can occur.

## 9. Appendix two track specifications

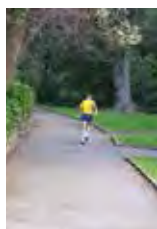
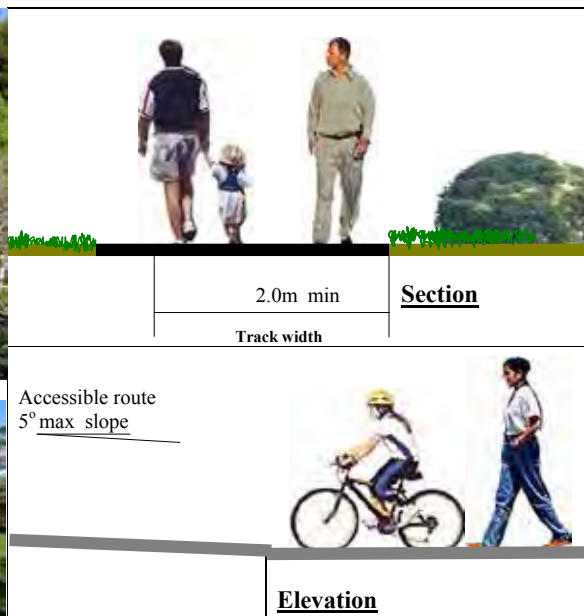
### Physical Characteristics

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



### User Groups

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



Drakeford  
Williams

Track Strategy  
**Path**

### Physical Characteristics

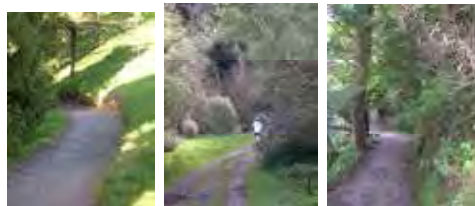
- Short Walk Tracks require no special equipment but still provide an off-road, outdoor experience. They are usually suitable for walking shoes and trainers.
- Min width = 0.75m. Max width = 2.0m. The minimum width shall cover no more than 5% of the total length of each track.
- Maximum gradient = 10°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



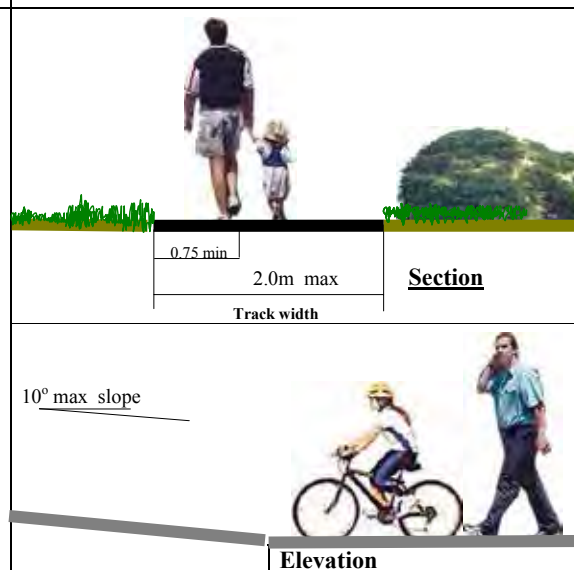
### User Groups

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

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



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## Track Strategy

# Short Walk



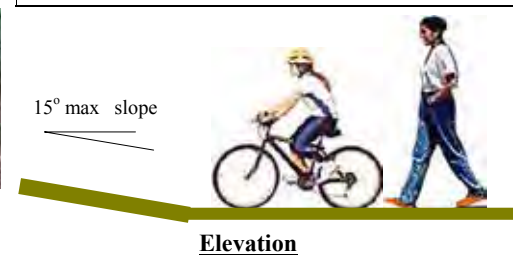
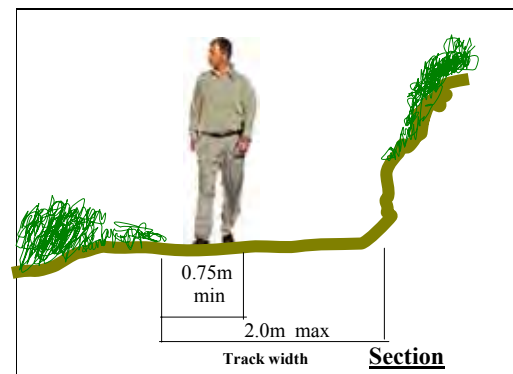
### Physical Characteristics

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



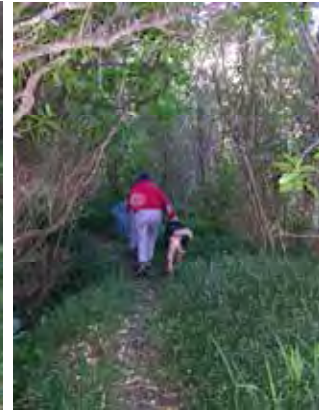
### User Groups

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



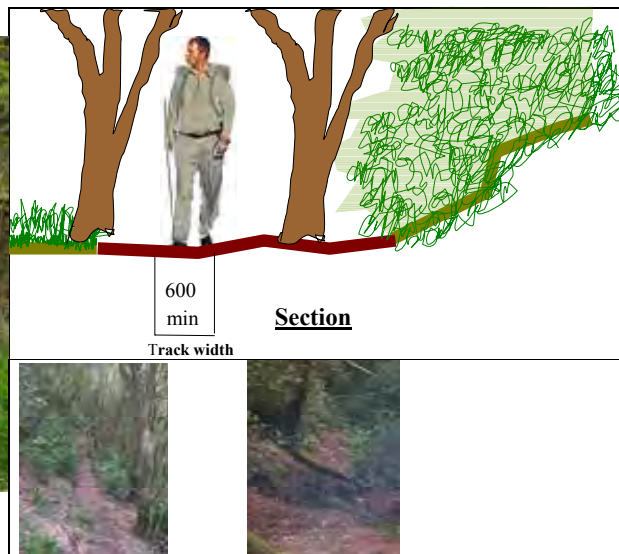
### Physical Characteristics

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



### User Groups

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

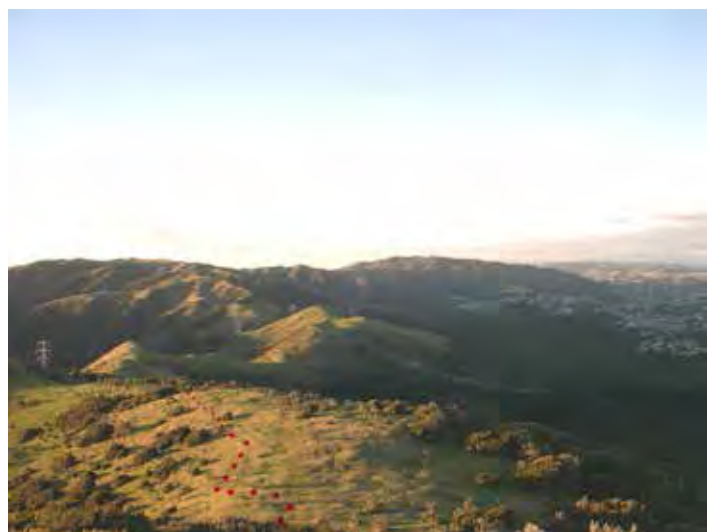


### Physical Characteristics

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

### User Groups

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





## **10. Appendix three open space access implementation plan 2016**

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## Open Space Access Plan implementation plan – Strategic direction

Our Capital Spaces	
<b>Priority 1.5</b>	<b>Open spaces and outdoor recreation opportunities are close to where people live and work</b>
Action 1.5.1	<i>Review the provision of open spaces in suburban areas based on guidelines of 600 metres or 10 minutes' walk to one or more neighbourhood park, play space, or other outdoor recreation opportunity such as track links (New)</i>
Action 1.5.2	<i>Design the open space network in "greenfield" subdivisions to provide a significant majority of residential dwellings with access to neighbourhood parks or other outdoor recreation opportunities within 600 metres or 10 minutes' walk (Existing)</i>
Action 1.5.3	<i>Adopt and implement national standards for park categories and corresponding levels of service (New)</i>
<b>Priority 1.9</b>	<b>Complete the track network with a priority on connecting communities and open spaces, and providing short walking and cycling loops and transport connections</b>
Action 1.9.1	<i>Complete the Skyline Track and the Harbour Escarpment Track and links to adjacent suburban communities (New)</i>
Action 1.9.2	<i>Continue to develop the track network for shared use wherever appropriate, while managing any conflicts between different activities (such as cycling and walking) (Existing) Ongoing</i>
<b>Action 1.9.</b>	<b>Review local track networks as part of the development of the Suburban Reserves Management Plan with a focus on tracks accessible to all ages and abilities (New) - Completed</b>
Action 1.9.4	<i>Identify opportunities for active transport routes through the open space network as part of the Transport Strategy review (New)- Linked to Transport Strategy review</i>
Action 1.9.5	<i>Explore partnerships for completing coastal tracks between Owhiro Bay and Makara, Otari and Makara, and for Karori Stream (New) - Ongoing</i>
<b>Priority 2.6</b>	<b>Ensure that recreation activity does not compromise the biodiversity or other values of our open spaces</b>
Action 2.6.1	<i>Manage track use and development and ensure it does not impact on biodiversity values (Existing) ongoing</i>
Our Natural Capital	
Action 3.1.2a	<i>Ensure all Wellingtonians in suburban and urban areas can access a natural space within a 10-minute walk or cycle (Existing) Ongoing</i>
Action 3.1.2d	<i>Promote cycling and walking links through and along the appropriate green and blue networks (Existing) Ongoing</i>
Action 3.1.2e	<i>Ensure legal protection over private land provides for public access where practicable (Existing) Ongoing</i>
Action 3.2.2f	<i>Develop smart and easily accessible information to enable people to access areas of high biodiversity, including web-based applications and interactive mapping (New) Long Term</i>

## Renewals

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

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

The existing open space track network continues to grow with over 340 kilometres. It is anticipated that approximately 80 percent of existing tracks will involve some form of renewal work within the next 15 years. The high standard tracks, eg urban network, will receive a higher frequency of standard of renewal than more remote tracks.

## Funded upgrades

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

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

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



Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
<b>No Sector Allocated</b>				
Planning	<p>Accessibility - Listing the number and locations of paths and walkways that have sealed surfaces and flat pathways for mobility users and other disabled users</p> <p>Accessibility - Review whether more accessible tracks need to be constructed</p> <p>Accessibility - Update signage designs for the disabled within the Signage and Wayfinding Guide document</p> <p>Investigate opportunities to develop more formalised commuter link tracks through the open space network eg Haitaitai to City track via Mount Victoria / Matairangi (potential to fund this via Transport initiatives)</p> <p>Revisit if Berhampore Golf Course can be opened to mountain biking and cycling (presently this is closed to them both)</p> <p>Develop operational process for working with volunteers and enthusiasts who want to build, maintain tracks and trails, including training opportunities</p> <p>Continue investigating (and developing) web base technologies to better inform users of linkages and tracks throughout the open space network</p> <p>Studies of horse access to tracks (based on demand) with limited and controlled 4WD access).</p> <p>Make people aware of nature through recreational activities. (From Our Natural Capital) Explanation: Track use and trail builders spend time in the natural environment. We can build on these activities to link them more strongly with our biodiversity outcomes. We acknowledge the importance of allowing people to access these areas, while needing to protect our ecologically significant areas from further fragmentation. We will work to resolve the tension between these two activities and find a balance that allows for both. We want Wellington as a sought-after destination for international and domestic visitors because of its amazing combination of natural areas and thriving wildlife within a vibrant city. Healthy ecosystems and accessible natural areas will be seen as an inseparable part of our economic growth.</p>	<p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>✓</p> <p>Ongoing</p>		
Development				
<b>Sector 1 - Spicer and Tawa West</b>				
1.1 Planning	<p>Investigate track linkages from Pikitanga to new subdivision off Bing Lucas Drive. A L</p> <p>New track from Tawa to Spicer Forest via Tawa Bush Reserves. Includes connection from Ohariu Valley Road to Colonial Knob. E 3 S</p>	<p>Ongoing work</p> <p>✓</p>		
1.2 Development	<p>Develop tracks suitable for horse riding in Spicer Forest with long-term links to 944 Ohariu Valley Road.</p> <p>New track from Spicer Forest to 944 Ohariu Valley Road. A, R</p>	<p>✓</p> <p>✓</p>		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
<b>Sector 2 – Ohariu</b>				
2.1 Planning	<p>Skyline extension - Investigate a possible track link between Churton Park, Ohariu Valley Road, Old Coach Road and Spicer Forest. Could result in two or three tracks, mostly over private land. Will involve creating new tracks. A 3 P</p> <p>Planning/Development - Tracks along Stebbings Stream and to Ohariu Ridge. Private land. Long-term project. New track. Consider links to Glenside. Requires reserve contributions</p> <p>Planning - Connecting track along Marshall Ridge ("Stebbing's Valley") in Churton Park Subdivision and Glenside to Redwood.</p> <p>Develop a link track between Lakewood Reserve and the proposed neighbourhood centre. A 2 L</p>	All ongoing work		
<b>3. Kaukau</b>				
3.1 Planning	<p>Linking tracks from new subdivisions to Old Coach Road - Will involve creating a new track. C 2 L</p> <p>Investigate opportunities for tracks from Vasanta Avenue and Satara Crescent (northwest Ngaio) areas into the Outer Green Belt. C 2 L</p>			✓
3.2 Development				✓
<b>4. Otari Wilton's Bush</b>				
4.1 Planning	<p>Identify and test new interactive trails possibly using new technology. In particular a family trail and an ethno-botanical trail. B</p> <p>Investigate improving transport and wayfinding to Otari-Wilton's Bush. B</p> <p>Provide advocacy and signage advising dog walkers of their responsibility and mountain bikers that the area is closed to biking. B</p> <p>Investigating linking Otari-Wilton's Bush with Te Araroa National Walkway. B</p>	✓	✓	✓
4.2 Development	<p>Construct a central pathway through the collections with viewing points and links onto the Circular Walk and Nature trail as proposed in the Landscape Development Plan B 2 L</p> <p>Develop "up close and personal" walks through Phormium "Goliath" a lancewood forest "thicket" and a divaricate tunnel. B 2 L</p> <p>Develop a walking circuit through the beech collection from the north Picnic Lawn. B</p> <p>Reconfigure the pedestrian entry from Wilton Road car park to the existing visitor Information Centre, Te Marae O Tane. B 2 L</p> <p>Continue to develop the Nature Trail and Treasure Trail as the main educational trail with interpretative signage, plant labelling of all common trees and curriculum-based self-guiding material B 2 L</p> <p>Increase number of road signs from central city to Otari</p>	<p>✓</p> <p>✓</p> <p>Ongoing</p> <p>✓</p>		<p>✓</p> <p>✓</p>

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



Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
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### 7. Te Kopahou / Careys Gully

7.1 Planning	<p>Skyline Track through Careys Gully – Include a review of the four-wheel drive guidelines. Assess track conditions C 2 S</p> <p>Identify opportunities to develop track links as part of any future subdivision of the private land between Ohiro Road and Mitchell Street. C 2 S</p> <p>Brooklyn War Memorial – Investigate better signs/wayfinding from Mitchell Street, and opportunities to better promote the site and site history. C 2 S</p> <p>Initial planning for part of the Rural Coastal Connection. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, Meridian). Consider separating uses (pedestrian/vehicles) in parts between Owairo Bay and Sinclair Head (as called for in the South Coast Management Plan). Upgrade signage on existing tracks R 2 S.</p> <p>Further track work in this area will be considered as part of a future master plan.</p>	<p>✓</p> <p>Subject to future</p> <p>✓</p> <p>Partly started, Ongoing</p> <p>✓</p>		
7.2 Development	Mitchell Street Play area - Consider signs to direct users to Elliot Park for kick-about space. C	✓		

### 8. Grenada North/Belmont Regional Park/Tawa

8.1 Planning	<p>Work with the landowners between Redwood Bush, Tawa Reserves and the Outer Green Belt to negotiate access for walking and cycling as part of the subdivision of Upper Stebbings Valley. A 2 L</p> <p>Work with Friends of Tawa Bush to develop link between Wilf Mexted and Woodburn Reserves and into Willowbank Park. A 2 L</p> <p>Investigate the establishment of a cross-valley link between Glenside and Grenada Village via Mark Avenue extension. A</p>	All ongoing		
8.2 Development	Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully C 2 S	Ongoing		

### 9. Newlands, Johnsonville and Churton Park

9.1 Planning	<p>Investigate the development of a link between Horokiwi and Belmont Regional Park. New tracks between Horokiwi Road and Lincolnshire Farms (include Reservoir Ridge). Planning required in relation to reserves agreement. A 2 L</p> <p>Finalise route options to complete the Harbour Escarpment Walkway – subject to obtaining landowner access. A 2 L</p> <p>The Council and the landowner at Stebbings Valley have an agreement that includes establishing new tracks in new reserves that will be developed and opened to the public as the private development progresses.</p> <p>Planning/Development - New track from the Mark Avenue end of Seton Nossiter Park to Middleton Road – Involves a connection over motorway.</p>	<p>✓</p> <p>✓</p> <p>Ongoing</p> <p>✓</p>		
9.2 Development	Complete the Harbour Escarpment Walkway from Waihinahina Park in Memory of Dennis Duggen to Ngauranga. Includes short section of new track at Brandon's Rock (Council land), new link from Gilbert Bush reserve to Waihinahina Park, and Gilbert Bush Reserve via Bellevue subdivision to Brandons Rock. A 2 P	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
<b>10. Trelissick Park and Environs</b>				
10.1 Planning	Planning - New connecting track from Magazine Store to Fort Buckley. Railway (OnTrack) land	✓		
	Investigate a new track link from Highland Park into the park to provide a second park entrance from Wadestown. C 2 S	✓		
	Investigate a link from Homebush Park around to Tyers Stream Reserve as part of future subdivision of land above Jarden Mile. C 2 L			✓
	Investigate a future track link between the Hutt Road and Khandallah via Cashmere Park. C			✓
	Investigate the need and feasibility of a track between the Kaiwharawhara Park sportsfield and the Bridle Track. C 2 R	✓		
10.2 Development	Develop a second walkway access off Homebush Road. C 2 L		✓	
<b>11. Te Ahumairangi Hill</b>				
11.1 Planning	Creswick Terrace play area. A second access from higher up on Creswick Terrace could improve access and better connect the park to the local walking route network. Investigate cost/benefit. C 2 L			✓
11.2 Development	Focus on street signage from the central city for pedestrians	✓		
<b>12. Botanic Garden</b>				
12.1 Planning	Encourage use of Botanic Garden as a pedestrian commuter route and assess the potential for improving interpretation on some of these major routes. B	Ongoing		
	Redesign and improve wayfinding between Bolton Street and the entrance into the Botanic Garden, Bolton Street Cemetery and Anderson Park off Kinross Street. B	✓		
	Improve walking links between Kelburn Park and the central city, including signs. D		✓	
12.2 Development	Street signage from the central city to Main Gardens and Bolton Street Cemetery for pedestrians		✓	
<b>13 Central City -</b>				
13.1 Planning	Investigate the development of a track between Kelburn Parade and Aro Street with a possible link to the top of Semellof Terrace. D 2 S		✓	
13.2 Development	Update and increase the number of signs within the central city, as well as smart technologies and websites that direct people towards the open space network, including Pohill Gully, Central Park, Mount Victoria/ Matairangi, as well as major sporting hubs, eg Wellington Regional Aquatic Centre, ASB Sports Centre, Makara Peak Mountain Bike Park and other key sports parks	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
<b>14 Mt Victoria / Matairangi</b>				
14.1 Planning	<p>One of the key recommendations of the Matairangi/Mount Victoria Master Plan is to develop a three-tier track strategy as follows:</p> <ul style="list-style-type: none"> <li>• First tier – Commuter and tourist routes to be developed (where practically achievable) to NZ Standard Walking Track and Short Walk Standards, and have easy wayfinding via the track quality, construction and signage.</li> <li>• Second tier – Park walks at a variety of standards, but leading to key areas of open space and views. These will largely be differentiated by signs.</li> <li>• Third tier – All other tracks in the park. These would have no signage for walking, but have low-profile mountain bike grade signs where required (as currently used), and be for use by those seeking a walking adventure as well as orienteering, mountain biking and running.</li> </ul> <p>Further recommendations of the master plan include:</p> <p>Use of a range of techniques to signal the status of tracks. Tracks could be colour themed to be legible for wayfinding, and the use of different surface standards could also indicate main routes.</p> <p>There are three main tracks that should be treated as key routes – the commuter route (Hataitai to City), the route to the Mount Victoria Lookout from (most likely) Majoribanks Street, and the Southern Walkway.</p> <p>Investigate potential to improve main tracks to meet New Zealand Track Standards.</p> <p>Retain the number of tracks as this provides variety.</p> <p>Develop the pedestrian journey to the Mount Victoria Lookout, as well as connections across Alexandra Road from the car park to the path that connects you to the lookout.</p> <p>Specifically: Investigate upgrading the route from the lookout to Oriental Parade to walking track standard providing an optional loop walk for visitors.</p> <p>Explore stair/path system (cycle, buggies, walking) up to the Byrd memorial, and pedestrian crossing points on the road at its base.</p> <p>Improve pedestrian pathway around the edge of road up to the lookout car park area.</p> <p>Consider geocells on the Hataitai commuter route to assist with water management and steep slopes.</p> <p>Seal Te Ranga a Hiwi track to provide an accessible path</p> <p>Plan for ongoing legal access from Chest Hospital north to Southern Walkway. Presently Crown land - Legal exercise.</p>	Ongoing		✓



Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
14.2 Development	Create a loop walk (meeting NZ Track Standards) from Courtenay Place via Majoribanks Street up to Mount Victoria Lookout then down to Oriental Bay and back into town. This will require the creation of an obvious gateway to the park and signage from the city). P E		✓	
	Develop a main park entrance at Majoribanks to connect with central city P 2 E	✓		
	Develop Pirie Street as other main entrance (as per Mount Victoria/ Matairangi Master Plan) P 1 E		✓	
	Develop relevant sections of the Summit Walkway and the Southern Walkway to a higher standard to recognise value of Te Ranga a Hiwi. P 1 E		✓	
	Develop tracks beside Alexandra Road to keep walkers, runners and people on bikes away from traffic. P 2/3/4 E	✓		
	Develop tracks (footpaths) beside Lookout Road to connect the upper lookout car park with the Centennial Memorial. P 1 E	✓		
	Realign intersections between mountain bike and walking tracks to create an oblique angle with a slow-down formation on the mountain bike track to reduce the risk of high speed collisions. Where this is not possible, ensure that "black diamond" mountain bike tracks do not intersect with the main commuter and tourist track within the park. P 3/4 E	Ongoing		
	Develop more single-track mountain bike tracks and endeavour to separate walkers and bikers in some areas - where appropriate. D 2 P	Ongoing		
	Upgrade the Hataitai to City Track as a major commuter route for walkers and cyclists. D	Ongoing		
	Improve walking access along the summit ridge between the lookout and the Centennial Memorial. D 2 L	✓		
	Treasure Island Grove/Kainui Reserve - Install better signage identifying the park and the track route through the park. C 2 L	✓		
	All tracks would be indicated as shared between cyclists and walkers with access to online mapping systems.	✓		
	Place names and signage in Te Reo/English where practical.		✓	
	Name open spaces to reflect history and location in consultation with mana whenua.	✓		
	Colour wayfinding systems with symbols.	✓		
	Icon wayfinding system.	✓		
	Unsigned unless marked and graded mountain bike route.	✓		

Sector and type of work (eg planning of development)	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
<b>15 Mt Albert / Island Bay</b>				
15.1 Planning	Sinclair Park and track links - review signage. C  Assess the proposed tracks links between Newtown and the central city to ensure they integrate with the Town Belt track network and minimise conflict with Town Belt users. Potential commuting access, D 2	✓	✓	
15.2 Development	Enhance track connectivity between Tawatawa Reserve and adjoining privately-owned land of			✓
<b>16 Miramar Peninsula</b>				
16.1 Planning	Link Defence land to Centennial Reserve across Massey Memorial (east-west). Consider links to Scorching Bay Reserve. E 2 L (subject to proposed Te Motu Kairangi Park proceeding and master planning)  Carter Park - Investigate feasibility (in particular safety and suitability of the start of a track and the run out at the bottom) of a Grade 5 mountain bike track at Carter Park. C C5  Centennial Park - Continue to support the Miramar Tracks Project Group by considering the best way to assess possible remnants of a dam C 2 L  Planning - Monorgan Road Play Area. Consider installing footpath to play area	✓   ✓	✓	✓
16.2 Development	Churchill Park and Play Area - Confirm alignment of Great Harbourway track. C 2 P	✓		
<b>17 Western Rural and Coast ("Rural Area")</b>				
17.1 Planning	See below			
17.2 Development	See below			

## Unfunded projects

Where timelines have been provided they are indicative only

Sector	Action	Short term 1-3 years	Medium term 3-5 years	Long term 5-10 years
No Sector allocated	Implementation of signage along the Great Harbourway	✓		
Sector 4	The east-west connection initiative ideal is a track from Thorndon to Makara - including the Old Māori Trail through Kilmister Block.  New track from David Crescent to Johnston Hill.			
Sector 6	Development - Upgrade the St John's Pool track and links to it. Include interpretative signs on the St John's Pool Track. Include upgrading track from Messines Road to St John's Pool. Also include a new track from St John's Pool to Birdwood Bush and Appleton Park. The track to Appleton Park is part of the Kaiwharawhara Stream initiative. Possible bridges. Consider dual use.  Investigate re-opening Hape Stream, Silverstream and ridge over spot heights 408 and 418 with legal access. Currently overgrown but has co-operative owner. Linkages with Sector 7 required.			✓  ✓
Sector 7	Investigate new track proposal that will extend purpose built walking/running/cycling tracks from Aro Valley to the south coast - Brooklyn Trail Builders initiative. Should be investigated as part of the Te Kopahou Master Plan	✓		
Sector 8	<i>New tracks in the Woodburn Drive area. Include signage. Provide link to Belmont Regional Park.</i>			
Sector 9	<i>New track from Trilids Lane to Churton Drive. Access through reserve from Trilids Lane to just north of the intersection of Chisbury Street and Churton Drive. Very steep gradient. Purpose is for school children to avoid traffic down Halswater Drive.</i>  Develop a track from Horokiwi to Seton Nossiter Park via Lincolnshire Farm and Belmont Gully. A 2 L - Subject to subdivision development			
Sector 10	New connecting track from Ngaio Gorge Road to Kaiwharawhara Stream. Easement over private land required			
Sector 17	Advocate for the implementation of the Rural Coastal Connection initiative. Requires joint planning exercise (WCC, Greater Wellington, DOC, Terawhiti, and Meridian). Install interpretation (brochures, onsite) and continued coastal orientation signs. Consider Quartz Hill link, Snowdens Road and Te Ika a Maru Bay. E 2  Implement the Karori Stream track initiative. Consider river crossings involved Potentially only 1.5 hours' walk from road end to coast. Include feasibility study of potential for four-wheel drive trips from Owiro Bay to Karori. Look at demand/options/pros and cons. E  Implement the East West Connection initiative to Makara coast from Makara Peak to Skyline. Subject to availability of suitable access. Include signage. Possible link through to Trelissick Park and Kaiwharawhara, (which was thought to be the traditional access to the west coast. E			

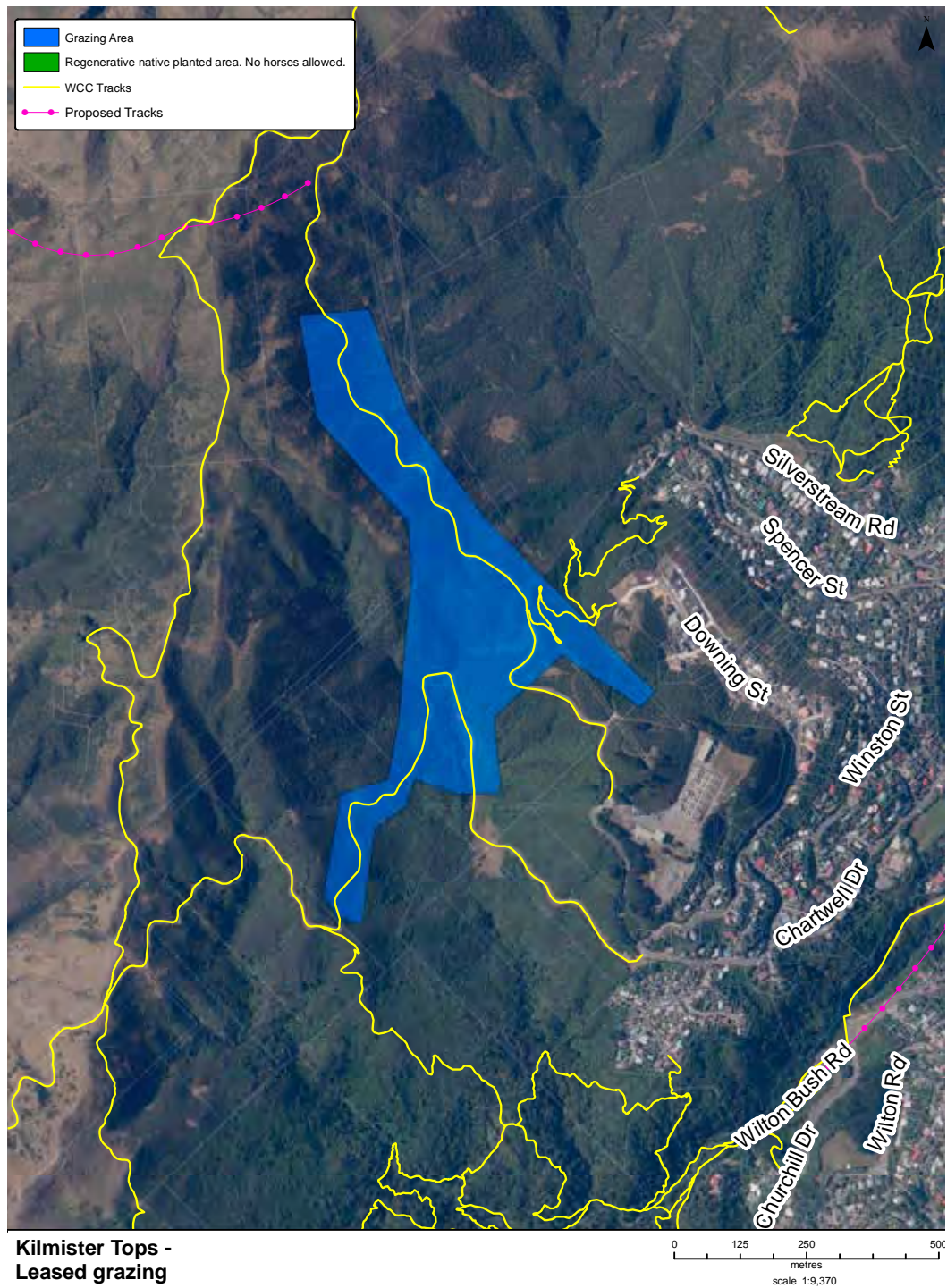


## 11. Appendix four current lease horse grazing areas



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

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2j  
DATE: 13/04/2016  
REFERENCE:  
**Absolutely Positively  
Wellington City Council**  
Mr Heke K. Pinner



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

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2j  
DATE: 13/04/2016  
REFERENCE:  
**Absolutely Positively Wellington City Council**  
Mr Heke K. Pinner





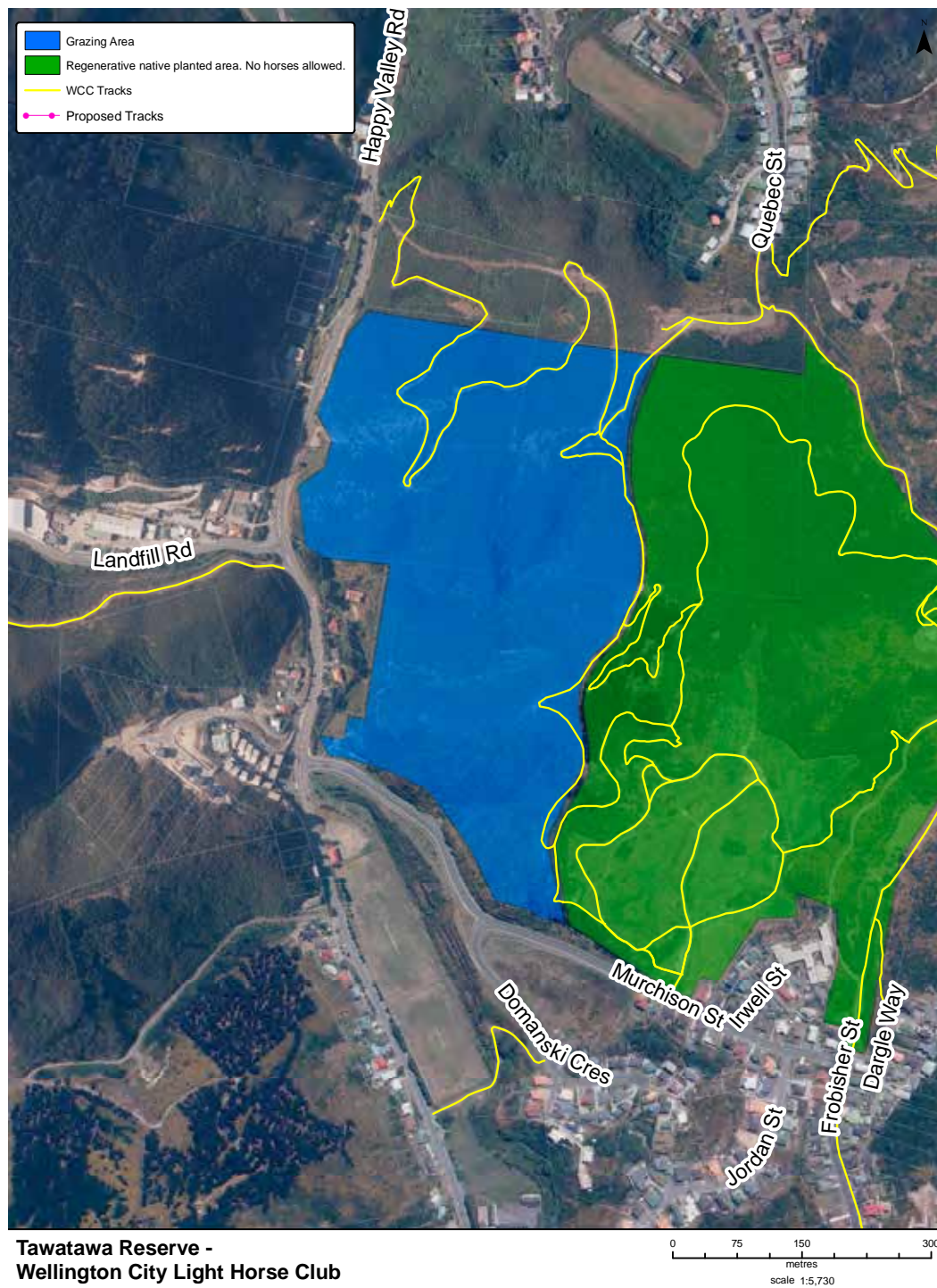




Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas. Census data sourced from Statistics NZ. Postcodes sourced from NZ Post. Assets, contours,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

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2j  
DATE: 13/05/2016  
REFERENCE:

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



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

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2  
DATE: 13/04/2016  
REFERENCE:

**Absolutely Positively**  
**Wellington City Council**  
Mr Heke SJ Pihoker





### 329 & 360 Makara Road, Makara - Makara Branch of the Wellington Pony Club

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

0 90 180 360  
metres  
scale 1:7,080

ORIGINAL MAP SIZE: A4  
AUTHOR: presto2  
DATE: 30/05/2016  
REFERENCE:

**Absolutely Positively**  
**Wellington City Council**  
Mr Heke Ki Pihake



## 12. Appendix five - Wellington City Council walking and cycling policy objectives (2008)

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

The Wellington City Council Walking Policy includes the following objectives:

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

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

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

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

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

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

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

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

*Objective 1: To improve cycle safety throughout Wellington*

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

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

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

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

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

