

Appendix E – Looking Back at the 1998 Walkway Review

In general, the 1998 Walkways Review set a sturdy platform for policy and development priorities. The 1998 Review lacked an emphasis on the variety of walkways users and the need to match them with a range of facilities. The table below summarises the 1998 recommendations and records the progress made. It is clear that several of the 1998 recommendations need to be updated in order to be relevant in 2008.

The table below summarises the recommendations made in 1998 and notes the progress made:

1998 Recommendations	Progress 2008-2008	For 2008 and beyond
Links	<ul style="list-style-type: none"> • Link between Jubilee Park and Gaskill Grove established • Land acquired for links through subdivision process • Link between Avonlea Grove and Meadowbank Drive established • Link between Akatea Road and Maungaraki Road established (O'Donnohoos Track) • Link between Acacia Ave and O'Donnohoos Track established • Tracks now well provided with smart directional signage 	<ul style="list-style-type: none"> • Link between Park Road Reservoir and Fawcett Place requires development • These links contribute to the active transport network by providing routes to schools, shops, reserves, other tracks and between suburbs. The function of Council's tracks is wider than the general recreation focus given in the 1998 document.
Maintenance	<ul style="list-style-type: none"> • Maintenance remains standard, regardless of anticipated users • Printed material describes level of difficulty 	<ul style="list-style-type: none"> • Establish 2 or 3 maintenance standards and incorporate into contract • Construction standards could follow those set out in the 2004 standard for Tracks and Visitor Structures • Signage does not indicate difficulty
Information	<ul style="list-style-type: none"> • Council has produced an comprehensive, up to date, city-wide, free track brochure since 1998 and this is also available on Council's website • Council's desire to exclude some track information from non-HCC brochures has been problematic 	<ul style="list-style-type: none"> • Improve the detail information provided on each track on the website so information about individual tracks can be downloaded and printed by users
Track Closures	<ul style="list-style-type: none"> • 5 tracks were closed in 1998 	

1998 Recommendations	Progress 2008-2008	For 2008 and beyond
Mountain Bikes	<ul style="list-style-type: none"> • Walk/Mountain bike shared use of tracks has worked well • Mountain bike use of tracks appears to have grown since 1998 	<ul style="list-style-type: none"> • Continue to exclude mountain bikes from Rata Street Loop Track
Public Access over Private Land	<ul style="list-style-type: none"> • Public use of private land has been established informally above Titiro Moana Road, Korokoro • Public use of the privately owned lower section of the Rata Street Loop track was established 	<ul style="list-style-type: none"> • There may be an opportunity to establish an access arrangement over private land in Belmont, Park Road Reservoir to Fawcett Place • It would be prudent to establish an access arrangement over the sections or private properties on the firebreak network, eg the top of Ruru Farm
Signage	<ul style="list-style-type: none"> • A coordinated system of signage (on track and from streets) has been installed although retention of signage on firebreaks remains challenging 	<ul style="list-style-type: none"> • This signage to be adapted to include walking times/distances and levels of difficulty • Route markers need to be standardised and more frequent in places
Commercial Use	<ul style="list-style-type: none"> • Commercial events have not taken place on the walkways although charity fundraising events have taken place, eg Crazyman • Requests for commercial vehicle use of the firebreaks have been declined 	
Volunteers	<ul style="list-style-type: none"> • Volunteers have contributed a significant amount of practical effort to tracks, eg O'Donnahoos Track, Waiu Street Mountain Bike Park, Zigzag Track and Korokoro Lookout • The standards achieved have varied widely • Subsidised workers did not carry out projects on tracks • The Hutt City Council Reserves Volunteer Policy was developed and guides Council's relationship with volunteers 	<ul style="list-style-type: none"> • There needs to be more strategic and site specific project planning with volunteers and HCC officers prior to volunteer track projects commencing • The standard of construction needs to be clearly defined and monitored

1998 Recommendations	Progress 2008-2008	For 2008 and beyond
Land Acquisition	<ul style="list-style-type: none"> • Confidential plans for land acquisitions to enhance the track network were developed • Some land containing existing tracks has been acquired, eg Oakleigh Street, below Old Otonga School site (pending subdivision) 	<ul style="list-style-type: none"> • Perhaps this plan does not need to remain confidential • Track retention and extension of the track network needs to be taken into account as part of the Land Review Project.
Dogs	<ul style="list-style-type: none"> • Dogs issues on tracks have been insignificant 	
Firebreak	<ul style="list-style-type: none"> • A trail bike ranger scheme was unsuccessful and a commercial security firm provided services on the firebreaks until 2007 • Illegal recreational vehicle use of the firebreaks remains problematic and injuries and fatalities to people and animals have occurred since 1998. • Legitimate use of the firebreaks appears to be increasing, particularly mountain biking 	<ul style="list-style-type: none"> • Increased legitimate use of the firebreaks is not compatible with motorised vehicles • Step up measures to significantly limit or eliminate recreational vehicle use of the firebreaks in the interest of improving the experience and safety of legitimate recreational users eg dog walkers, runners, mountain bikers and pony riders.
Hutt River Trail	<ul style="list-style-type: none"> • Council has continued to fund Combined Rotary Clubs of Hutt Valley annually for Hutt River Trail enhancements • Council contributed towards the design and construction of a bridge at Stokes Valley entrance, allowing the trail to continue north without directing cyclists and walkers onto Eastern Hutt Road 	

1.1 The following projects have been completed since 1998

	Funded	Explanation/notes
Brochure produced	1999	This brochure is the most popular brochure distributed by the Information Centre. Since 1998 it has been updated and published several times.
Signage installed	1999	Directional signage on tracks and at street ends allows easy navigation of the track network. 1999 signage system continues to be used and additional and replacement signs are installed as required.
O'Donnahoos Track, Korokoro	2003/04	Track between Acacia Ave and Maungaraki Road. Planned and developed by volunteers, Korokoro Environment Group.
Hayward Scenic Reserve, step replacement and link to Te Whiti Firebreak		Existing track regraded and deeply rutted, water damaged track replaced with timber steps.
Sugarloaf Track	2006/07	Upgraded and rerouted sections, informal route below Sugarloaf. Connects Acacia Ave Track to O'Donnahoos Track. Reopened by contractor, Korokoro Environmental Group.
Rata Street Loop extension, Naenae	2006/07	Establish short section of new track to link existing Loop track to ECNZ Track, built by contractor.
Stokes Valley Stream		Extend from Rawhiti Street to Tui Glen School, more stages planned.
Percy Scenic Reserve to Ratanui Tracks	2007/08	New trails developed to provide access around Ratanui and to link into Percy Reserve.
Percy Scenic Reserve Dam to waterfall	2003/04 & 2006/07	Structure repaired and strengthened twice.
Park Hill Reserve Track	2008/09	Mix of new track and upgraded sections, built by contractor.
Gaskill Grove Track		New track developed, linking Harbour View and Normandale, includes historical interpretation signage.
Avonlea Grove to Meadowbank Drive	2007/08	Short track linking two streets, built by contractor.
Wainuiomata Mountain Bike Facility	2007/08 & 2008/09	Stage 1 complete and Stage 2 partially complete; plans for Stage 3 have been developed. Significant volunteer effort has got this multi track project off the ground and made a tremendous contribution towards developing this site. Mix of volunteer and contractor work.

