Nelson City Council
Te Kaunihera o Whakatū

Out and About
On Tracks Strategy
2022



July 2022

A2471811

Acknowledgements

Nelson City Council acknowledges the time and knowledge that Ngāti Koata have contributed to this mahi.

A significant number of individuals and organisations participated in the consultation and gave feedback, the majority on a voluntary basis.

GST

All dollar amounts in report are GST exclusive unless otherwise stated.

Cover photo

Sharland Hill (start of Firball, Koata Whetū, Koata Marama trails)



Grampians Reserve

Table of Contents

1 INTRODUCTION 1

2 SCOPE 1

3 KEY FINDINGS 2

4 OUR STRATEGY 6

4.1 OUR VISION 6

4.2 OUR AIM 6

4.3 OUR DESIRED OUTCOMES 6

4.4 OUR KEY PRINCIPLES 6

4.5 OUR STRATEGIC PRIORITIES 7

4.6 IMPLEMENTATION PLAN 8

4.7 MONITORING AND REVIEW OF THE 2022 STRATEGY 14

5 APPENDICES 15

5.1 Proposed Tracks and Development Opportunities 15

5.2 Indicative Maps - Proposed Tracks and Development Opportunities 18

5.3 Indicative Environmental Maps 24

5.4 Description of Track Grades 26

5.5 Mountain Bikers Code of Conduct (NZMBA) 32

5.6 Information on Trailforks 33

5.7 Strategy Review Process 34

5.8 List of key stakeholders interviewed in 2020-2022 34

5.9 Demand Analysis 35

5.10 Track Network Hierarchy, Grading & Enhancement Procedures (2016) 40

5.11 Strategic Alignment 41

List of Tables

Table 1: Track works undertaken since 2016 5
Table 2: Implementation Plan 10
Table 3: Proposed Support Infrastructure for Priority Consideration by TAG 16
Table 4: Proposed Track Routes for Priority Consideration by TAG 16
Table 5: Other Proposed Track Routes for Future Consideration by TAG 17
Table 6: List of Key Stakeholders Consulted 35
Table 7: NCC Population Projections (supplied November 2020) 36
Table 8: Activity Behaviour of Adults (Active NZ) 38
Table 9: Activity trends of Adults (Active NZ) 38
Table 10: Sport Participation in Schools 38
Table 11: Data from counters in Nelson Track Network (1 March 2019 to 28 Feb 2020) 39
Table 12: Data from counters on Great Taste Trail (1 March 2019 to 28 Feb 2020) 39

List of Figures

Figure 1: Mountain Bike Track Grade Descriptions (DOC) 26
Figure 2: Walking Track Grade Descriptions (DOC) 27
Figure 3: New Zealand Cycle Trail Design Guide (MBIE 2019) – Grade 1 29
Figure 4: New Zealand Cycle Trail Design Guide (MBIE 2019) – Grades 2 & 3 30
Figure 5: New Zealand Cycle Trail Design Guide (MBIE 2019) – Grades 4-6 31
Figure 6: Mountain Bikers Code of Conduct (NZMBA) 32
Figure 7: NCC Population Projections (supplied November 2020) 37
Figure 8: Nelson Tasman Cycle Trails Trust Strategic Framework 46
Figure 9: Oranga Te Tauihu: Our Intergenerational Wellbeing Framework 52
Figure 10 Nelson Biodiversity Strategy (2018) Goals, Objectives & Outcomes 53

1 INTRODUCTION

Nelson has long been known and admired for the fact it is surrounded by an abundance of readily accessible outdoor recreation opportunities for residents and visitors alike. The topography of steep hills provides challenging riding, running and walking opportunities. However, the limited gentle rolling country and confined river flats within the City present limited opportunities for more entry level accessible track provision. The track network has largely been developed and maintained by volunteer effort over the past 30+ years and the nature of the network reflects the predominant interest of these volunteers in more challenging levels of riding. However, much of this network is on former Crown land and now privately-owned forestry land.

In October 2015 the Nelson City Council adopted its 'Out and About' – Active Travel and Pathway-based Recreation Policy, covering physical activity on roads, footpaths and pathways either for travel or recreation purposes. During the Policy's development it became evident there was a need to develop a complementary but separate strategy specifically for track-based recreation. In December 2016 the 'Out and About – On Tracks' Strategy was adopted and in conjunction with the 'Out and About'– Active Travel and Pathway-based Recreation Plan was to guide Council provision.

The purpose of this second iteration of the Out and About On-Tracks Strategy (the 2022 Strategy) is to provide clear direction for the Nelson City Council, its partners, stakeholders and the community with regards to the planning and provision of front country off-road recreation within the Nelson City boundaries over the next six years for continued use and enjoyment by residents and visitors. The 2022 Strategy's implementation plan is a living document and is expected to change to take advantage of strategic opportunities that will no doubt emerge.

From March 2020, the strategy review process was affected by Covid-19 which is causing significant uncertainty as to what the local, regional, national and international future environments will be like. In addition, there is some uncertainty around the ongoing recreational use of some Ngāti Koata whenua. As a result, the 2022 Strategy will need to be revised once there is more clarity.

2 SCOPE

This strategy focuses on 'Front Country' off-road tracks within the city boundaries on both Council Reserves and private land, particularly Ngāti Koata land. It addresses the relationships and management arrangements currently in place and future arrangements. It also touches on regional provision in terms of 'back country' linkages and reflects engagement with stakeholders such as Department of Conservation, private landowners and user groups.

The term 'front country' has been used to differentiate between the different domains of off-road tracks, and in terms of scope, refers to those that are easily accessible from urban areas. In the Nelson area, these tracks offer a range of outdoor recreation experiences of day or multi-hour duration including hikes, intermediate trail rides and mountain bike rides. These cater for a range of physical fitness and ability levels. 'Front country' tracks are the precursor to 'back country' tracks, which are generally further away from urban areas, in more rugged terrain requiring an overnight stay when hiking or biking, therefore not typically under the same level of participation pressures.

The focus of the 2022 Strategy is on the primary users of the front country tracks, these are walkers and hikers, off-road runners, cycle trail riders and mountain bikers. Users include people with disabilities, those walking dogs, and walking with baby buggies. Increasingly, riders are on electric bikes (ebikes) up to 300 watts who use front country tracks for their recreational enjoyment as opposed to transportation. Ebikes over 300 watts are treated as motorbikes and therefore not permitted on Council-owned front country off-road tracks (consistent with Department of Conservation policy). Many users are focused on viewing and appreciating nature, particularly where tracks traverse areas on native bush/tussock lands or alongside waterways.

Front country off-road tracks include everything from well-formed, wide, gentle-gradient trails alongside rivers (Grade 1 and 2 tracks), cycle trails with moderate gradients and good surface (Grade 2-3) to more technically challenging single tracks with steep climbs, steps and drop-offs (varying from Grade 3 to 6). The provision of bridle tracks is not included in the scope of the 2022 Strategy.

3 KEY FINDINGS

While the strategic fundamentals of the 'Out and About – On Tracks' Strategy of 2016 remain relevant, significant progress has been made in enhancing and developing Nelson's network of tracks. There are indications that the social environment between and among different track users has improved, and there have been further changes in their activity trends. For these reasons, in late 2019 it was considered timely to undertake a review of the 2016 Strategy and the associated implementation plan.

Participation in recreation activities (primarily walking, trail running, cycle trail riding and mountain biking) using front country off-road tracks has continued to increase since 2016, and due to improved track development and management under the 2016 Out and About On-Tracks Strategy, Nelson's track network can now more effectively accommodate high levels of use by skilled riders and agile runners, hikers and walkers. However, the quality of some recently built mountain bike tracks is declining due to impact of weather events and heavy use, reinforcing the importance of adherence to national design and construction standards. Over the same period there has also been a decrease in reported conflict between users through education and signage, resulting in a social environment more conductive to collaboration between users.

Prior to Covid-19, Nelson was a leading international mountain bike destination, with significant economic benefits being obtained for the local economy from domestic and international bike tourism[1], and offering substantial future growth potential, particularly when linked to other bike tourism initiatives in the region (e.g. the Great Taste Trail and Gondola proposal).

However, post Covid-19 international mountain biking participation levels are expected to reduce significantly in the short term, before hopefully returning and ideally surpassing pre Covid 19 levels in the medium to longer term. Track use by local and regional mountain bikers is expected to remain relatively stable after an initial decline, and it is anticipated that national domestic mountain bike tourism will respond similarly over the next three years. Nelson was scheduled to host an Enduro World Series mountain bike event in April 2022, that would attract many of the world's best riders to experience and showcase the networks high level tracks, and further boost the sports profile domestically and internationally. However, it was cancelled due to Covid-19 travel restrictions.

The resident population is projected to grow by 3.7% between 2020 and 2030 (an additional 2,020 residents living in Nelson City). This relatively low rate of growth will generate some additional pressure on the track network but is not seen as a major driver for additional track capacity over the next 10 years.

The number of walkers (particularly older walkers) and hikers using the tracks is expected to increase in correlation with the region's fast growing population of older adults. Walking and hiking are low cost and highly accessible activities, and this will continue to drive their popularity. The emerging popularity of ebikes, particularly with the older adult age group is increasing demand on the track network, particularly for easier grade tracks. Nationally, the faster climbing ebikes are starting to cause issues for other bikers on mountain bike tracks. The increasing ebike use on the trail network will require monitoring and more active behaviour management of users including employing demand management strategies such as providing more intermediate cycle-trail tracks or possibly channelling these users onto forestry roads where appropriate[2].

The Covid-19 shutdown of the track network for mountain biking provided a unique opportunity to observe latent demand for walking and running opportunities. The uptake of walking and running on tracks usually dominated or dedicated to biking was significant, particularly in the highly accessible Codgers Trails area.

[1] BERL - Nelson Mountain Biking Economic Study 2018
[2] Use of forestry roads will only be with the prior approval of the landowner and forestry manager.

Some of these users may be bikers but the sheer volume of use would indicate demand exists for more dedicated walking/running tracks where users can recreate without having to be on alert for bike users. Notably, more vulnerable less agile users such as older adults and family groups with younger children were observed using these tracks.

As was the case back in 2015, the current situation needs to be managed proactively now to ensure a positive future for Nelson's front country off-road recreation for residents and visitors alike, albeit now for different reasons. Back in 2016, the front country track network was at capacity and under significant pressure particularly from mountain bikers, now in 2021 its network has been developed to cater for use more effectively from mainly average to advanced skill riders. However, due to Covid-19 (in the short term at least) the level and type of use is expected to shift quite noticeably to more local resident and domestic tourism users.

A key challenge is to provide sufficient track capacity for less skilled and agile users who need Grade 2 or low Grade 3 cycle-trail tracks. This will require a more balanced track network than what currently exists. Limited opportunities are available to develop these tracks due to the area's topography and land ownership. There are some areas in the Maitai Valley floor corridor and across the gentler foothills and valleys behind Stoke. This will require significant investment including proactive planning and provision alongside land developers of the Stoke foothills (the Stoke foothills opportunity is therefore a longer term prospect). Some provision will need to separate walkers, hikers and runners from bikers to optimise the recreation experience, potentially using parallel tracks in the most congested areas and most popular routes.

Discussions with stakeholders have confirmed that the track fundamentals below established in the first iteration of this strategy in 2016 remain current, reinforcing it is important for the track network to have:

- A clear hierarchy and grading system for tracks
- A balance of track grades and standards to suit the varying user abilities and fitness levels
- Channelling and separation of users where appropriate
- Clear lines of sight
- Controlled vegetation
- Appropriate signage for wayfinding and to identify track types, desired users, appropriate behaviour, forewarn of merging or crossing tracks and trails
- Inclusion of passing bays on narrow sections of track
- Appropriate widths, surfaces and gradients for intended users consistent with National Standards and are maintained to these standards
- Adequate parking with provision of gathering areas in appropriate locations
- Provision of viewing and rest areas adjacent to tracks at strategic points (e.g. after a steep climb, near a stream/river)
- Shade, seating and shelter where appropriate.

The following summary of key findings relate to either 'Behavioural' or 'Design/Infrastructure' aspects and are based on consistent themes that came through during stakeholder interviews, coupled with consideration of the BERL report[3] findings.

3.1.1 Behavioural

- The relationship between different track users, mainly walkers/hikers and mountain bikers has certainly improved since the first iteration of the Strategy in 2016, resulting in better co-existence, however, it is a relationship that needs proactive management. In general, there appear to be reasonable levels of courtesy, consideration and care between users, however, this needs to be proactively managed
- It appears that some mountain bikers remain impatient, expecting walkers, hikers and trail runners to move out of their way. This can be challenging on narrow tracks, while some walkers in large groups continue on occasions to block wider tracks making it difficult for other users (including mountain bikers) to easily pass.

[3] BERL - Nelson Mountain Biking Economic Study 2018

- Walkers and hikers continue to want peaceful places to walk, where they can relax and don't have to be on alert for other users, this is especially important for vulnerable users (such as elderly, disabled, and families with young children
- Some concern remains around people walking dogs that are poorly controlled on and off lead
- There still seems to be limited awareness by some users of how to effectively share tracks, especially new E-bike users, and there remains a noticeable absence of any code of conduct or public promotional campaign beyond some signage, to this effect
- Council consultation with users over track management has improved, however, there is a desire for even greater transparency and more of a collaborative track management approach between all track stakeholders, such as Council, user groups, commercial operators/retailers, tourism promoters, and Sport Tasman, etc
- There is a strong desire for a more comprehensive unified track management approach across the Top of the South region (Nelson/ Tasman/ Marlborough region), with ideally the development of a Regional Track Strategy encompassing management and promotion
- There is growing awareness of the requirement for appropriate environmental management of the track network, with many users keen to see more native plantings and revegetation and greater scrutiny placed on new trails, particularly those proposed in or near higher conservation value areas and Significant Natural Areas[4].

3.1.2 Network and Track Design/Infrastructure

- There is clear agreement that a high priority must be addressing the current under supply of Grade 2 and low Grade 3 cycle-trail tracks, so that the network can cater better for the full range of off-road riding and walking abilities
- There is agreement that the mountain bike track network needs to be audited on a regular basis, and where needed, tracks are regraded or maintenance undertaken to bring them back into compliance with the specified grade, particularly when impacted by severe weather events. Please note: The audit has been undertaken and many tracks have been re-graded as they were generally of a higher difficulty/skill requirement grade than the national standards (e.g. a Nelson Grade 3, was a national standard Grade 4) which can impact negatively on a user's experience, particularly visiting riders from other regions
- Concerns were expressed that proposed new tracks should aim to avoid sensitive areas of high cultural, biodiversity, ecosystem, landscape, archaeological or geological value and any proposed new routes, or proposed changes in grading requiring significant works in sensitive areas should undergo rigorous scrutiny where these are near or within existing native vegetation, alongside waterways and in areas of unusual geologies
- There is a lack of infrastructure (e.g. signage, car parking, toilets, viewing points/shelters) to accommodate growing participation across all activities, particularly at key entry points, and particularly for people with disabilities
- Recent infrastructure and amenity improvements are highly valued, such as the Brook Hub with car park and toilet facility
- There is a lot of interest in the concept of developing a Maitai Hub, including car parking, information, toilets, bike wash, and pump track and a skills area with connected beginner trails to increase participation for all users. This is also seen an opportunity to bring all users together and to increase the networks event hosting infrastructure
- Demand is also increasing for trailhead facilities in the Marsden Valley
- Demand for more loop track options (or better promotion of existing loop opportunities) of varying degree of difficulty/length/duration for walkers, hikers, trail runners and bikers, particularly from key entry points where there is parking
- Concerns were expressed at the network's increasing vulnerability to closure due to fire risks
- Some unauthorised "pirate" tracks have been built and the perpetrators are difficult to identify without active surveillance by the mountain biking community, the Nelson Mountain Bike Club (NMTBC) and Council
- Limited uphill shuttle services (other than Wairoa Gorge), and limited easy access or gondola options compared to Rotorua, Queenstown and Christchurch, for example

- Walkers and hikers still need some quiet, peaceful walking/hiking/trail running only tracks with good vantage points and appropriate amenities (shade, seating, shelter, toilets, etc.)
- Mountain bikers still need some mountain biking only areas which can include, for example, downhill tracks, highly technical jumps, as well as areas for inexperienced riders
- Vulnerable users still need to be provided for through appropriate and sensitive design
- Some shared tracks remain too narrow with blind spots and poor visibility around corners
- Growth in use still causes congestion at critical points in the network (e.g. in vicinity of the Brook Hub)
- Agility in future network planning is also required to accommodate new technologies (e.g. e-bikes), new activities and events
- Some walkers, hikers and trail runners like the varied routes, terrain and design that comes from shared use tracks
- Bushy vegetation that blocks lines of sight remains a concern in some areas; comments were made that appropriate initial planting or revegetation needs to be planned for
- The most popular tracks need to be the best designed and built to cater for numbers, they are congested at peak times
- The removal of steps to accommodate mountain bikers on some shared tracks has made them less suitable for some walkers and hikers.

3.1.3 Physical Works and Other Actions since 2016 Strategy

The table below lists the implementation actions undertaken since the original 2016 Strategy was approved.

Table 1: Track works undertaken since 2016

ID	Name	Locality	Status
P1	629 Climb	Fringed Hill	Completed
P4	Te Tirohanga Whetū o Koata/ Star observatory for Ngāti Koata (Koata Whetū) and Te Tirohanga Marama o Koata/ Moon observatory of Ngāti Koata (Koata Marama)	Codgers	Completed
P5	Black Diamond Upgrade	Fringed Hill	Completed
P7	Atawhai / Wakapuaka Sandflats/ Boulder Bank	Glenduan	Investigation underway
P27	Te Ara Koa	Fringed Hill	Completed
P28	Jenkins Hill To Third House (rebuild)	Barnicoat	Investigation underway
P31	Te Ara Kōpiko (Maitai to Tantragee Climb)	Maitai	Completed
P32	Piwakawaka	Barnicoat	Completed
P40	Whaimana	Fringed Hill	Completed
P52	Te Ara Rere o Koata (Koata Rere) - The flight path of Koata	Codgers	Completed
P57	Maitai Walkway - Jickell to Domett St (walking only)	Maitai	Completed
P59	Saxton Field Grade 2	Saxton Field	Completed
P61	Butters	Fringed Hill	Completed
P62	Tu Meke	Codgers	Completed
P63	Amp Up	Codgers	Completed
P64	New Eureka Park trails (walking only)	Fringed Hill	Completed
P65	Betsy Eyre (walking only)	Codgers	Completed
(New) Maitai Climbing	Te Tirohanga Whenua o Koata/ Land view point of Ngāti Koata (Koata Whenua)	Codgers	Completed
H1	Codgers Recreation Hub	Brook Valley	Completed
H2	Maitai Recreation Hub, pump track, new link track	Maitai Valley	Completed
P19	Maitai Valley shared path upgrade to Maitai Hub	Maitai Valley	Part completed

3.1.4 Summary

There is clear consensus that the Strategy's focus needs to shift from the establishment of an extensive track network (particularly for highly skilled mountain bikers) to that of mainly 'enhancing' the network for all users (walkers, hikers, tail runners and bikers) with targeted development to fill gaps in the track network, to ensure it is:

- Well balanced catering to users of all abilities and fitness levels
- Able to meet growth in demand for biking, hiking, walking and trail running
- Supported with appropriate ancillary infrastructure to meet demand and provide a quality experience
- Better connected with urban pathways and subdivision developments
- Collaboratively managed and promoted, ideally taking a regional Nelson/Tasman/Marlborough approach in the future
- Environmentally sustainable and protects indigenous biodiversity and natural features
- Economically sustainable.

4 OUR STRATEGY

4.1 OUR VISION

Nelson is a city held in high regard regionally, nationally and internationally for its well balanced, easily accessible, sustainably and collaboratively managed network of often scenic front country off-road tracks, that provide enjoyable and safe recreation opportunities for all users, whilst demonstrating strong environmental stewardship and positively contributing to the local economy.

4.2 OUR AIM

To maximise recreation opportunities and enjoyment for all front country off-road track users and minimise environmental impacts or potential conflict through effective track design, management and by fostering mutual respect between users.

4.3 OUR DESIRED OUTCOMES

The following outcomes guide the future development and management of front country off-road tracks in Nelson.

- Contribute to residents' wellbeing
- Generate economic benefits, including assisting to regenerate the economy following Covid-19 (including from tourism[5])
- Respect between track users
- The natural environment adjacent to tracks is healthy and thriving
- An inclusive and well-balanced network
- Effective collaboration between stakeholders.

4.4 OUR KEY PRINCIPLES

[5] Noting that many front country recreation activities have low climate change impact

The following key principles are fundamental to the future enhancement of front country off-road tracks in Nelson.

1. All track users are equally important, and need to be catered for within the track network
2. The track network will be collaboratively managed between Council, landowners, other stakeholders and users
3. Sensitive areas of high cultural, biodiversity, ecosystem, landscape, archaeological or geological value are protected from adverse impacts; indigenous diversity is at least maintained through good decision-making regarding any proposed new tracks, upgrades or retirement of existing tracks
4. Demand for additional tracks will be balanced with the finite whenua resource available in the city and recognises that at some point the extent of the track network will be complete, with a shift of focus to balance of track grades and substitution
5. Tracks are to be planned, designed, sustainably managed and promoted in accordance with national standards, appropriate consenting processes and sector best practice[6]
6. The Track Hierarchy and Grading is consistent with national standards and managed to comply with these standards[7]
7. There is respect between track users through adherence to Nelson's Front Country Off-road Track Users Code of Conduct
8. The track network's management will be underpinned by a robust evidence base.

4.5 OUR STRATEGIC PRIORITIES

Strategic priorities have been developed to drive the future enhancement and management of front country off-road tracks in Nelson to give effect to the principles and achieve the desired outcomes. These priorities are embedded in the implementation plan. The top 10 priorities are:

1. Explore potential for a partnership with Ngāti Koata to enable continued recreational use of some of its whenua where appropriate
2. Improve the balance in the network through increasing walking/running/biking provision of Grade 2 tracks
3. Prioritise Council capital investment in the Maitai Valley floor corridor and Maitai Hub[8]
4. Ensure that the grading of tracks is consistent with national standards for safety and enjoyment of users[9]
5. Maintain tracks to national standard for their specified Grade
6. Strengthen environmental protection to ensure no net adverse environmental impacts in sensitive areas, particularly when extending or upgrading the track network
7. Strengthen ongoing communication and collaboration between stakeholders and users
8. Manage demand, maintenance and renewal priorities plus any growth of the track network through an evidence-based approach[10]

[6] Currently recognised standards include the Department of Conservations Walking Track Guidelines and the three off-road cycling track standards used in New Zealand they are: the NZ Mountain Bike Construction Guidelines (Recreation Aotearoa, 2018), Cycle Trail Design Guide (New Zealand Cycle Trail, 5th edition, 2019) and Cycle Track Service Standard (Department of Conservation, 2021).
[7] As in footnote 3 above
[8] This priority is aligned with a key priority under Infrastructure in the Nelson Tasman Cycle Trails Trust Strategic Plan 2021-28 for an "off-road cycle trail down the Maitai".
[9] Currently recognised standards include the Department of Conservations Walking Track Guidelines and the three off-road cycling track standards used in New Zealand they are: the NZ Mountain Bike Construction Guidelines. (Recreation Aotearoa, 2018), Cycle Trail Design Guide (New Zealand Cycle Trail, 5th edition, 2019) and Cycle Track Service Standard (Department of Conservation, 2021).
[10] There is now considerable usage data available mostly from digital platforms using GPS data plus counter devices that will inform planning. The track networks management will also be underpinned by a robust evidence base. Quantitative Track use data will be captured on a regular basis utilising latest available digital tools (such as Strava and Trailforks), and qualitative track user feedback will be regularly gathered (e.g. sample surveying track users and feedback from the track user forums) to enable comparative analysis over time, resulting in evidence based management.

9. Over the next three years, shift the focus from expanding the network to targeted linkages and track upgrades within the existing network and programmed renewals of higher use tracks
10. Actively pursue non-compliant users of the track network and unauthorised track building and remediate where feasible.



Crossing into Ngati Koata land, Codgers

4.6 IMPLEMENTATION PLAN

The Implementation Plan (refer Table 2 below) gives effect to the 2022 Strategy, providing direction for partners, stakeholders and users by outlining the key strategic actions and future projects to achieve the 2022 Strategy's vision. It includes asset and non-asset based strategic actions that have been prioritised with high impact actions taking precedent.

The 2022 Strategy and Implementation Plan will inform the Out and About – Urban Pathways Strategy regarding connections between the two networks and relevant Activity Management Plans of Nelson City Council, the Track Masterplan of Nelson Mountain Bike Club and any future regional plan or strategy.

The Implementation Plan does not stand in isolation and will be guided by other initiatives including:

- Relevant trail design and construction guidelines and standards
- Nelson Biodiversity Strategy
- Kotahitanga mō te Taiao Strategy
- Nelson Climate Change Forum Charter
- Nelson Tasman Climate Change Action Plan
- Indicative Environmental Maps (refer Appendix 5.3) showing where new trail proposals can expect a higher degree of assessment and scrutiny from an environmental perspective (guide only: not to be considered a substitute for regulatory planning maps).

Environmental Impact Assessment

An environmental impact assessment will be required for all new track developments or track enhancement proposals where the track route is within or in proximity to sensitive areas of high landscape, biodiversity, ecosystem or geological value.

Forestry

A significant number of tracks are located within plantation forests and these areas need specific considerations including:

- New tracks need to be mindful of alignments that can compromise future forestry income, e.g. contractors become reluctant to carry out thinning work near trails as the clean-up required afterwards is cost prohibitive, un-thinned trees have a 30% reduction in value.

- Some creek crossings have a daily axle limit for environmental reasons, new trails can attract shuttle operators who can use up this quota causing issues for landowners and contractors.

Consistent with existing process, tracks proposed to pass through Nelson City Council Forestry areas will require approval through the Nelson City Council Forestry Subcommittee.

Water supply catchments

The Maitai and Roding catchments are important regional water supply resources. A Nelson Resource Management Plan designation covers these areas meaning certain activities require authority under the Resource Management Act 1991 (RMA) from the Council's water supply asset management team. The Water Supply Bylaw prohibits some activities and requires a permit for a range of other activities. Protecting the water supply is of paramount importance and must be considered when new trail proposals are proposed in the area.

Service Level Agreement

Once a proposal is considered environmentally appropriate, a legally binding Service Level Agreement (SLA) is to be developed between the landowner (primarily Council and/or Ngāti Koata) and any organisation wanting to undertake physical track work, prior to obtaining final approval and any funding commitments. The SLA will be developed in the spirit of collaboration and cooperation and will specify conditions such as track location details, hierarchy, standard and grade, quality assurance of construction, responsibility for ongoing management and maintenance, signage, environmental management, monitoring, any appropriate restoration work plus the funding of costs related to the track. Track names need to be appropriate and should be reviewed by the Track Advisory Group (TAG) prior to approval by the landowner and specified in the SLA for the new or upgraded track.

Work undertaken must comply with all aspects of the SLA, in particular adherence to track grades is vital. Tracks should be audited on completion and have regular surveillance to monitor slippage in quality of track against its designated grade. This slippage in grade is usually caused by impacts of wear and tear and severe weather events. Tracks will also be audited as needed by an independent auditor with national experience to ensure an agreed track grade and the national standard is maintained, if this is not the case immediate remedial action will be required and the cost distributed as per the SLA.

Implementation Plan

The Implementation Plan below (Table 2) provides guidance on:

- The recommended action
- Timing
- Identifies the lead organisation (in bold text)
- Identifies the organisation(s) partnering in the action or providing support
- Ballpark cost to Council.

Prioritisation of projects is reflected in the timing of each recommendation:

- Ongoing (process related recommendations or ongoing network improvement programmes)
- Short and medium term in the 2021 - 2031 or 2024-34 Long Term Plan
- Long term (years 10+, lower priority) beyond 2031 in next Long Term Plan.

These timeframes are indicative as priorities will change to adapt to new circumstances and enable workload management of key personnel, particularly where projects are dependent on significant effort by volunteers to implement the recommendation. Ballpark cost estimates for projects are provided using a sliding scale and are based on recent similar projects in Nelson or elsewhere in New Zealand. Operating costs are not included. A sliding scale for cost is used:

$ (< $100,000)	**$$** ($100,000 - $300,000)	**$$$** ($300,000 – $1.0 M)	**$$$$** ($1.0+ M)

Table 2: Implementation Plan

Strategic Priorities	Strategic Action / Project	Who (Lead in bold)	Timing	Cost to Council
Explore the potential for a long-term **partnership with Ngāti Koata** to enable continued recreational use of its land	1. Dialogue established with Ngāti Koata regarding an arrangement for long term access to its whenua for recreational purposes.	**NCC** & Ngāti Koata	2021/22	Nil
	2. Tasman Pine Forests Ltd as Ngāti Koata's primary leaseholder be invited to Track Advisory Group meetings.	NCC, Ngāti Koata, Tasman Pine Forests Ltd	2022/23	Nil
Strengthen ongoing **communication, collaboration** and **promotion**	3. Establish a Track Advisory Group (TAG) to oversee the 2022 Strategy's implementation, initially meeting 2-3 times a year, comprising key stakeholder organisations, several independent members appointed for their skills and in-depth knowledge plus key Landowner staff.	**NCC** / Ngāti Koata / Forest & Bird / NTCTT / NMTBC / Tasman Pine Forests Ltd (and others)	2022/23	Nil
	4. Establish a Track Users Forum that would meet annually organised and hosted by NCC and be open to all track users to feedback any track issues, be briefed on and contribute towards implementation progress, hear guest speakers, and identify opportunities for collaboration to further enhance the track network and users' experiences.	**NCC**	2023/24	Nil
	5. Investigate ways digital technology can enable effective promotion of the network to walkers, hikers, trail runners and bikers via a single common source of track information using an existing digital open access platform such as Trailforks, supported by data supplied by NCC, Nelson Tasman Cycle Trails Trust (NTCTT), NMTBC and other third-party providers e.g. Nelson Trails and Accessible [11]	**TAG**	2023/24	$
	6. TAG to collaborate with Councils, Department of Conservation (DOC), landowners, relevant trusts and clubs in the Top of the South region to establish an off-road route spanning the region.	**TAG /** NTCTT/ NCC	2022/23	$
	7. Adapt or adopt New Zealand Mountain Bike Association Track Users Code of Conduct[12] for all track users which aligns with the track hierarchy, and emphasises the importance of the three C's (Courtesy, Consideration and Care). Develop with input from the Track Users Forum.	**TAG**	2022/23	Nil
	8. Upgrade wayfinding signage to access the track network, within the network and include clear delineation of shared use, walking only, bike only (via colour coding), the three C's (Courtesy, Consideration and Care), information on toilets plus behavioural signage at entry points to encourage all track users adhere to Nelson's Front Country Off-road Track Users Code of Conduct.	**NCC** / NTCTT / NMTBC	2022-25	$
	9. Investigate a number of key walking/running routes and loops that are accessible from the city, which may utilise mountain bike climbing trails. Promote these routes online and with brochures and intuitive wayfinding.	**NCC** / NRDA / Ngāti Koata	2022 - 2024	$
	10. Nelson Regional Development Agency, in consultation with the TAG, to develop and implement an Event Promotional Plan to further encourage track use by tourists and locals, across all activity types.	**NRDA** & TAG	2023/24	Nil
Prioritise **Council capital investment** in easier grade trails	11. Increase Grade 2 track provision in the Maitai Valley due to its suitable topography, accessibility from central Nelson and availability of Council land, and provide a continuous off-road Grade 2 walking and bike link from central Nelson to the Maitai Hub.	**NCC /** NMTBC / Ngāti Koata	2021-25	$$

[11] NCC GIS, Strava, Trailforks and 'NelsonTrails' and Accessibel may hold relevant data useful to users of the track network
[12] See Figure 7 in Appendix 5.2

Strategic Priorities	Strategic Action / Project	Who (Lead in bold)	Timing	Cost to Council
particularly in the Maitai Valley	12. Establish and further develop the Maitai Hub as main recreation hub facility in the Maitai Valley to reduce pressure on the Brook Hub, including establishment of a pump track and technical skills park.	**NCC/** NMTBC/ Waahi Taakaro Golf Club / Ngāti Koata	2021/22	$$$$
	13. Provide separation between bike and walking/running users at critical 'pinch' points to improve safety for users through construction of parallel or widened trails in the Maitai Valley corridor from Branford Park to the Maitai Hub.	**NCC**	2021/22	$$$
	14. Establish off-road Grade 2 link trails from Maitai Hub to Groom Creek and Sharlands entry points.	**NCC** / NMTBC	2022 – 2025	$$
	15. Establish more loop and easy grade options of varying duration for use by walkers, hikers, trail runners, cycle trail riders and mountain bikers in the Maitai Valley.	**NCC**	2022 – 2025	$$$
Manage demand and growth of the Track Network through an evidence based approach	16. Investigate ways technology can enable effective benchmarking and ongoing monitoring of use of the network, such as collaborating with an existing digital open access platform such as Trailforks or Strava to enable well-informed and responsive management of the network.	**NCC** / NTCTT / NMTBC	2022/23	$
	17. Identify a location for event hosting provision (temporary or permanent) in the Maitai Valley	**NMTBC** / Ngāti Koata / NCC	2021/22	Nil
	18. Use of a sustainability assessment and a legally binding Service level Agreement (SLA) to agree and assign responsibility for management, maintenance and funding for each track including use as needed of a 'trade-off approach' for new tracks by replacing/retiring lesser value tracks of the same grade.	**NCC** / NTCTT / NMTBC	Ongoing	Nil
	19. Confirm the Grampians as a permanent walk and running only area except for the 4WD access road to summit (Grampians Rd) and link route to Tasman Bay viewpoint structure with prominent signage and digital information to communicate the changed status.[13]	**NCC**	2022/23	Nil
	20. Confirm Eureka Park as permanent walk and running only area with prominent signage and digital information to communicate the changed status.	**NCC**	2021/22	Nil
	21. Maintain a watching brief on the Dew Lakes Track to monitor environmental, cultural and archaeological impacts and any potential conflict between biking and hiking/trail running, and remove route from Trailforks	**NCC**	Ongoing	Nil
	22. Investigate creating further opportunities for (and managing) exclusive use of tracks within the network through: 23. Providing occasional walking event days of exclusive use of selected tracks on an annual basis in the network for walking users • Permanent mountain bike only downhill tracks • Permanent walking/running only tracks.	**NCC/**TAG	2023/24	Nil
	24. Review and investigate, through the TAG and Track Users Forum, the need for toilet facilities in the network at strategic locations.	**TAG/ NCC**	2023/24	$$$
	25. Undertake planning to secure routes for future Grade 2 local walking and bike trail provision in the urban margins of the Stoke foothills with loop options of varying duration.	**NCC**	2022/23	$
	26. Explore location opportunities for a new Hub in the Marsden Valley area	**TAG/ NCC**	2024/25	$$$

[13] Option for contractors and volunteers to use bikes for trapping related activity and track maintenance, to be by arrangement with Council

Strategic Priorities	Strategic Action / Project	Who (Lead in bold)	Timing	Cost to Council
Grading of tracks is consistent with national standards for safety and enjoyment of users[14]	27. Complete an independent audit of track grades as needed, particularly after major weather events, keep consistent with national standards[15] and undertake required remedial work (re-grade tracks, update and upgrade information signage on the track and update online resources).	**TAG**	On-going	$
	28. Undertake a Physical Accessibility Audit of selected tracks that have desired attributes to achieve a more accessible track network, with particular focus on the Maitai Valley.	**NCC**	2023/24	$
	29. Independent review and update of track grades (6 yearly) unless there is a significant change to the national guidelines whereby all impacted tracks are to be reviewed.	**NCC**	2027/28	$
Strengthen **environmental protection**, particularly when extending the track network	30. Utilise Indicative Environmental Maps (refer Appendix 5.3) when proposing new trails and apply appropriate scrutiny to proposals within sensitive areas. These maps indicate areas where higher levels of assessment and scrutiny can be expected. Note that these maps are intended to be a guide only and are not to be considered a substitute for regulatory planning maps (e.g. they do not inform the need for a resource consent).	**TAG /** NCC /NMTBC	Ongoing	Nil
	31. Tracks are to be designed[16], sustainably managed and promoted in accordance with national environmental best practise.	NCC	Ongoing	Nil
	32. Adopt nationally endorsed environmental impact assessment processes and tools then use prior to proposed works and after undertaking track works.	**NCC** / TAG	Ongoing	Nil
	33. Minimise identified adverse impacts through modification of proposed new track routes away from sensitive areas of high cultural, biodiversity, ecosystem, landscape, archaeological or geological value.	**TAG** / NCC	Ongoing	Nil
	34. Assess existing tracks where risks to sensitive areas are identified where impacts are considered unacceptable and mitigate where feasible or if not feasible then eliminate these risks by closure of the track	**NCC**	2023/24	$
	35. Undertake a minimum of annual track inspections in environmentally sensitive areas and as needed e.g. after major weather event.	**NCC**	Annual	Nil
	36. Actively pursue “pirate” trail developments with a view to prosecuting if perpetrators can be identified.	**NCC/**Ngāti Koata	Ongoing	Nil

[14] Currently recognised standards include the Department of Conservations Walking Track Guidelines and the three off-road cycling track standards used in New Zealand they are: the NZ Mountain Bike Construction Guidelines (Recreation Aotearoa, 2018), Cycle Trail Design Guide (New Zealand Cycle Trail, 5th edition, 2019) and Cycle Track Service Standard (Department of Conservation, 2021).
[15] Signage to include key user information such as details of nearest toilet facilty, desired users and appropriate behaviour, length/ duration
[16] New Zealand Cycle Trail Design Guide 5th edition (MBIE 2019)

In general, the responsibilities for physical works are split as follows but there will be exceptions:

- Council will be responsible for the development, enhancement and maintenance of most Grade 1 and 2 tracks and urban link pathways on Council land
- NMTBC and NTCTT will continue partner with Council and Ngāti Koata and at times take the lead in the development, enhancement and maintenance of Grade 3 and above mountain bike tracks
- Council will be responsible for regulatory enforcement including adherence to associated resource consents and ensuring compliance with SLAs (relating to Council land) and progressing the Implementation Plan.

Refer Appendix 5.1 for new track and infrastructure opportunities proposed for consideration by the TAG. These development opportunities involve some form of physical works or other actions. The list will be reviewed regularly by the TAG, and it will recommend amendments as needed. Amendments to the list will be considered by the relevant Landowner and changes may be made to the list via Council/Committee resolution, or by agreement notified to Council by Ngāti Koata.

Note that inclusion in Appendix 5.1 does not infer landowner approval of the proposed track as it will require further investigation, assessment and a recommendation from the TAG to the landowner. It will then require landowner approval and potentially planning consents, as well as an SLA developed with the landowner.

The TAG will take into account the following considerations when reviewing and assessing the merits of proposed physical works and specific track proposals, prior to providing advice to the landowner:

- All track users are equally important and need to be catered for within a well-balanced track network.
- The track network is dynamic, tracks will be developed, modified or retired as needed for the network to remain responsive to and reflect changing user needs/demand as well as remain financially and environmentally sustainable.
- Consider if some popular tracks and loop routes are suitable for modification and regrading to Grade 2 or 3 to increase provision at this level of ability.
- Not all tracks in the network are considered ‘permanent’. We need to ensure the network remains economically sustainable within available Council and community resources. This is likely to mean we need to make substitutions in the future when developing new tracks e.g. retiring other tracks. Re-development or retirement of an existing track would be due to one of several factors including: low use, high maintenance costs (e.g. instability of ground), environmental risks, or an oversupply of a particular grade (e.g. too many upper Grade 3, Grade 4 and 5 tracks).
- How best the Nelson track network could mesh seamlessly with the network of tracks provided on Ngāti Koata whenua and by neighbouring Councils, DOC, trusts and clubs across the region.
- Routes are well connected, of a consistent standard with little or no difference in track experience (track design, construction) along the route and that maintenance is undertaken to maintain the designated grade over time.
- Tracks are to be designed[17], sustainably managed and promoted in accordance with national standards and best practice.
- Foresight and timely development - growth in demand is usually foreseeable and can be planned for through proactive enhancement of the track network such as new access points to the network from urban areas and provision of support facilities (e.g. parking, signage and toilets) at these points.
- Agility in future planning is also required to accommodate new technologies (e.g. ebikes), new activities and events.
- The planning and management of the network is underpinned by a robust evidence base. Quantitative track use data will be captured on a regular basis utilising latest available digital tools (such as BeCounted, Strava and Trailforks), and qualitative track user feedback will be regularly gathered (e.g. sample surveying track users and feedback from the track users forums) to enable comparative analysis over time, resulting in evidence based management.
- More focus on creating more loop route options of a consistent grading, particularly from key entry points where there is parking.

[17] Recreation Aotearoa NZ Mountain Bike Trail Design and Construction Guidelines 2019 and New Zealand Cycle Trail Design Guide 5th edition (MBIE 2019)

- Track surface and gradient needs to be appropriate for the intended track user.
- Where tracks cross or converge, there should be warning signs, track modifications to slow users and good sightlines to minimise safety concerns.
- Track modifications should be made for the benefit of all users, unless in an exclusive-use area.
- Track names should be reviewed by the TAG to ensure they are appropriate and inoffensive prior to approval by the landowner and specified in the SLA for the new or upgraded track.

4.6.1 Indicative Maps – Proposed Tracks and Development Opportunities

The maps in Appendix 5.2 show the location of the recommended new tracks and support infrastructure listed in Appendix 5.1 (Proposed Tracks and Development Opportunities).

Maps of existing tracks can be found in Top of the South Maps and Trailforks (see websites below). In Top of the South Maps select the 'Recreation' layer to display the tracks. In Trailforks, you can select the Activity you are interested in such as hiking or mountain biking and only those routes and tracks will be displayed.

https://www.topofthesouthmaps.co.nz/app/

https://www.trailforks.com/region/nelson-5259/

4.6.2 Indicative Environmental Maps

The maps in Appendix 5.3 should be used when proposing or developing new trails. These maps are intended to provide a high-level indication of where a higher level of scrutiny can be expected. Note that these maps are not to be considered a substitute for regulatory planning maps (e.g. whether or not a resource consent is needed), and the shaded areas are not to be confused with formally surveyed overlays (e.g. Significant Natural Areas).

4.7 MONITORING AND REVIEW OF THE 2022 STRATEGY

The 2022 Strategy and its Implementation Plan will be updated every three years with a full review every six years.

The TAG will undertake the ongoing monitoring of the Implementation Plan, and report on progress to Landowners, as required.



Glider Rd, Barnicoat Range

5 APPENDICES

5.1 Proposed Tracks and Development Opportunities

The tables below list new track and infrastructure opportunities proposed for consideration by the TAG. These development opportunities involve some form of physical works or other actions. The list will be reviewed regularly by the TAG, which may recommend amendments as needed. Note that inclusion in these tables does not infer landowner approval as the proposed track will require further investigation, assessment and a positive recommendation from the Track Advisory Group to the landowner. It will then require landowner approval and any required planning consents as well as an SLA developed with the landowner.

In general, the responsibilities for physical works are split as follows but there will be exceptions:

- Council will be responsible for the development, enhancement and maintenance of most Grade 1 and 2 tracks and urban link pathways on Council land
- NMTBC and NTCTT will continue partner with Council and Ngāti Koata and at times take the lead in the development, enhancement and maintenance of some Grade 2, all Grade 3 and above mountain bike tracks
- Council will be responsible for regulatory enforcement including adherence to associated resource consents and ensuring compliance with the Track Implementation Plan.

Proposed track routes and support infrastructure is listed in the tables below and provides guidance on:

- The locality of the proposed track
- Guidance on probable timing for consideration by the TAG (as a guide High Priority indicates consideration within 5 years, Medium Priority indicates within 5-10 years, and Low Priority indicates a future project (beyond 10 years). Timings may also be affected by the outcome of Ngāti Koata whenua access outcomes.
- Identifies the lead organisation(s) for any future works, if approved.

Table 3: Proposed Support Infrastructure for Priority Consideration by TAG

Map No.	Timing priority	Project ID[18]	Name of Proposed Route	Locality	Hierarchy	Walk Grade	Bike grade	Landowner	Lead
n/a	High	H3	Marsden MTB Hub	Marsden	n/a	n/a	n/a	NCC	NCC

Table 4: Proposed Track Routes for Priority Consideration by TAG

Map No.	Priority	Project ID[19]	Name of Proposed Route	Locality	Hierarchy	Walk Grade	Bike grade	Landowner	Lead
6	High	P3	Maungatapu Cycle Trail Connection between Saddle and Nelson City	Maitai	Shared use	Easy Hiking Track	3	NCC	NTCTT
3	High	P11	Grampians new trails including Sowman St & Hinau St links	Grampians	Walking only	Walking Track	n/a	NCC	NCC
n/a	High	P12	Grampians trails (change to walking only, except for 4WD access road to summit and link route to Tasman Bay Viewpoint structure)	Grampians	n/a	n/a	n/a	NCC	NCC
n/a	High	P13	Eureka Park trails (change to walking only)	The Brook	n/a	n/a	n/a	NCC	NCC
2	High	P14	Cambria St to Sir Stanley Whitehead link	Sir Stanley Whitehead Park	Walking only	Easy Hiking Track	n/a	NCC	NCC
2, 3	High	P19	Maitai valley shared link to Maitai hub (Nile Street to Maitai Hub)	Maitai	Shared use	Walking track	2	NCC	NCC
6	High	P20	Teal Saddle to 1168 point (rebuild)	Maitai	Walking only	Challenging Hiking Track	n/a	NCC/DOC	Nelson Tramping Club
3, 5	High	P24	Arboretum trails (beginner trails only)	Codgers (Maitai)	Biking only	n/a	3	Ngāti Koata	NCC
4	High	P28	Widdershins to Third House	Marsden/Third House	Shared use	Challenging Hiking Track	4	NCC	NMTBC
3	High	P29	Firball climb/hiking trail	Codgers	Shared use/climbing	Easy Hiking Track	4	NCC	NMTBC/NCC
3	High	P30	Groom Creek to back of Golf course	Maitai	Shared use	Easy Hiking Track	2	NCC/Ngāti Koata	NMTBC

[18] The ID is simply a reference code for each project, and is not an indication of priority
[19] The ID is simply a reference code for each project, and is not an indication of priority

Map No.	Priority	Project ID[19]	Name of Proposed Route	Locality	Hierarchy	Walk Grade	Bike grade	Landowner	Lead
4	High	P34	Barnicoat Climb	Marsden	Shared use	Easy Hiking Track	4	NCC	NMTBC
3	High	P36	Hub to Groom Creek	Maitai	Shared use	Easy Hiking Track	2	NCC	NTCTT/NCC
3, 5	High	P49	Tantragee to Maitai Descent	Codgers (Maitai)	Biking only	n/a	3	Ngāti Koata	NMTBC

Table 5: Other Proposed Track Routes for Future Consideration by TAG

Map No.	Priority	Project ID[20]	Name of Proposed Route	Locality	Hierarchy	Walk Grade	Bike grade	Landowner	Lead
1	Med	P7	Atawhai/Wakapuaka Sandflats/ Boulder Bank	Horoirangi/Glenduan	Shared use	Walking Track	2	NCC/DOC/Private	NCC
3	Med	P23	FDH5	Fringed Hill	Biking priority	Biking only	6	NCC/Ngāti Koata	NMTBC
5	Med	P70	Link Track Top Station to Devils Tail	Fringed Hill	Biking only	n/a	4	Ngāti Koata	NMTBC
3	Med	P75	Groom Creek new Climbing Trail	Codgers (Maitai)	Biking only	n/a	3	Ngāti Koata	NMTBC
3	Med	P76	Turners Exit through Pine Block	Codgers (Maitai)	Biking only	n/a	4	Ngāti Koata	NMTBC
3	Low	P18	Easy Link Specification	Fringed Hill	Biking priority	Challenging Hiking Track	4	NCC/Ngāti Koata	NMTBC
3	Low	P21	FDH3	Fringed Hill	Biking only	n/a	5	Ngāti Koata	NMTBC
3	Low	P22	FDH4	Fringed Hill	Biking only	n/a	5	Ngāti Koata	NMTBC
3	Low	P25	Fringed Box Gully	Fringed Hill	Biking only	n/a	5	Ngāti Koata	NMTBC
6	Low	P56	Wooded Peak Trapline	Maitai	Biking priority	Challenging Hiking Track	6	NCC	NMTBC
3	Low	P68	FDH Skid to Tantragee	Fringed Hill	Biking only	n/a	4	Ngāti Koata	NMTBC
5	Low	P69	Fringed Summit to P21	Fringed Hill	Biking only	n/a	4	Ngāti Koata	NMTBC
3	Low	P73	Fireball Skid to Top Dog	Codgers (Maitai)	Biking only	n/a	3	Ngāti Koata	NMTBC
3	Low	P74	Top Dog Extension	Codgers (Maitai)	Biking only	n/a	5	Ngāti Koata	NMTBC
3	Low	P81	Bee Skid to Tantragee	Fringed Hill	Biking only	n/a	4	Ngāti Koata	NMTBC

[20] The ID is simply a reference code for each project, and is not an indication of priority

5.2 Indicative Maps - Proposed Tracks and Development Opportunities



Map 1 - Horoirangi/Glenduan

On Tracks Strategy 2022

Nelson City Council
Te Kaunihera o Whakatū

- High Priority
- Medium Priority
- Low Priority
- Existing Tracks
- Conservation Department
- Nelson City Council

Note: Proposed track shapes have been significantly generalized and should only be used for the purpose of direction, not an exact path

0 520 1,040 m

Scale 1:18,300

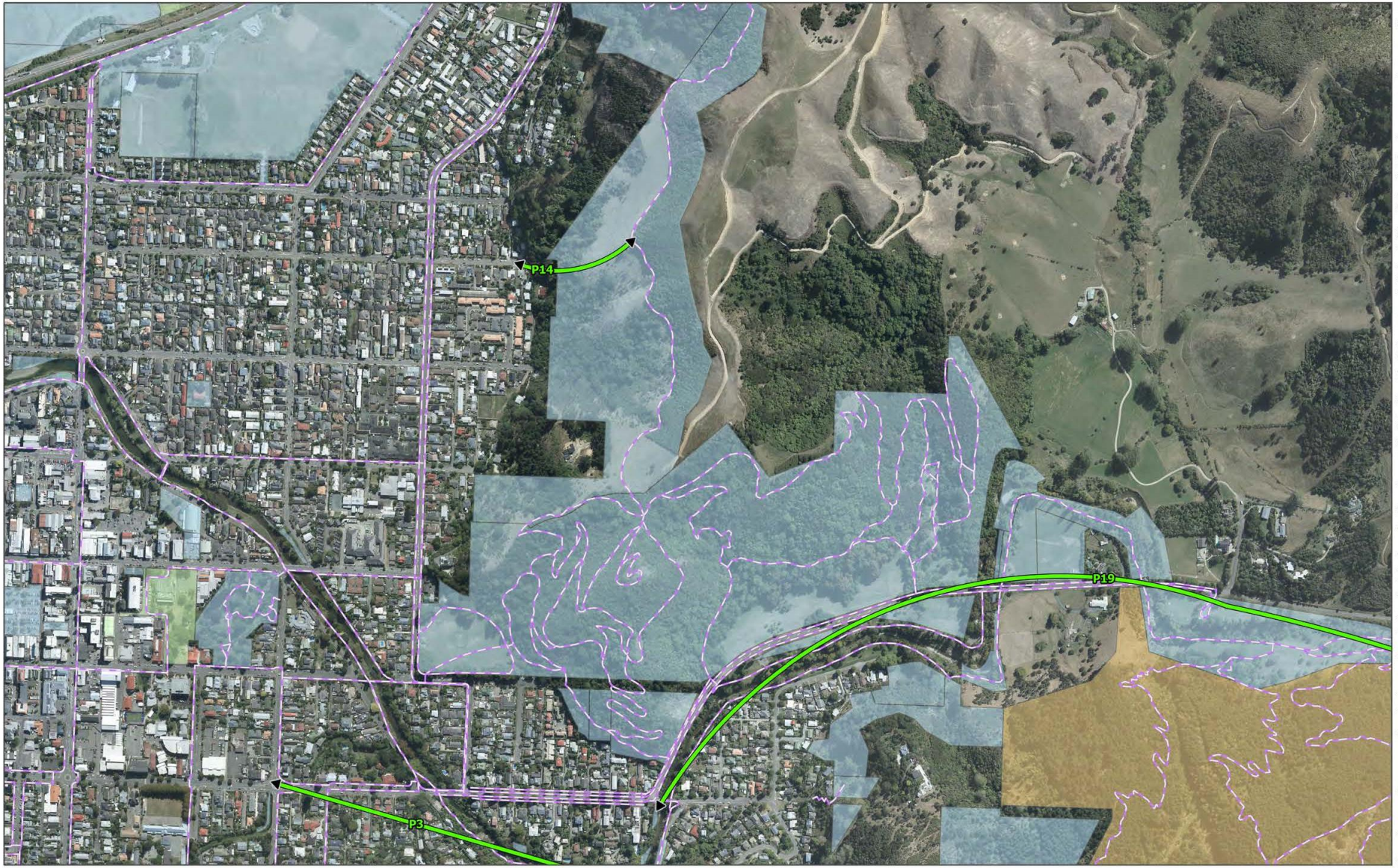
N

June 2022

This map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2094677
DH. Original map size A3.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz



Map 2 - The Wood

On Tracks Strategy 2022

Nelson City Council
Te Kaunihera o Whakatū

High Priority
Medium Priority
Low Priority
Existing Tracks

Conservation Department
Nelson City Council
Te Pataka a Ngati Koata Trust

Note: Proposed track shapes have been significantly generalized and should only be used for the purpose of direction, not an exact path

0 180 360 m

Scale 1:6,600

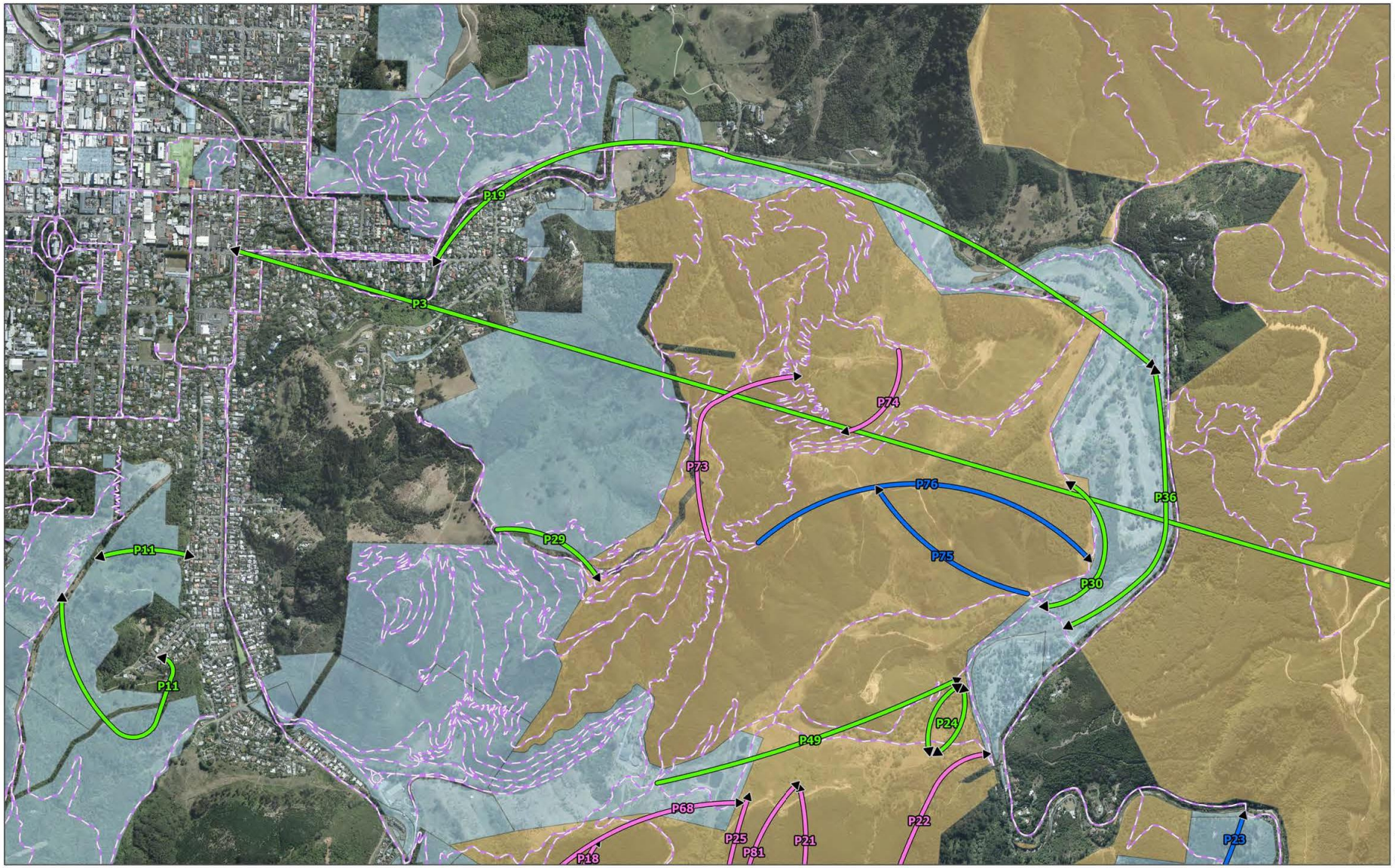
N

June 2022

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2904677
DH. Original map size A3.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz



Map 3 - Codgers and Grampians

On Tracks Strategy 2022

Nelson City Council
Te Kaunihera o Whakatū

- High Priority
- Medium Priority
- Low Priority
- Existing Tracks

- Conservation Department
- Nelson City Council
- Te Pataka a Ngati Koata Trust

Note: Proposed track shapes have been significantly generalized and should only be used for the purpose of direction, not an exact path

0 360 720 m

Scale 1:12,600

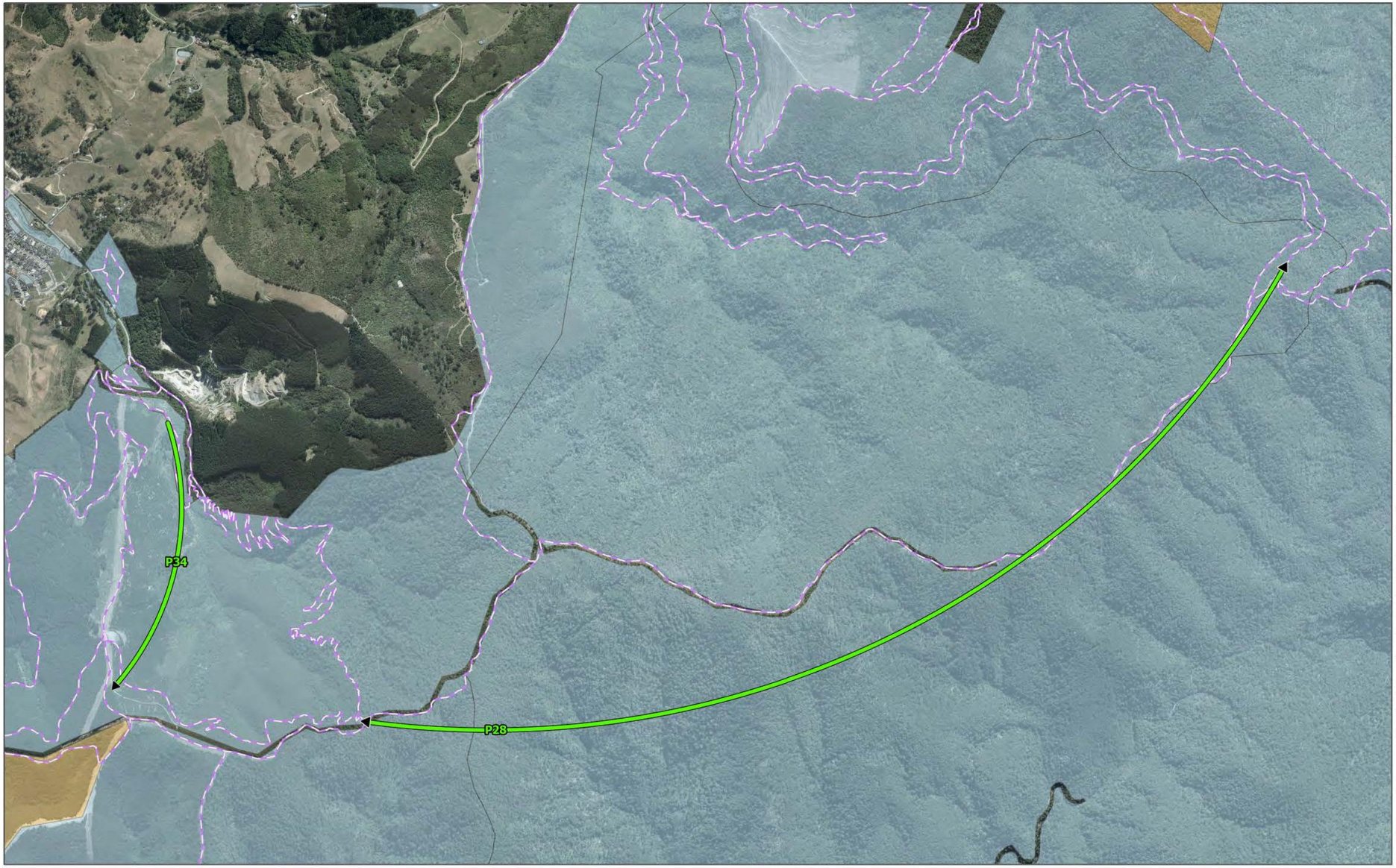
N

June 2022

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, except where otherwise stated. Use of Nelson City Council information must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2904677
DH. Original map size A3.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz



Map 4 - Marsden - Jenkins

On Tracks Strategy 2022

Nelson City Council
Te Kaunihera o Whakatū

High Priority
Medium Priority
Low Priority
Existing Tracks

Nelson City Council
Te Pataka a Ngati Koata Trust

Note: Proposed track shapes have been significantly generalized and should only be used for the purpose of direction, not an exact path

0 450 900 m

Scale 1:16,000

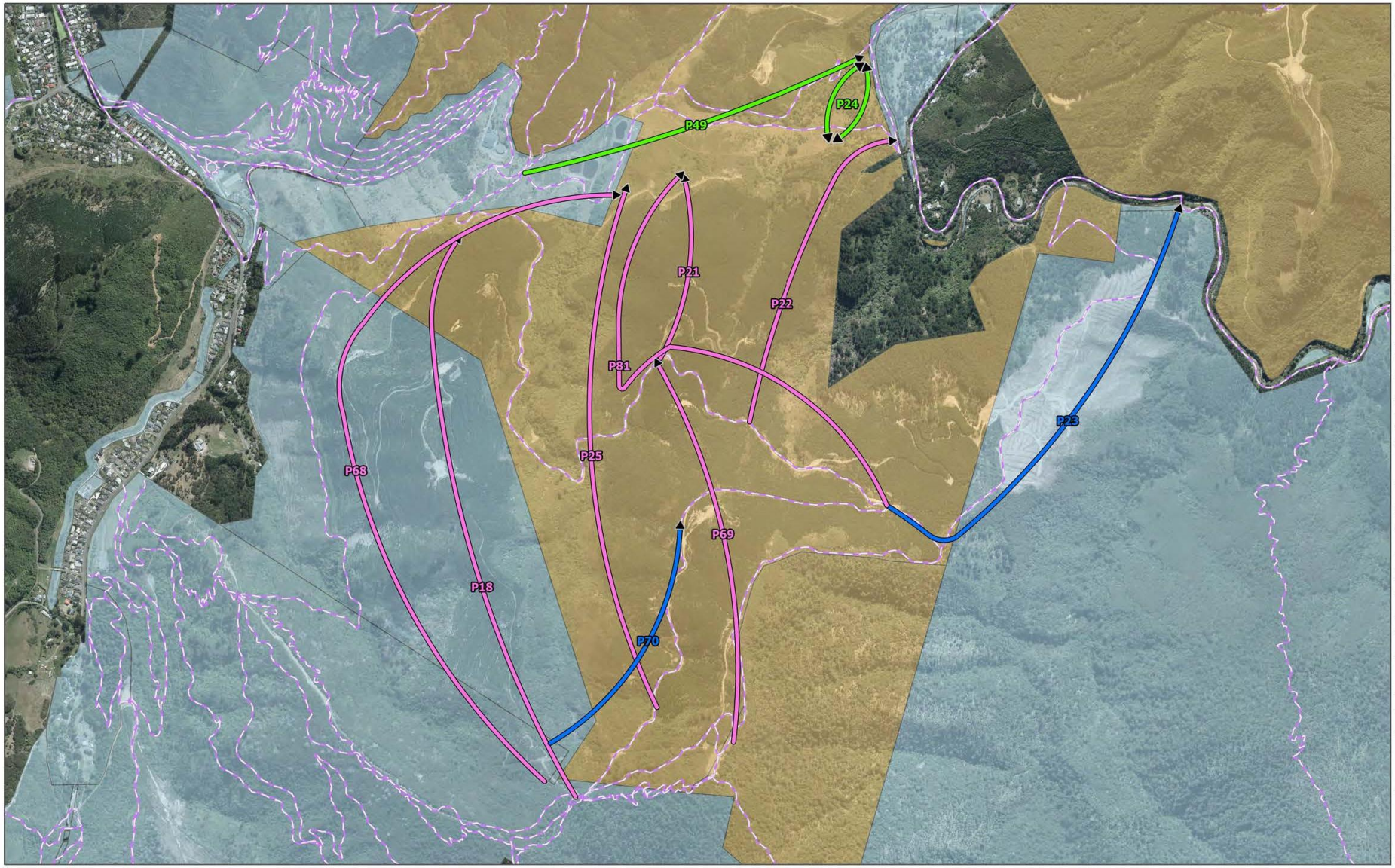
N

June 2022

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that license. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2904677
Drn. Original map size A3.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz



Map 5 - Fringed Hill

On Tracks Strategy 2022

Nelson City Council
Te Kaunihera o Whakatū

High Priority
Medium Priority
Low Priority
Existing Tracks

Conservation Department
Nelson City Council
Te Pataka a Ngati Koata Trust

Note: Proposed track shapes have been significantly generalized and should only be used for the purpose of direction, not an exact path

0 320 640 m

Scale 1:11,300

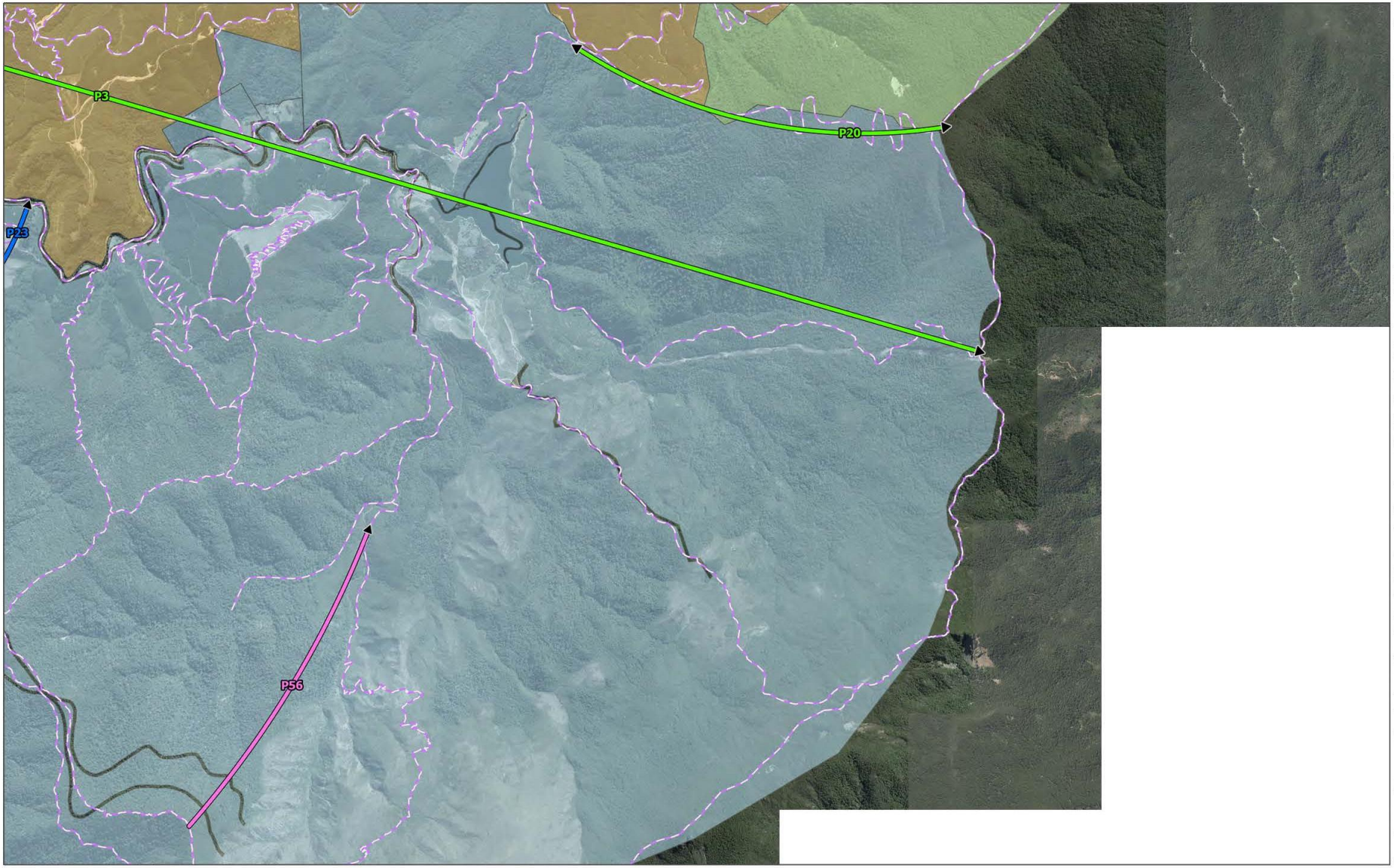
N

June 2022

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the date or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan is only permitted if this notice is attached. Any reproduction must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2904677
DH. Original map size A3.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz



Map 6 - Maungatapu and Maitai Dam

On Tracks Strategy 2022

Nelson City Council
Te Kaunihera o Whakatū

- High Priority
- Medium Priority
- Low Priority
- Existing Tracks
- Conservation Department
- Nelson City Council
- Te Pataka a Ngati Koata Trust

Note: Proposed track shapes have been significantly generalized and should only be used for the purpose of direction, not an exact path

0 750 1,500 m

Scale 1:26,400

N

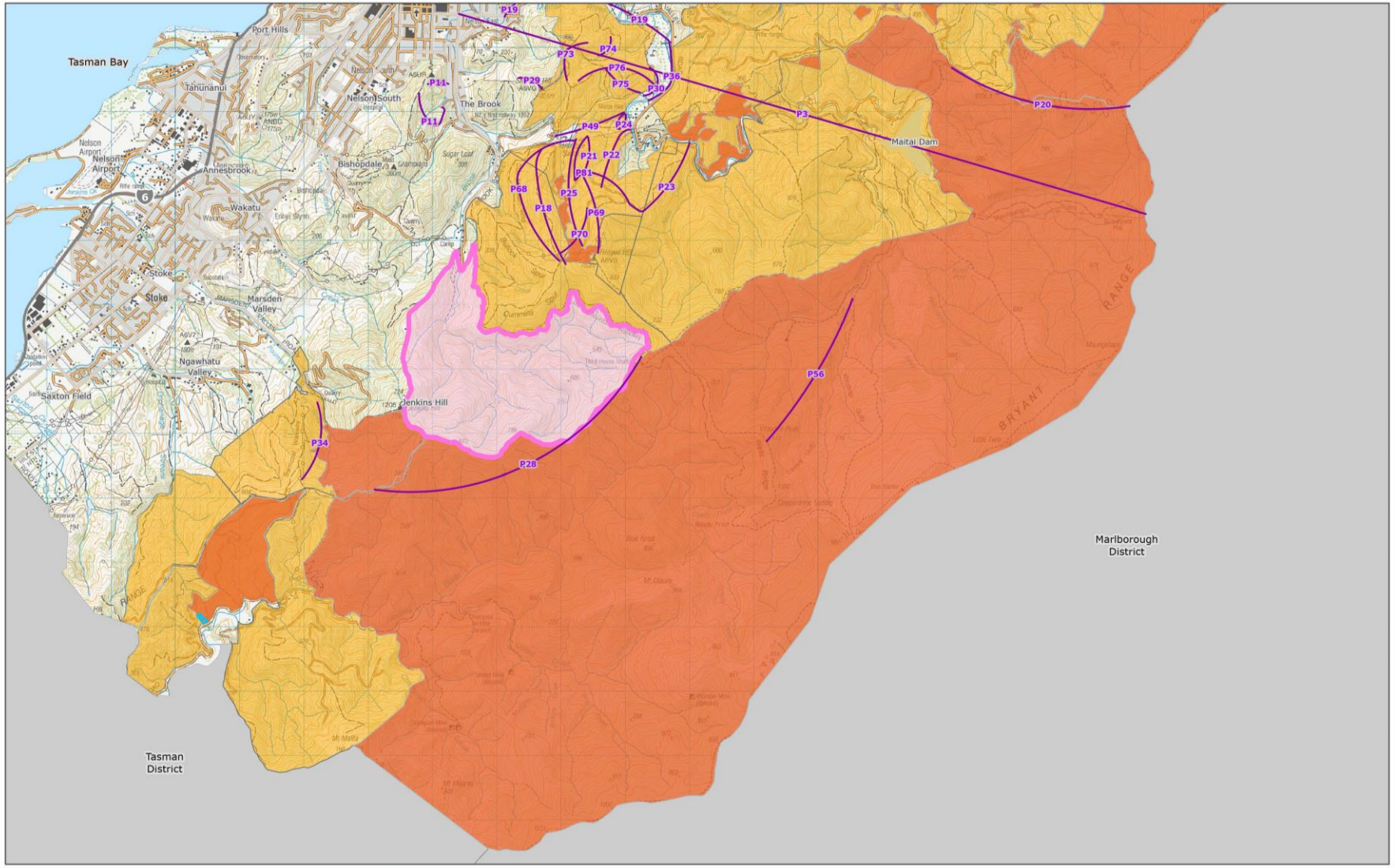
June 2022

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or plan, and no warranty of any kind is given as to the accuracy or completeness of the information represented. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan for any commercial purpose must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2904677
DH. Original map size A3.

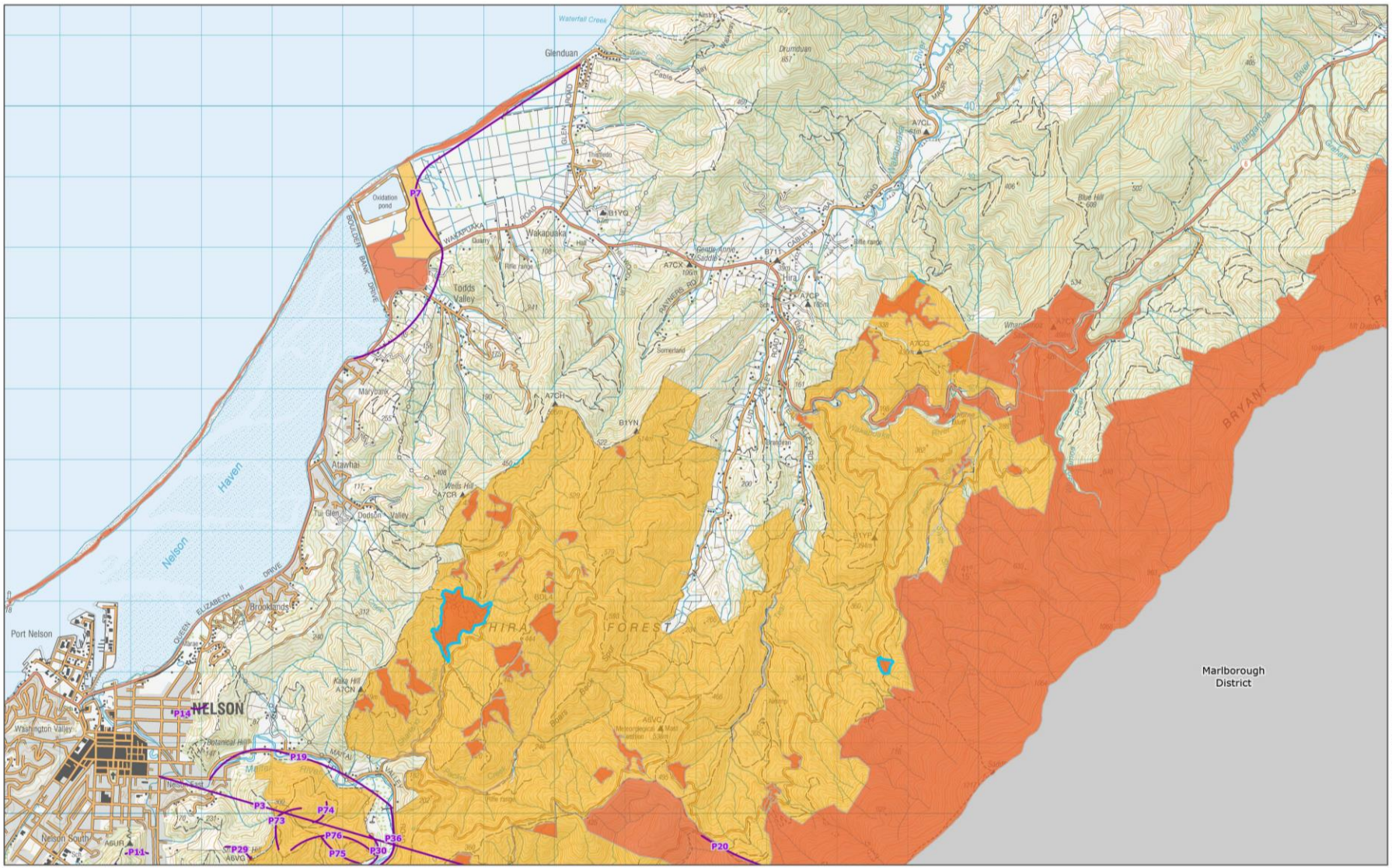
PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz

5.3 Indicative Environmental Maps



The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any costs, damages or loss suffered as a result of the data or any errors or omissions in the information provided. Nelson City Council information is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2522539
Dkt: Original map size A3.



Out and About - On Tracks Strategy

Indicative Environmental Maps

Nelson City Council
Te Kaunihera o Whakatū

Note: Indicative only, not to be used for regulatory planning purposes.

- Conservation Covenant area
- Proposed Tracks (reference code refers to proposed tracks listed in Table 3)
- Highest level of environmental scrutiny required. Development should be the exception.
- High level of environmental assessment required
- No shading: Environmental assessment required

0 1 2 Km

Scale 1:50,000

N

June 2022

The map is an approximate representation only and must not be used to determine the location or size of items shown, or to identify legal boundaries. To the extent permitted by law, the Nelson City Council, their employees, agents and contractors will not be liable for any inaccuracy, omission or error in the information in this map. Land parcel boundaries are derived from Nelson City Council information and is licensed under a Creative Commons Attribution 4.0 International License, and the use of any data or plan or any information downloaded must be in accordance with the terms of that licence. For more information please contact us.
Cadastral information derived from Land Information New Zealand. CROWN COPYRIGHT RESERVED.

File Ref: A2522539
Drn. Original map size A3.

PO Box 645 Nelson 7040 New Zealand PH 03 5460200 nelson.govt.nz

5.4 Description of Track Grades

The current track grading used by the Department of Conservation is shown below.

Figure 1: Mountain Bike Track Grade Descriptions (DOC)



Figure 2: Walking Track Grade Descriptions (DOC)

Department of Conservation
Te Papa Atawbai

Printed from: http://www.doc.govt.nz/parks-and-recreation/things-to-do/walking-and-tramping/track-categories/

Walking track categories

Choose a track to match your skills, fitness and the experience you want.
All tracks listed on this website are given one of these six walking track categories.

Easiest: Easy access short walk



Duration: Easy walking for up to an hour.

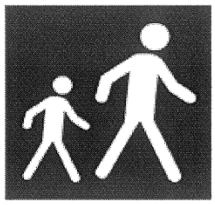
Suitable for: People of all abilities, wheelchairs, buggies and strollers.

Standard: Even surface, well formed with no steps or steep sections. Stream and rivers are bridged.

Footwear required: Walking shoes.

Typical tracks: Cape Reinga Lighthouse Walk | Milford Foreshore Walk

Easiest: Short walk



Duration: Easy walking for up to an hour.

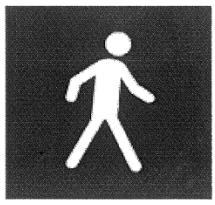
Suitable for: People of most ages and fitness levels.

Standard: Track is well formed, with an even, well drained surface. There may be steps. Stream and rivers crossings are bridged.

Footwear required: Walking shoes.

Typical tracks: Riwaka Resurgence | Waterworks Walk

Easy: Walking track



Duration: Gentle walking from a few minutes to a day.

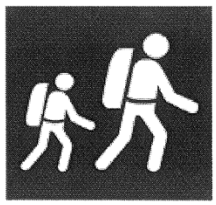
Suitable for: People with low to moderate fitness and abilities. Some tracks suitable for mountain biking.

Standard: Track is mostly well formed, some sections may be steep, rough or muddy. Clearly signposted. Stream and river crossings are bridged.

Footwear required: Walking shoes or light tramping/hiking boots.

Typical tracks: Arthur's Pass Walking Track | Orongorongo Track

Intermediate: Great Walk/Easier tramping track



Duration: Comfortable multi-day tramping/hiking

Suitable for: People with limited backcountry (remote area) experience. Some tracks suitable for mountain biking.

Standard: Track is generally well formed, some sections may be rough, muddy or steep. Track has signs, poles or markers. Major stream and river crossings are bridged.

Footwear required: Light tramping/hiking boots.

Typical tracks: Tongariro Northern Circuit | Lake Daniell Track

Advanced: Tramping track



Duration: Challenging day or multi-day tramping/hiking

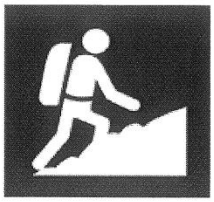
Suitable for: People with moderate to high level backcountry (remote areas) skills and experience, navigation and survival skills required. Some tracks suitable for mountain biking.

Standard: Track is mostly unformed, may be rough and steep. Track has markers, poles or rock cairns. Expect unbridged stream and river crossings.

Footwear required: Tramping/hiking boots.

Typical tracks: Kapakapanui Track | Inland Track

Expert: Route



Duration: Challenging overnight tramping/hiking.

Suitable for: People with high level backcountry (remote areas) skills and experience, navigation and survival skills required. Complete self sufficiency required.

Standard: Track unformed and natural, may be rough, muddy or very steep. Track has markers, poles or rock cairns. Expect unbridged stream and river crossings.

Footwear required: Sturdy tramping/hiking boots.

Typical tracks: Three Passes Route | Tararua Northern Crossing

The figures below are extracts from the latest version of the New Zealand Cycle Trail Design Guide (5th edition 2019) prepared for the Ministry of Business Innovation and Employment (MBIE).

Figure 3: New Zealand Cycle Trail Design Guide (MBIE 2019) – Grade 1

Nga Haerenga THE NEW ZEALAND CYCLE TRAIL

VIASTRADA

Table 2: Design specifications for off-road trails

Grade	Grade Description
1.  	**Description**: Flat, wide, smooth, trail. Trail feels safe to ride. Ideal as a first ride for non-cyclists, and those wanting an easy gradient or experience. Trail allows for cyclists to ride two abreast most of the time, and provides a social component to the ride. Cyclists will be able to ride the total distance of the trail without dismounting for obstacles. **Gradient**: 0-2 degrees for at least 98% of trail; between 2 and 3 degrees for no more than 100 metres at a time, and between 3 and 4 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhills can be steeper (up to 4 degrees for up to 100 m). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13). **Width**: 'Double trail' preferred = 2.5 m to 4 m for 90% of trail, where cyclists may ride side by side. 'Single trail' width of 1.5 m, with 1.2 m minimum. Horizontal clearances as in Section 3.4. **Radius of turn**: 6 m minimum to outside of turn. **Surface**: Compacted/stabilised base course, under a top course aggregate of maximum AP20 mm. The surface shall be smooth and even, and easy to ride in all weather conditions. **Watercourses**: All water courses bridged **Bridge Width:** Recommended bridge width of at least 1.5 m, absolute minimum width of 1.2 m with handrail/barrier to fall. The approach should be the same width as the structure for 10 metres. **Obstacles**: None. No stiles. Cattle stops should preferably be at least 1.5 m wide, and minimum 1.2 m wide. **Length**: 3.5-4.5 hours/day (30-50 km/day). **Barriers/Guard rails**: Areas such as bluffs or bridges where a fall would result in death or serious harm require hand-rails.

Figure 4: New Zealand Cycle Trail Design Guide (MBIE 2019) – Grades 2 & 3

Nga Haerenga THE NEW ZEALAND CYCLE TRAIL

VIASTRADA

Grade	Grade Description
2.  	**Description**: Some gentle climbs, smooth trail. Suitable for confident beginner riders, the trail is predictable with no surprises. Social component with riders able to ride side by side at times, but possibly large sections of single trail. **Gradient**: 0-3.5 degrees for at least 95% of trail; between 3.5 and 5 degrees for no more than 100 metres at a time, and between 5 and 6 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhills can be steeper (up to 8 degrees). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13). **Width**: Between 0.9 m and 1.5 m for single trail and minimum 2.2 m for double trail sections with adequate clearances. Horizontal clearances as in Section 3.4. **Radius of turn**: 4 m minimum with at least 5 m desirable to outside of turn. **Surface**: Compacted/stabilised base course, under a maximum top course aggregate of maximum AP30 mm. The surface should be smooth and easy to ride in all weather conditions. **Watercourses**: Watercourses bridged, except for fords with less than 100 mm of water in normal flow, which can be easily ridden. Surface should be as smooth as adjacent trail. **Bridge Width:** Recommended bridge width at least 1.5 m, minimum width of 1.0 m with handrail/barrier to fall. The approach should be the same width as the structure for 10 metres. **Obstacles**: Some rocks/roots/ruts that can either be avoided, or are less than 50 mm high. No stiles. Cattle stops should be minimum 1.2 m wide. **Length**: 4-5 hours/day (30-50 km/day). **Barriers/Guard rails**: Areas such as bluffs or bridges where a fall would result in death or serious harm require hand-rails.
3.  	**Description:** Narrow trail, there will be some hills to climb, obstacles may be encountered on the trail, and there may be exposure on the edge of the trail. **Gradient:** 0-5 degrees for at least 90% of trail; between 5 and 7 degrees for no more than 100 metres at a time, and a maximum of 10 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhills can be steeper (up to 11 degrees). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13). **Width:** 0.9 m for 90% of the trail, 0.6 m minimum with adequate clearances. Horizontal clearances as in Section 3.4. **Radius of turn:** 2.5 m minimum, with at least 4 m desirable to outside of turn. **Surface:** Generally firm, but may have some short muddy or loose sections. **Watercourses:** Watercourses bridged, except for fords with less than 200 mm of water in normal flow, which can be easily ridden. **Bridge Width:** Recommended at least 1.0 m; minimum 0.75 m deck if the width at handlebar height is 1.2 m. If there are no handrails, then minimum width of 1 m for structures less than 0.5m high. **Obstacles:** Occasional rocks/roots and ruts may be up to 100 mm high/deep and may be unavoidable. **Length:** 4-6 hours/day (30-50 km/day for an intermediate cyclist). **Barriers/Guard rails:** Areas such as bluffs or bridges where a fall would result in death require hand-rails. Areas where a fall would likely result in serious harm require either hand-rails or sight rails or a warning sign, depending on the nature of the drop off and likelihood of a fall.

Figure 5: New Zealand Cycle Trail Design Guide (MBIE 2019) – Grades 4-6

Nga Haerenga THE NEW ZEALAND CYCLE TRAIL

VIASTRADA

Grade	Grade Description
4.  	**Description:** Steep climbs, with unavoidable obstacles on a narrow trail, and there will be poor traction in places. Possibly some walking sections. **Gradient:** 0-7 degrees for at least 90% of trail; between 7 and 9 degrees for no more than 100 metres at a time, and maximum 12 degrees for up to 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhills can be steeper (up to 15 degrees). Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13). **Width:** 0.6 m minimum on steep terrain with drop-offs, 0.3 m minimum on flat ground. Horizontal clearances as in Section 3.4. **Radius of turn:** 2 m minimum, with 3 m desirable to outside of turn. **Surface:** Firm and loose. **Watercourses:** Watercourses bridged, except for fords with less than 300 mm of water in normal flow, which can be easily ridden. **Bridge Width:** Recommended 1.0 m; minimum 0.6 m. **Obstacles:** Many rocks/roots and ruts up to 200 mm high/deep. Also some purpose-built obstacles to liven things up, such as drop-offs and jumps. **Length:** 4-8 hours/day for advanced cyclists. **Barriers/Guard rails:** Areas such as bluffs or bridges where a fall would result in death require hand-rails. Areas where a fall would likely result in serious harm require either hand-rails or sight rails or a warning sign, depending on the nature of the drop off and likelihood of a fall.
5.  	**Description**: Technically challenging, with big hills, often lots of rocks, some walking likely. May traverse a wide range of terrain and cater for riders with expert skills and experience. Popular trails of this Grade should be one-way. **Gradient**: 0-10 degrees for at least 90% of trail; between 10 and 13 degrees for no more than 100 metres at a time, and between 12 and 15 degrees for no more than 10 m at a time. Sealed trails can be steeper (same as the equivalent Grade of on-road trail; see Table 13). If the track is designed and promoted to be ridden predominantly in one direction, then the downhills can be steeper (up to 20 degrees). **Width**: 0.4 m average, 0.25 m minimum. Horizontal clearances as in Section 3.4. **Radius of turn**: 1.5 m minimum, with more desirable. **Surface**: Huge variety of surfaces. **Bridge Width:** Recommended 0.8 m; minimum 0. m. **Obstacles**: Many rocks, roots and ruts, up to 0.6 m high/deep. If there are not obstacles then they are likely to be added afterwards (i.e. jumps, and wooden structures). **Length**: 4-12 hours/day.
6.  	**Description**: Purpose built extreme Downhill/Free ride trails. Extremely steep and dangerous jumps and obstacles. Fear factor is essential. High risk of injury. **Gradient**: 0-15 degrees for at least 90% of trail; between 15 and 17 degrees for no more than 100 metres at a time, and between 17 and 20 degrees for no more than 10 m at a time. If the track is designed and promoted to be ridden predominantly in one direction, then the downhills can be steeper (no specific maximum). **Width**: Minimum width 100mm. Recommend these are one-way tracks. **Radius of turn**: 1 m absolute minimum, but the more the better. **Surface**: Anything goes – if it is not rock or timber then steep sections will not sustainable. **Obstacles**: 'North Shore' wooden obstacles, big jumps, etc **Length**: Trail may take less than a minute to ride, but will be ridden over and over again.

5.5 Mountain Bikers Code of Conduct (NZMBA)

Figure 6: Mountain Bikers Code of Conduct (NZMBA)

Mountain bikers code

Respect the track, respect others and respect the rules.

The following MTB code was developed by the New Zealand MTB Association (NZ MBA) in liaison with key stakeholders and DOC.



Respect others

- Stay in control. So you can safely avoid others and keep yourself intact.
- Give way to walkers.
- Use a bell or greeting when approaching others. Most negative feedback from walkers on shared-use tracks concerns being surprised by bikers approaching without warning.
- Ride shared-use tracks in small groups. A 'bike-train' with a dozen riders displaces other users. 6-8, or less, is a better number.

Respect the rules

- Only ride MTB and shared-use tracks; stay off closed tracks – including those that are seasonally closed to protect the surface or minimise conflict with other users. Land managers are generally pretty reasonable so talk with them about issues or ideas you may have.
- Be prepared - take food, water, tools, First Aid and warm clothes. Plan for the unexpected - a change in the weather, an accident or getting lost and late.
- Obtain permission from private landowners before you set out.
- Leave gates as you find them either open or closed to keep stock where they are intended to be.

Respect the track

- Don't skid, cut corners or make new lines. Skidding creates water channels and causes erosion. Use both brakes to slow down without skidding as you approach a corner. Cutting corners is cheating and damages fragile ecosystems.
- Avoid riding in the mud and rain. Both bikes and walkers damage soft, wet tracks.
- Clean your bike to prevent spreading weeds like gorse and didymo.
- Take rubbish home – like banana skins, old tubes and snack wrappers. Rubbish in the outdoors detracts from everyone's experience.

Respect public access easements

Some mountain bike rides travel along public access easements through private land. All easements and tracks are well marked. Please:

- Stay on the public easement track.
- Leave gates as you find them.
- Do not disturb stock – cycle slowly through livestock areas.

5.6 Information on Trailforks

The following information was sourced from the 'About' page Trailforks website in February 2021 (https://www.trailforks.com/about/).

> Trailforks is a trail management system for outdoor enthusiasts, trail builders/associations, government, and tourism. It aims to provide the very best tools to inventory, maintain, promote, and showcase trail networks and tourism destination. Tools such as statistics empower each group to have accessible data to show local city councils, governments, tourism boards and parks, conveying the popularity and potential economic impact of outdoor recreation on their area in order to receive further support to grow trail networks.
>
> The Trailforks App harnesses all this data and provides users with the best tool for planning their next destination, and on trail experience of navigation and safety.
>
> Trailforks supports the following user groups: Mountain Biking, E-Bike, Hiking, Trail running, Equestrian, Dirt biking, Observed Trials, ATV/ORV, Snowmobile, Snowshoe, Downhill Ski, Backcountry and Nordic Ski.
>
> Trailforks relies on the fact that there are thousands of people out there enjoying the sport every day, many of whom have a desire to share their experiences via GPS devices. So why not share them in a central location under a structure that makes every little individual contribution accumulate and add to the usefulness of an overall resource for the benefit of the entire mountain biking community.
>
> Trailforks provides a multitude of features to help you discover the best trails & routes to ride around the world. From our recommended rides, ride planner, ride finder, heatmap, trail popularity, interactive map browsing, YouTube integration, trail reports, reviews, hundreds of thousands of photos and SO much more!
>
> What is a crowd-sourced database? Trailforks is a site where users help grow and maintain the database by submitting new trails, updating existing trails, submitting reports on trails, and logging their rides. Users can also add photos & videos which are tagged to trails found on the website. How is it controlled? Users also help moderate the site by voting or reporting content. But our preferred situation is to have local admins from the local trail association manage the content in their region. They know their trails the best and the intricacies of their local trail politics and relationship with land managers. Trailforks is largely built as a tool to assist these local trail associations which in turn creates good data for the everyday rider.
>
> Along with the Trailforks.com website we also have a robust mobile app for iOS and Android with over 1 million installs.
>
> **Why Trailforks?**
>
> Trailforks is a unique mix between a crowd-sourced and moderated site, built from the start with local trail associations & clubs in mind. Offering unique features and tools to help promote local clubs, business and trail supporters. Promoting clubs on trail and area pages, encouraging users to join or donate. We also promote local products like physical maps and guidebooks.
>
> Trailforks provides a huge array of features and has access to a large amount of data & users from Pinkbike.
>
> One of the primary reasons Trailforks was created was to free up limited time and resources of volunteer trail associations. So they won't have to worry about mapping IT systems, trail inventory, reporting and more. Instead they can use this free service and concentrate on the important advocacy and trail building work they do. Rather than thousands of clubs building their own systems duplicating effort, we can come together to create one central tool to serve everyone. We've worked closely with many associations with great feedback over the years to make Trailforks a better tool for their needs.
>
> The organization of trails also differs on Trailforks, most trails are grouped into "riding areas" or "trail networks" which we believe is the most logical.
>
> Trailforks is fast, powered by the Pinkbike data-centre and created using the performance-focused Pinkbike framework that can handle millions of users. Unlike other trail websites, Trailforks is not cluttered and slowed down by advertisements!
>
> At Trailforks we believe in access to data! Trailforks can empower outdoor clubs and associations. Allowing them to gain data from Trailforks for use on their own websites using our various widgets, rss & kml feeds and JSON API. We can also create custom embeddable widgets on request!
>
> **Trailforks Pro & Monetization**
>
> For the first five years Trailforks team has designed, developed, supported, and hosted these features and tools on their very own dedicated servers. Trailforks has provided this all while keeping the website and app 100% free from advertising, something we pride ourselves on and plan to continue doing long into the future.
>
> At Trailforks we have been adding both significant features and users over the last five years and we have grown to a level that requires a contribution from our user base so we can continue to make Trailforks great. With our payment model we have tried to strike a balance between free access and payment. With the revenue from Trailforks PRO, we will be able to

hire more staff which will allow us to create a better product, better support, and more features geared towards mapping and trail management.

We'd love for it to be free for everyone always, but it just wasn't possible. We've tried to come up with the best system we can to balance everyone's needs. The website and the tools for the associations remain free; most users can just use their free area, and for those that travel, need advanced features or want to support us, they can join Trailforks Pro and have full access everywhere. The map in the app is greyed out but still usable for basic navigation.

We also want to make Trailforks better and have many new features planned that we would like to create more quickly. By becoming a paid Pro member of Trailforks you will allow us to do this and support our current riders and associations better and build new features requested by users and associations.

To be clear, the website and access to maps and trail data remains free on the website. Only the map outside your free area in the Trailforks app will be greyed out unless you become a PRO subscriber.

Managing Trails / Sensitive trails

Riding communities have different policies regarding online trail data & unsanctioned trails. Trailforks has worked with local clubs to build in features to satisfy their needs. Trailforks has a permissions system that allows us to grant certain members with the ability to control all of the content under their region. Each trail association can decide what should be seen online. Trails have 3 levels of visibility; *public, location hidden and hidden*. more info

Structure

Trail information is stored in a hierarchy of regions allowing different parts to be reused and for the site to scale. Each region level shows all the content below it, making each region its own mini-site. The hierarchy looks like this:

Country -> Province -> Sub Region 1 -> Sub Region 2 -> City -> Riding Area -> Trail

Platform

Trailforks is designed to be a platform that local riding associations can use to help manage their trails and promote their events. Trail reports are a great tool for associations to keep a record of work done to trails and be notified when there are issues on a particular trail.

Trailforks can also be used to help manage & promote local Trail Supporter programs. Recording who sponsored a trail and when, who the trail builders are and who the land manager is.

Any data Trailforks generates can be shared with trail associations through RSS feeds, widgets, export tools and the Trailforks API.

5.7 Strategy Review Process

This strategy review process (modified due to Covid 19 restrictions) involved:

- An initial face to face meeting with key Council staff in late 2019
- A post lockdown workshop via Zoom with key Council staff in April 2020
- Meetings (including Zoom meetings) and phone calls with Council identified stakeholders/users and Ngāti Koata, seeking their feedback on progress made to date and their views on future priorities
- Review of relevant policies and strategies
- Review of relevant available participation data
- Development of a draft revised strategy and implementation plan reviewed by Council, Ngāti Koata and users
- Community stakeholder consultation on the draft 2022 Strategy and Implementation Plan
- Production of a final draft 2022 Strategy and Implementation Plan

5.8 List of key stakeholders[21] interviewed in 2020-2022

The following key stakeholders were consulted through a series of interviews.

[21] Note the term 'Stakeholder' includes those council considers as partners.

Table 6: List of Key Stakeholders Consulted

Stakeholder	Stakeholder Contact Person
Koata Ltd (subsidiary of Ngati Koata Trust)	Margaret Soderberg, Commercial Manager
Nelson Mountain Bike Club	Ben Pointer and Belinda Crisp
Nelson Tasman Cycle Trails Trust (NTCTT)	Gillian Wratt and Bill Gilbertson
Nelson Tramping Club	Patrick Holland
Department of Conversation	Lionel Solly - Senior Ranger, Community Mike Davies – Senior Visitor Advisor, Heritage and Visitor Unit, Policy and Visitors Group
Trail Fit Trail Runners	Jacqui Keay
Nelson Regional Development Agency	Gisela Purcell, Visitor Destination Manager
Nelson Biodiversity Forum	Leigh Marshall, NCCTeam Leader Science and Environment
Forest & Bird (Nelson-Tasman Branch)	Debs Martin
NZ Walking Access Commission	Penny Wardell Regional Field Advisor, Kaitohutohu ā-Rohe,
Federated Mountain Club	Jan Finlayson
Helibike	Steve Newport
Gravity	Alistair Matthew
Mountain Bike Skills Clinic	Chris Mildon
Krankin Kids	Emma Bawtree
Kiwivelo Young Kids	Sandy Vincent
Mountain Bike New Zealand (MTBNZ)	Chris Arbuckle
Rotorua District Council	Simon Alefosio-Tuck Kaitohu Whakahono Rēhia - Recreation Partnerships Advisor in Sport, Recreation and Environment

5.9 Demand Analysis

The detailed demand analysis information is provided below.

5.9.1 Population Projections

The key resource for establishing Nelson City's population projections was the Nelson City Council's 'Long Term Plan and Activity Management Plans - 2021 Population Growth and Demographics' completed in November 2020.

Traditionally, Statistics New Zealand would provide high, medium and low growth scenarios for Councils to use. However, there are low levels of confidence in the 2018 Census which experienced lower than usual return rates, causing significant delays in Statistics New Zealand providing updated population projections. The low levels of confidence in the Census 2018 data coupled with the current and future impacts of COVID19, particularly as movement of people regionally and internationally is restricted, have resulted in high levels of uncertainty when projecting future population change.

To account for this a custom, or hybrid, population projection has been developed by Nelson City Council, which will guide all current planning work, and is based on the following assumptions for Nelson:

- Medium births scenario for ten years
- High births scenario after that
- Medium deaths
- Zero net migration for two years

- Low net migration for the next three years
- Medium net migration for the next five years
- High net migration after that

These assumptions resulted in the recommended population projections detailed below, which are to be viewed as 'indications only'.

Table 7: NCC Population Projections (supplied November 2020)

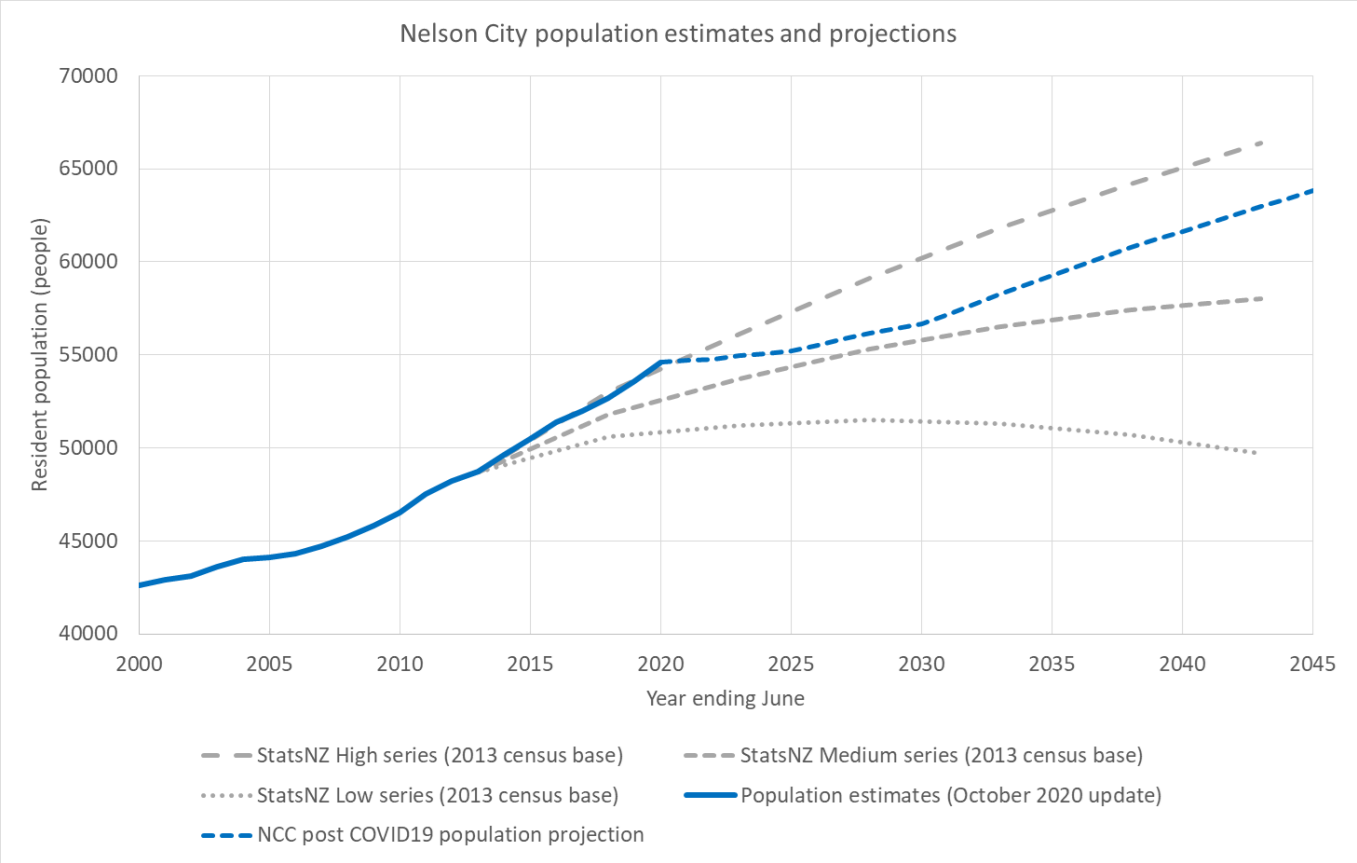
Year	Projected total resident population	Percentage growth from the 2020 base	Cumulative number of additional residents from the 2020 base
2020	54,620		
2025	55,200	1.0%	580
2030	56,640	3.7%	2,020
2035	59,260	8.5%	4,640
2040	61,640	12.9%	7,020
2045	63,840	16.9%	9,220
2050	66,040	21.0%	11,420

In terms of the 2022 Strategy, the growth in population is projected to be 3.7% over the 10 years to 2030 or an additional 2,020 residents living in Nelson City. This relatively low rate of growth will generate some additional pressure on the track network but is not seen as a major driver for additional track capacity in the network.

It is important to recognise that there is very significant uncertainty in any population projection as the short, medium and long term as effects of the COVID19 event are not clear and are unlikely to be for some time. A precautionary approach is therefore recommended.

It is clear from the figure below that the recommended projection is between the Statistics New Zealand high and medium series scenarios. The projection anticipates low growth out until around 2025 before the rate of growth returns gradually to the high series growth rate.

Figure 7: NCC Population Projections (supplied November 2020)



5.9.2 Participation Rates & Trends

Securing accurate and quantifiable information on current participation levels for the front country recreation activities of walking, off-road running and mountain biking in the Nelson/Tasman region is always a difficult process. This is due to the mainly informal and casual nature of the activities on which no reliable information or data is accurately or regularly recorded and is often not extrapolated from the sport as a whole (e.g. mountain biking grouped with cycling which includes road and velodrome, off-road running, which is grouped with road, track and jogging etc.).

As such, a definitive picture of participation is not currently feasible. However, the following data provides indications of the current national and regional participation rates and trends for the area prior to the outbreak and impact of Coronavirus.

Pre Covid 19

Sport New Zealand Insights Data (based on 2013 Census and 2017 Active NZ Survey)

Nelson City Key Findings

- Walking (consistent with national results), is the highest participation activity in Nelson with 52.6% participating equal to the national average, showing growth in participation and event attendance, and a stable level of interest and likely participation.
- Jogging/running is third with 24.5% participating, slightly less than the national average of 26.4%, and recording a decline in interest in the sport from 2011, but an increase in participation over the previous year (2016), likeliness to participate and event attendance appear stable.
- Mountain biking is ninth with 9.3% participating, over double the national average of 4%.

Regional data indicates continued growth except for Nelson where participation appears to have stabilised. School participation is relatively stable showing slight growth, and strongest in the Tasman region.

Table 8: Activity Behaviour of Adults (Active NZ)

Tasman	Walking		Jogging/Running		Mountain Biking	
	Expected Participation rate %	Difference from National Average	Expected Participation rate %	Difference from National Average	Expected Participation rate %	Difference from National Average
Nelson	52.6	-	24.5	-1.8	9.3	5.2
Tasman	52.0	-	23.9	-2.5	9.6	5.6
Marlborough	52.8	-	23.2	-3.2	9.1	5.0

Table 9: Activity trends of Adults (Active NZ)

Tasman	Walking		Jogging		Mountain Biking	
	2017 participation rate	Change from 2011	2017 participation rate	Change from 2011	2017 participation rate	Change from 2011
Interested in Sport	41	No change	17	-3	13	-6
Participated in last year	38	5	16	4	7	No change
Likely to participate in	17	No change	13	No change	4	4
Attend a sport event	3	3	1	No change	1	1

Sport in Schools:

Mountain biking only, no secondary results for walking, or jogging/running.

Table 10: Sport Participation in Schools

	Participation rate % (2017)	Difference (2007)
Tasman	2.9	1.7
Nelson	1.6	1.1
Marlborough	1.2	0.2

Nelson Mountain Bike Club Membership

Most mountain bikers in New Zealand are casual informal users not affiliated to national bodies like Cycling NZ or Mountain Biking NZ. However, it is interesting to note that membership of the local club (NMTBC) is large and growing rapidly

- NMTBC membership has increased by over 100% in the last 4 years, going from almost 900 members in December 2012 to over 1750 in October 2016.
- In 2020, NMTBC membership has grown to 3,500 based on all memberships for NMTBC. It does not include non-members who mountain bike. It does not differentiate between juniors and seniors
- The NMTBC project an increase of 10% by 2030.

BERL Report (2018)

According to the BERL Report, the number of mountain bikers in Nelson in 2018 was 8,140 (20.5% of the resident population). The BERL Report[22] also states:

> The Nelson MTB Club (NMTBC) has a large membership. According to a 2017 survey of 25 clubs by Mountain Biking NZ, the NMTBC was the only one with over 2,500 registered members. Typically, NZ club membership is in the range of 100-500.
>
> High membership numbers for Nelson reflect the additional incentives offered. These include access to the Wairoa Gorge MTB Park and permits for forestry access. To access the Wairoa Gorge riders are first required to be a member of NTMBC, and the club controls the booking system for the limited days that riders can go. Thus, there is a diverse membership by location.
>
> Of the 2,756 individual members (Oct 2017), 540 are from elsewhere in NZ (20%) and 40% international. Nelson City membership numbers are 1,487 and Tasman 729.

New Zealand Cycle Trail Counter Data Analysis 2020

The Evaluation of NZ Cycle Trail – Counter Data Analysis (July 2020) report has data collated from counters across New Zealand for the period 1 March 2019 to 28 Feb 2020. Please note pedestrians include walkers, hikers and runners whilst cyclists include bikepackers, cycle tourers, cycle trail riders and mountain bikers. The 2020 report has the following data on the estimated number of users rather than counts (these could be a user passing the counter in both directions, therefore one user counted twice). Ratios have been used in the analysis of the data.

Nelson City Track Network

As can be seen the counters have recorded significant use by both pedestrians and cyclists at Codgers which is close to the urban area and entry point to the network.

Table 11: Data from counters in Nelson Track Network (1 March 2019 to 28 Feb 2020)

Counter location	Pedestrian users	Cyclist users	Total
Codgers	21,443	51,870	73,313
Beyond Third House	1,947	4,645	6,592
Maitai South Branch	6,411	4,434	10,845

Great Taste Trail

The data below is from locations on the paved pathway sections of the Great Taste Trail. The dominance of cyclists on the Whakatu Drive section may reflect the relatively poor quality of experience for pedestrians from high vehicle noise levels along this part of the route.

Table 12: Data from counters on Great Taste Trail (1 March 2019 to 28 Feb 2020)

Counter location	Pedestrian uses	Cyclist uses	Total
Vincent Street	23,861	80,093	103,954
Whakatu Drive	9,369	69,803	79,172

For further information please see

https://www.mbie.govt.nz/dmsdocument/12641-evaluation-of-new-zealand-cycle-trail-counter-data-analysis-2020

Post Covid 19 – short term demand changes

International mountain biking participation levels are expected to reduce significantly in the short term, before hopefully returning and ideally surpassing pre Covid-19 levels in the long term. Track use by local and

[22] BERL - Nelson Mountain Biking Economic Study 2018

regional mountain bikers is expected to remain relatively stable after an initial decline, and it is hoped national domestic mountain bike tourism responds similarly over the next three years.

The number of walkers (particularly older walkers), hikers and trail runners using the tracks is expected to at least remain stable and may potentially increase in correlation with the region's growing older adult population. As both walking and trail running are relatively low cost and highly accessible activities in our Covid reality, there will likely be increasing demand for the provision of tracks across the range of difficulty grades in the network with related carrying capacity and behaviour management considerations (potentially a need to create more walking/running/hiking only tracks).

5.9.3 Summary of Demand

The casual and mainly informal nature of front country off-road track and trail use, the variance of available data, and the uncertainty over the post Covid-19 user environment make it difficult to quantify current total participation numbers in the Nelson region. However, as was the case in 2016 the current situation needs to be managed in a responsive and, where possible, proactive manner to ensure a positive future for Nelson's front country off-road recreation for residents and visitors alike. Back in 2016 Nelsons front country track network was at capacity and under significant pressure particularly from mountain bikers, now in 2020 its network has been developed effectively to cater for mountain bikers and the mountain bike tourism market of generally advanced riders. However, due to the Covid-19 Pandemic (in the short term at least) the level and type of use is expected to shift quite noticeably to more local, regional and domestic users who will require a more balanced accessible track network catering for a broader skill level than what currently exists.

Local demographics and known growth nodes are now more relevant than ever, as locals will make up the majority of track users in the short term, so it will be important to ensure the track network is easily accessible to all residents in existing and new subdivisions through effective urban planning (e.g. pathway connections).

5.10 Track Network Hierarchy, Grading & Enhancement Procedures (2016)

Key information from the 2016 Strategy is provided below for reference as it is still relevant.

Hierarchy `

In 2015 one of the gaps with Nelson City's front country off-road track network was the absence of any clear hierarchy among the tracks. The following hierarchy was devised to minimise conflict and maximise experience for all track users and remains relevant today.

Shared Use Tracks

Tracks that are available to all users, which will be designed and managed accordingly to ensure that speed and required skill level of potential users is appropriate[23]. This needs to be taken into consideration alongside the needs of vulnerable users (elderly, disabled, younger children, novice and/or older riders) who should always take precedence over other users. It is understood that there will be a need for differentiation between and within shared track users, as clearly inexperienced mountain bikers and less mobile walkers are not compatible, as the inexperienced rider will not necessarily have the skill level to manoeuvre around the less mobile walker who may have no idea a rider is near if they also have a visual or hearing impairment.

Priority Use Tracks

Tracks that are available to all users, however, are most suitable and designed more for a particular user group, who take priority when using the track. For example, a single track in hilly, rooted and rutted terrain that is a mountain biking priority use track. However, some runners or walkers wanting to experience more

[23] Many of these tracks are wide, of a gentle gradient, with a good surface and good lines of sight that are unobstructed by vegetation.

challenging terrain may wish to use it, so they do so in the knowledge they are likely to come across mountain bikers travelling at speed and must maintain vigilance and make way for the biker by moving to the side of the track. The reverse also applies where walkers, hikers and trail runners take priority over mountain bikers. For example, the latter could apply to the Dew Lakes track.

Exclusive Use Tracks

Tracks that are designed, signposted and managed specifically for one activity only; no other users are permitted onto those tracks. For example, a mountain bike only track that offers riders a technical, fast downhill opportunity on narrow single track with tight turns or a narrow hiking track with steep drop-offs. Some walking only tracks are easily accessible, and it is important to ensure the protection of vulnerable users in a peaceful setting (ideally with wide trails and seating where people can stop safely to enjoy the tranquil setting at their leisure).

Where the different types of tracks converge, cross or meet there will be 'slow zones' with warning signs, track modifications to slow users and good lines of sight.

Key Considerations

Clarity in classification of track types and purpose and a clearly defined hierarchy with recognised levels of service.	**Track types and purpose** are clearly defined for each track in the network, e.g. mountain bike downhill, tranquil walk **Track standards:** levels of service are clearly defined and identified for each track in the network, e.g. walking track easy to advanced grade, or mountain biking Grade 1-5 **Hierarchy:** ladder of tracks and ladder of track standards providing for all levels of ability and challenge within the track network
Consistency in use of standards in classification of each track within the network and consistency in communication to users of the standard of each track within the network	The track is signposted and marked on maps (print and online) as being of a specific standard with consistent level of safety, forward vision and gradient. It is preferable track grades remain for the entire track length, however if a change does occur it will be made clear via onsite and online signage in future).
Channelling encourages users to use tracks that are suited to their needs and expectations and enables exclusive use of a particular track or area or location when needed. *Where this isn't practical (e.g. an experienced mountain biker using a slower shared track as a link to a more technical trail) they need to ride at the pace of the track – adopting the principle of 'the path determines the behaviour' which will need to be part of the education process.*	**Separation:** keeping different users apart for all or part of a route. Separation of types of users is accepted as a means to minimise conflict between users and to manage demand. **Exclusive use:** being the most important user relates to fairness of access and provision (and track hierarchy), e.g. where the route has high value for a specific user group because of unique or special attributes not generally or widely available within the network.

5.11 Strategic Alignment

This strategy has given due consideration to and sought alignment where relevant with the following organisations and/or policy documents. Where relevant summaries of key aspects can be found in the relevant appendices.

International

- International Mountain Bike Association (IMBA)

National

- Sport NZ Strategic Direction 2020-2032 & Strategic Plan 2020-2024
- NZ Walking Access Commission (NZWAC) Walking Access Strategy 2017-2022
- Cycling NZ Strategic Overview 2017-2020
- Recreation Aotearoa NZ Mountain Bike Trail Design and Construction Guidelines 2019
- Mountain Biking NZ Constitution 2017

Regional & Local

- Nelson City Council 2060
- Nelson City Council LTP 2018-2028 and 2021-31 to the extent possible through its development
- Nelson Tasman Climate Forum Charter 2020
- Te Tauihu Intergenerational Strategy 2020 Tūpuna Pono – To Be Good Ancestors
- Nelson Biodiversity Strategy
- Nelson City Council 'Out and About' - Active Travel and Pathway-based Recreation Policy – October 2015
- BERL - Nelson Mountain Biking Economic Study 2018
- Nelson Tasman Cycle Trails Trust Strategic Plan 2015-2020, 2020 Concept Plan
- Mountain Bike Trails Trust (MTBTT) – Nelson, Tasman, Marlborough 2015 Strategic Plan and various supplementary documents supplied by the MTBTT
- NMTBC Resource Consent for track development

5.11.1 Sport NZ Strategic Direction 2020-2032

Sport New Zealand is the kaitiaki (guardian) of the Play, Active Recreation and Sport system in Aotearoa New Zealand. As a crown agency, they promote and support quality experiences in Play, Active Recreation and Sport, including elite sport, to improve levels of physical activity and, through this, ensure the greatest impact on wellbeing for all New Zealanders.

The 12-year strategic direction is outlined below, and their work towards those long-term goals will be outlined in three four-year Strategic Plans.

Vision is *'Every Body Active'* which means:

- All tamariki, rangatahi and adults being physically active through Play, Active Recreation and Sport.
- No one missing out on the benefits of Play, Active Recreation and Sport, regardless of factors such as gender, disability, ethnicity, sexual orientation or where in Aotearoa New Zealand they live.
- Every New Zealander is able to access a quality experience at home, within their neighbourhood and across their community.
- Communities are collaborating, generating ideas, and owning the creation and promotion of opportunities for all New Zealanders to be active.

Purpose

To contribute to the wellbeing of everybody in Aotearoa New Zealand by leading an enriching and inspiring Play, Active Recreation and Sport system.

Key Principles

- **Inclusivity**
  Every New Zealander has the right to participate in Play, Active Recreation and Sport within an inclusive environment, and to be treated with respect, empathy and positive regard.
- **Wellbeing**
  Being active contributes to wellbeing.
- **Crown-Māori relationship**
  The Crown-Māori relationship underpins our work with and for Māori.
- **Attitudes and behaviours**
  Influencing levels of activity involves changing attitudes and behaviours.
- **People at the centre**
  Individuals and their whānau are at the centre of what we do and need to have a voice in decisions that affect them.
- **Partnerships** We are most effective by working with and through other

Long Term Goals - By 2032, they aim to achieve four outcomes that contribute to wellbeing:

1. **Frequency**
   Improved frequency, intensity, time and type of participation in Play, Active Recreation and Sport.
2. **Experience**
   Enhanced experience of participants, supporters, volunteers and workforce.
3. **Variety**
   Increased variety of culturally distinct pathways for tangata whenua and all New Zealanders.
4. **System**
   Improved system that is capable, inclusive, trusted and reflects Te Tiriti O Waitangi and the principles of Partnership, Protection and Participation.

Five Leadership Priorities

- Direction Setting
- Insights
- Advocacy
- Collaboration
- Investments

Partners

- National Sport Organisations (NSOs)
- Regional Sport Trusts (RSTs)
- National Recreation Organisations (NROs)
- Education Organisations
- Disability Organisations
- Local and regional Councils
- Māori National Sport Organisations
- Hapu, Iwi mandated authorities, Māori Organisations
- Crown entities
- Others with a mandate to support their community

5.11.2 Sport NZ Strategic Plan 2020-2024

Key Focus

Tamariki (5-11)

Efforts will focus on Play and Physical Education (PE) in primary schools and kura. These are key formative years for the development of the skills, known as physical literacy, that encourage being active for life.

Rangatahi (12-18)

Efforts will focus on Active Recreation and Sport, prime interest is in improving the quality of experiences, opportunities and support offered to this age group to keep them being active.

Goals

- **Improve activity levels for tamariki and rangatahi in 2020-2024** - balancing targeted initiatives with longer term system change.
- **Improve the activity levels of tamariki and rangatahi who are less active** – prioritising communities that are facing greater levels of deprivation.

- **Ensure effective systems exist to reach tamariki and rangatahi –** achieved focusing on whole-of system issues like integrity, diversity and inclusion, research, reporting, reflecting Te Tiriti o Waitangi through embedding Treaty Principles.

The New Zealand Walking Access Commission National Strategy 2010-2022

Commission Vision: Journeys across the land and to our special places | Te mauri o te hīkoi

The New Zealand Walking Access Commission / Ara Hīkoi Aotearoa work with communities to create and tend to tracks and trails, resolve disputes and care for our land and the people who live, work and play on it. They are building a legacy of public access to the outdoors for everyone in New Zealand, from walkers to mountain bikers, anglers to horse riders, landholders to trail runners and beyond, and providing leadership on outdoor access issues.

They are also administering the national strategy on outdoor access, which includes tracks and trails mapping outdoor access, providing information to the public, overseeing a code of responsible conduct, helping to resolve disputes and negotiating new access.

The National Strategy 2010-2022

The strategy outlines the access heritage that underpins New Zealanders access to the outdoors, takes stock of progress made and looks forward to the changes required in the coming five years. It is the second iteration of the Walking Access Strategy following the formation of the New Zealand Walking Access Commission Ara Hīkoi Aotearoa in 2008, fulfilling the organisation's function under s10(1)(a) of the Walking Access Act 2008. More than that, this strategy lays out a direction for the Commission so that locals and tourists alike can enjoy access to the outdoors.

It states:

> 'New Zealanders are rightly proud of our natural environment. Access to the outdoors is a very important part of who we are as a people. Beaches, rivers, lakes, mountains and wild places form an important part of every New Zealander's cultural identity.'
>
> 'As tourism – both domestic and international – increases, and New Zealanders are increasingly interested in walking and cycling, the demand for public access is also increasing. In and near urban areas, increased interest in health and fitness has led to a need for new and improved access infrastructure. More and more, some of our most popular trails are nearing capacity, and infrastructure is starting to struggle with demand.'
>
> 'The Commission can also play a vital role in connecting trail development initiatives – both volunteer- and government-led – and providing the technological and other support that they need to ensure their plans are complementary and long-term.'

Increasingly the Commission focus is on two different types of access

- **Access as a means to an end** – for example, access across a farm to reach a river for fishing, or into a plantation forest for deer stalking.
- **Access as an end in itself.** This is where the access itself is the goal, such as creating a track for walking, cycling, or horse-riding.

Key projects

- Leading and supporting access planning in key areas around New Zealand.
- Development of access policy and perspectives.
- Effective digital communication.
- Establishing and improving relationships with iwi.
- Providing leadership and support to trail initiatives.
- Creating and sustaining access and resolving access disputes.

Desired Results

- Managed access is available where it will add most value to communities.
- People know how to find access, and how to behave when using it.
- Landholders and local authorities understand the need for, and provide, enduring access.
- Trails are in places that connect communities to each other and to community assets.

5.11.3 Recreation Aotearoa NZ Mountain Bike Trail Design and Construction Guidelines 2019

These new collaboratively developed guidelines are in response to Mountain Biking quickly becoming a mainstream sport, with a broad range of bike trails being developed all around New Zealand.

Projects are now being driven by land managers such as DOC, Iwi, local and regional/ unitary councils and private landowners, adding a more structured and professional approach to complement the well-established volunteer based, club driven structures. However, often the project manager or engineer managing the project has no background in the sport, and the volunteer driver may be light on the steps needed to produce a fit for purpose product.

These guidelines are intended to help all parties involved in mountain bike trail design and construction to develop and clarify their understanding of the creative elements that go into delivering a fun and safe trail experience at each of the six different grades of difficulty.

The guidelines give detailed and defined specifications for new trails at each grade and provides a template for the maintenance and auditing of existing trails. Any organisation involved with developing, building, maintaining or auditing a trail is encouraged to use these guidelines - with the overriding goal for NZ being a level of consistency and continuity around trail grading to ensure a fantastic user experience.

5.11.4 Mountain Bike NZ

The MTBNZ website (July 2021) includes the following information.

Since 1992 Mountain Bike New Zealand (MTBNZ) has been the national body for mountain biking in New Zealand and it is responsible for supporting the development and growth of both competitive and recreational mountain biking.

Mountain Bike New Zealand and Cycling New Zealand work together to grow and develop mountain biking as a sport for New Zealanders, through promoting participation and membership, development pathways, securing and administering national and international level competition.

As the sports' volunteer member organisation, MTBNZ represents Clubs and interfaces with them to inform its members.

Mission Statement

"to support our clubs to encourage all bike riders into the sport mountain bike riding"

MTBNZ focus on

- Encouraging participation in mountain biking and membership to local mountain bike clubs
- Building stronger club networks and alliance relationships
- Support talent development in all areas of the Sport
- Seek opportunities to raise funds to support the Sport
- Encourage and support clubs to run or assist in running National level events
- Fostering regional collaboration and partnerships to ensure the viability of ongoing advocacy to Cycling NZ and other sporting organisations for the Sport
- To build the capability within the MTBNZ Executive to ensure leadership of the Sport at all levels

The **core activities** of MTBNZ are:

(a) To promote and represent the interests of competitive mountain bikers in New Zealand

(b) To oversee, administer, and sanction events for competitive mountain bikers in New Zealand.

(c) To provide fair representation directly or by affiliation, for all individuals and organisations who participate in the Sport

The Organisation shall accomplish these activities by:

(a) Providing uniformity, transparency and fairness in the governance of the Sport

(b) Support mountain biking clubs and organisations in a manner that seeks to develop the Sport

(c) Seek and negotiate sponsorships for the Organisation

(d) To approve and co-ordinate Awards and Grants being made its members

(e) Assist its members and promote them in international competition, when appropriate and in conjunction with Cycling NZ

(f) Comply with and satisfy the requirements of the Incorporated Societies Act 1908, including filing annual financial statements, changes to the rules of the Organisation and changes to the Organisation's contact details.

5.11.5 Nelson Mountain Bike Club (NMTBC)

NMTBC has approximately 3,500 members and is the largest club in the top of the South Island, and the second largest Mountain Bike organisation in New Zealand.

Vision:

For Nelson to be an exceptional place to mountain bike.

Mission Statement:

To facilitate, advocate, promote and encourage mountain biking in Nelson. Fostering local mountain bike trails and events, creating distinctive and valued community assets for the enjoyment of mountain bike riders of all abilities.

Objectives:

To ensure that NMTBC achieves its vision, the committee has defined some key objectives:

1. Foster and strengthen positive relationships with land-owners, local authorities and other stakeholders.
2. Support the development and maintenance of high quality mountain bike trails and infrastructure that caters for all levels of riders.
3. To have a positive effect on Nelson's environment.
4. Encourage and support mountain bike events in Nelson (racing, working bees, social events etc.).
5. Be a positive voice for mountain biking in Nelson.

5.11.6 Nelson Tasman Cycle Trails Trust Strategic Plan 2020-2025

The Nelson-Tasman region is a premier destination for domestic and international visitors drawn by a range of world class cycle trails and associated attractions and facilities and has a high quality commuter and recreation cycle trail network for the local population. The Nelson Tasman Cycle Trails Trust was formed in 2009 in response to the Central Government investment initiative to develop and promote two nationally significant Great Rides in the region.

Figure 8: Nelson Tasman Cycle Trails Trust Strategic Framework



Priorities under Infrastructure with relevance to the land area covered in the 'Out and About – On Tracks' Off-road Strategy include:

- Off-road cycle trail down Maitai
- Extend/ link one or two trails (Maungatapu Link is included as one of four priorities)

5.11.7 Mountain Bike Trails Trust – Nelson, Tasman, Marlborough

The MTB Trails Trust has a website and extracts are listed below.

The Trust was formed to advance the management, development and maintenance of the mountain bike trail network in the Top of the South Island to a more professional level.

Vision:

'Position the Top of the South as a national and international mountain biking destination, by developing a network of mountain bike trails for all abilities that will be a valued community asset'

Core Philosophy

Those values important to the Trust are:

- Community focused, environmentally sustainable and low impact approach to all Trust endeavours
- Open engagement with land managers and MTB community
- Free access to all trails where possible and appropriate
- An International Mountain Bike Association based approach to all trail development projects i.e. a sustainable design and build process will be used for all projects the Trust is involved with, including principal trail build leaders and contractors undergoing appropriate training and up-skilling
- in sustainability
- A professional approach to project management. Removing the load on council and DOC staff to drive public land projects through this approach
- No reliance of any kind on gambling based funding organisations for funding

The Trust website includes its Epic Trails Plan for the development of a network of back country trails in the Nelson - Tasman Region. There is one new trail proposed with relevance to the land area covered in the 'Out and About – On Tracks Strategy, the Coppermine Saddle to Rocks Hut route.

5.11.8 BERL - Nelson Mountain Biking Economic Study 2018

This report provided an estimate of the amount of spending that is added to the Nelson economy by mountain biking, looking at the attracted and retained expenditure, and the flow on effects to provide a measure of the direct economic benefits of mountain biking (MTB) to the Nelson-Tasman region.

It provided a snapshot, explored the future potential, outlined constraints, and made recommendations for the future focus – as summarised below.

Snapshot

Nelson-Tasman region

$17.1 million of new and retained spending will occur annually as a result of the mountain bike trails in the Nelson-Tasman region. Including the flow on effect of this spending (multiplier effects), it will generate for the Nelson-Tasman economy a total of **$15.5 million in GDP and total additional employment of 211 FTEs** (Full Time Employees).

Nelson City

$8.5 million of new and retained spending will occur annually as a result of the mountain bike trails in Nelson City. The $8.5 million in direct spending will in the first instance generate $4.5 million in GDP and provide employment for 79 FTEs. Once multiplier effects are taken into account, the activity generates a total of **$14.5 million in expenditure, $7.5 million in GDP and total additional employment of 106 FTEs**.

There is also a wide selection of associated commercial activity supporting the spending. This includes local bike shop sales, mountain bike hire / guide operation and trail journeys. In addition the activity brings health benefits, with walking and cycling being top recreational activities in the Nelson-Tasman region.

Future Potential

Nelson-Tasman region

Conservative estimate in ten years' time the direct expenditure will measure $43.3 million, with $22.6 million of direct GDP being generated in the region, and the employment of 403 FTEs. Once multiplier effects are taken into account, the total annual economic impact in ten years' time will be $39.5 million in GDP and the total employment of 538 FTEs.

Nelson City

Conservative estimate in ten years' time the direct expenditure will measure $21.7 million, with $11.3 million of direct GDP being generated in the city, and the employment of 202 FTEs. Once multiplier effects are taken into account, the total annual economic impact in ten years' time will be $19.1 million in GDP and the total employment of 270 FTEs.

Using the example of Crankworx in Rotorua, a similar event held in the Nelson-Tasman region, could add an additional spend of $3.4 million to the region, with a total economic impact on the region of $3.1 million in GDP and the employment of 42 FTEs in the Nelson-Tasman region and would have a total economic impact to Nelson city of $1.5 million in GDP with total employment of 21 FTEs.

Constraints

Recent growth in mountain bike (MTB) events and visitor activity is evident, although future growth is believed to be constrained by limited uphill shuttle services (other than Wairoa Gorge), easy access or gondola options compared to Rotorua, Queenstown and Christchurch for example, and Inadequate support infrastructure at key entry points, particularly at the popular MTB parks and trails as in the Maitai Valley. This includes parking, toilets, rubbish bins, bike wash facilities, and bike repair and food outlets. The absence of such facilities limits the ability to hold MTB events and attract return visitors. Also, a need for greater promotion of the regional MTB offering including the diversity of options, attracting MTB events, "must do" trails, package deals and the case for coming to Nelson-Tasman for the best MTB experiences that NZ can offer.

Future Focus

- **Investment in a central hub for the Maitai Valley area** including vehicle parking, toilets, bike wash, rubbish collection and space for commercial operations like hire, repair services and cafés.
- Develop an extensive skills area in the Maitai Valley to encourage mountain biking by all ages.
- Develop a regional (Nelson-Tasman) approach to providing further MTB support infrastructure at other key popular MTB areas including Richmond Hills/Silvan Forest and Kaiteriteri. Work with the Nelson MTB Club

and Trails Trust to continue raising the profile of the Nelson/Tasman region nationally as a premier MTB destination.

- **Undertake a survey of mountain bike users in the Brook/Maitai Valley area to better understand local vs visitor use**, frequency of use, visitor spend and length of stay, favourite tracks, improvements to be made and support for events.
- Invest in the promotion of national and international events in conjunction with NMTBC, the Nelson-Tasman regional Development Agency and commercial MTB interests.
- Promote the multi-use of trails and the support infrastructure to encourage other uses such and walking/running. This would involve a combination of dedicated tracks for walkers and runners.

5.11.9 Nelson City Council 2060

A visionary document of what Nelson will be like in 2060 based on feedback from community workshops in 2011.

Vision:
'Nelson 2060 is an inclusive city, with a diverse range of residents who can connect easily to each other and to the beautiful place we call home. Our inclusive leadership style supports our unique approach to living, which is boldly creative, ecologically exemplary, socially balanced and economically prosperous'

There are Four Themes (the most relevant are highlighted) that are supported by ten goals:

- A sustainable city of beauty and connectivity
- Outstanding lifestyles, immersed in nature and strong communities
- A strong economy, built on knowledge and understanding
- Successful partnerships providing good leadership

The Ten Goals:

- We support and encourage leaders across our community
- We are all able to be involved in decisions
- Our natural environment – air, land, rivers and sea – is protected and healthy
- We produce more of our own food
- We are able to rapidly adapt to change
- We move from using fossil fuels to renewable energy sources
- Our economy thrives and contributes to a vibrant and sustainable Nelson
- Nelson is a centre of learning and practice in Kaitiakitanga and sustainable development
- Everyone in our community has their essential needs met
- We reduce consumption so that resources are shared more fairly

5.11.10 Nelson City Council Long Term Plan 2021-2031

This plan sets out Council's work programme over ten years.

Vision

He Tāone Tōrire a Whakatū

Nelson – A Smart Little City

Mission

We shape an exceptional place to live, work and play

Community Outcomes

- Our unique natural environment is healthy and protected
- Our urban and rural environments are people friendly, well planned and sustainably managed

- Our infrastructure is efficient, cost-effective and meets current and future needs
- Our communities are healthy, safe, inclusive and resilient
- Our communities have opportunities to celebrate and explore their heritage, identity and creativity
- Our communities have access to a range of social, educational and recreational facilities and activities
- Our Council provides leadership and fosters partnerships, a regional perspective, and community engagement
- Our region is supported by an innovative and sustainable economy

Council Priorities

- Infrastructure
- Environment
- City Centre development
- Housing affordability and intensification
- Maitai River Precinct
- Creating a sustainable transport culture

5.11.11 Nelson Tasman Climate Forum 2020

Purpose
The Nelson Tasman Climate Forum is a recently formed collective of organisations and individuals who are committed to act promptly, strongly, and responsibly, together and individually, to achieve the Goals of the Forum, as set out in the Nelson Tasman Charter (summarised below)

Functions
The Forum shall

a. Develop and lead the implementation of the Nelson Tasman Climate Strategy
b. Order its work, including adopting Operating Procedures and forming working groups as it considers appropriate
c. Recommend to other organisations, groups and individuals, actions they could take in support of the Nelson Tasman Climate Charter or the Nelson Tasman Climate Strategy
d. Undertake further activities required to reach the goals laid out in the Nelson Tasman Climate Charter. Such activities could include, for example, collection and sharing of data and information, training and capacity building, the development of alternative and more sustainable practices, mobilisation of resources, building relationships and alliances, mobilising and organising, research and action as advocates, and advocating for improvement and revision of policies and programmes.

Climate Charter

Mission: To enable expanded and accelerated climate change in our region through the connection and alignment of people across and within communities and organisations.

Goals
The goals of the forum are to enable and empower Nelson Tasman communities to:

1. Rapidly reduce our region's greenhouse gas emissions consistent with the urgency of the situation
2. Adapt to the likely economic, social cultural, and environmental effects of climate change.
3. Respond to climate change in a way that recognizes the rights of all people and living things provides for an equitable and resilient society

5.11.12 Te Tauihu Intergenerational Strategy 2020

Te Tauihu Intergenerational Strategy was completed in November 2020 and has a strategic focus on Tūpuna Pono – To Be Good Ancestors. It is a wide ranging strategy and has a focus on intergenerational wellbeing. It has some references of note for recreation including:

In the section on People & Communities (p. 20) the Strategy refers to the need for our communities to take part in recreation and leisure pursuits.

In the section on ‘Place’ (p. 22) the Strategy refers to our shared spaces are places where people want to be. Further that they are used for recreation and are places to come together for shared activity.

The figure below is the Oranga Te Tauihu strategic framework.

Figure 9: Oranga Te Tauihu: Our Intergenerational Wellbeing Framework



5.11.13 Nelson Biodiversity Strategy (2018)

The purpose of the Strategy is to continue to build a biologically rich and sustainable future for Nelson through aligned action on biodiversity.

Vision

Our vision is that Nelson is celebrated as the gateway to a region richly endowed with natural places that teem with native plants and animals.

The mauri (life force) and wairua (spirit) of ecosystems and species of significance to tangata whenua, and to the community as a whole, are protected and enhanced.

Nature is accessible in and around the City.

Tangata whenua customary use of ngā taonga tuku iho (the treasured resources) is a recognised and accepted part of the wider integrated management of biological diversity in Whakatū.

Valued exotic species thrive in appropriate places, and pests and weeds are controlled and/or eradicated.

Principles

The eight principles for biodiversity management action by the parties to this Strategy have been reaffirmed as:

1. Our unique ecological heritage will be protected now and for future generations.
2. Action will contribute to the sustainable management of Nelson ecosystems and take into account our national and global responsibilities.
3. The biodiversity foundations of Nelson's prosperity will be protected and enhanced.
4. The precautionary principle will be used in making decisions to allow for the limits to our understanding of biological complexity.
5. Costs, benefits, and risks, including environmental effects, will be rigorously assessed to enable best use of limited resources.
6. Nelson's sense of community and its capacity for cooperative enterprise will be fostered.
7. Action will encourage individual responsibility, participation, equity, and humane treatment.
8. Partners will work within their organisations to ensure that these commitments are discussed, understood, and acted on by all appropriate staff.

Figure 10 Nelson Biodiversity Strategy (2018) Goals, Objectives & Outcomes

