

Parks Network Plan Amendment consultation (22 April – 17 June 2016) – Summary of written submissions and proposed Parks Network Plan (PNP) changes to camping policy and Akatarawa Forest Map 20

Table 1. Summary of Camping policy related submissions and changes proposed

CAMPING POLICY				
Submission number	Submitter	Summary	Officer comments	Officer recommendation Proposed changes – extent to which accepted or not accepted in final plan (new text bold, deleted text strikethrough)
1	Craig freeman	Supports the proposed changes to camping policy as well as additional 4wd tracks.	Noted	No change to proposed policy
2	Judith Dale	Supports the changes and thinks GWRC is doing positive work which should be maintained.	Noted	No change to proposed policy
3 (also submission 16 in Appendix 2 Akatarawa Map 20 submissions)	Chris Horne & Barbara Mitcalfe	Does not support the proposed extension of the maximum stay-period from seven days to fourteen days during the period 20 December to 31 January. Suggests families may miss out if others stay for more than a week. However the submitter supports the proposal to limit the maximum stay in camp-grounds to forty days per twelve-month period, which they suggest will benefit families.	Noted. The maximum of 14 days at the busiest time is proposed to ensure more availability for families' at the most popular time of year for stays.	No change to proposed policy

Table 2. Summary of Akatarawa Forest Map 20 submissions

AKATARAWA FOREST MAP 20				
Submission number	Submitter	Summary	Officer comments	Officer recommendation Proposed changes – extent to which accepted or not accepted in final plan (new text bold, deleted text strikethrough)
1	Craig freeman	Supports the proposed changes and additional 4wd tracks	Noted	No change to proposed policy
2	Ryan scullion	Suggests that identifying more tracks not previously on the map will mean further use of them. Concerned that the track work undertaken by volunteers on less well known tracks will mean they are used by quads and trail bikes who may damage the tracks.	Noted. Rangers are aware of the issue with some inappropriate visitor behaviour and there are now more ranger patrols. Rangers working with Kapiti-Mana Motorcycle club to raise awareness of appropriate trail user behaviour.	No changes to proposed policy
3	Richard Foote	Can't make the drop in session at Upper Hutt office but would like minutes of the meeting.	There are no meeting minutes because it was an informal drop in and chat session. This summary will be publicly available with Council report.	No changes to proposed policy
4	Jenny Rowan	Has previously had concerns but on reviewing the map, submitter can see that it has been a large amount of work to balance recreational use versus environments protection and we have done this well. Supports the map and wishes us well with submissions.	Noted.	No change to proposed policy
5	Robin Chesterfield, park neighbour	Suggests that the PDF map is useful for showing track and road names, but does not define clearly the boundaries of the areas not open to motorised recreational vehicles. Also suggests that the areas not open to recreational vehicles and the tracks that are available to motorised recreation outside these areas should be clearly indicated on the GW GIS. Notes that some new tracks have been cut in the Little Akatarawa area in the North East of the park and used by motorbikes. Has also observed that large exposed rimu tree roots have been cut by a chainsaw in places. Agrees with motorised recreation in the forest,	Accepted re private land boundaries. All areas outside identified tracks are not accessible to motorised recreation. Concerns re unauthorised track cutting shared by park managers and noted. Additional fences and signs to be considered in liaison with land	The final map better illustrates private land boundaries and a version for public information will have supporting text. Final map legend or notes identify that all other areas are not accessible to motorised recreation vehicles. Operational changes such as additional fences and signs for private land boundaries to be investigated further as well as other options to restrict access to

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		but also think that some areas should be excluded to motorised recreation. Suggests that plantation forest areas are a fire risk in dry conditions and recreational vehicles increases this risk further. Would like to discuss further with GWRC officers.	owner. A conversation was held to discuss.	the Mt Barton area.
6	Peter Barber, Taranua Tramping Club	Suggests that shared track behaviour could be enhanced by people sounding a horn when they approach other vehicles, pedestrians, or on blind corners. Also suggests that there should be a 10km/hr speed limit in place for vehicles passing pedestrians. Suggests that electric vehicles will be hard to hear approaching walkers from behind.	Noted. There is an existing 'trail and quad bike user code' which has a speed limit of 30km/hr and behavioural recommendations. All visitors are encouraged to share tracks with care. However this can be updated to include a recommendation such as 'pass walkers and horse riders at a walking pace'.	Changes can be made to the trail user code brochure when it is updated and reprinted in future.
7	Finbar Kiddle, Heritage New Zealand Pouhere Taonga	Heritage New Zealand Pouhere Taonga (HNZPT) has no issues with the changes, and they note that there are no recorded archaeological sites within the area of the proposed tracks that would require an archaeological authority from HNZPT. They suggest that there is always potential for earthworks and other activities to uncover an archaeological site, and in this eventuality, an archaeological authority is needed prior to any modification or destruction of the site.	Noted. The GWRC Accidental Discovery Protocol' is activated if archaeology is found during excavation work.	No change to map or plan.
8	Steve Meeres, Hutt Valley Mountain Bike Club	The Club are concerned about motorised vehicles having more access to The Akatarawa Forest. They identify that they are not concerned about the revised map, but rather the behaviour of motorised vehicles damaging the forest and overgrown and regenerating tracks. The club attached photographs to their submission of an old track off Whakatikei Road from Titi Road with tree damage undertaken by chainsaw.	The map does not create additional access but rather represents existing tracks that were not previously mapped. Advice of unauthorised track cutting noted and investigated. Also see #5.	No change to map

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			Meeting to be held with submitter to discuss details.	
9	Keri Te kawa, Te Whanau Forestry Partnership (park neighbour)	Park neighbour near Cooks Ridge Road, Cooks Road, Chesterfields block and Cleary's Roads. They identify that they have forestry Roads and tracks through their land and that used to be a lot of 4wds, motorbikes, hunters and mountain bikers and signs of horse riders accessing their land. They erected signs to note that their land was private property and also installed a locked gate but still have unauthorised motor bike access. They are concerned that proposed tracks will increase unauthorised access further. They suggest that the map could delineate private land better and that there is no access to private land. They would like to discuss other measures to limit unwanted access such as improved signage.	Meeting with private land owner to be held to discuss options further in relation to unauthorised access of private land. Additional fence, gates and signs to be considered as well as other management measures. Also see #5.	The map has been updated to make private land clearer and name additional tracks. The track users' code will include a reference to keeping out of private land when it is updated in future. Parks rangers will work with private land owner(s) to identify management measures. Also see #5.
10	Gerald and Marion Arthur	Submitter is most interested in the Little Akatarawa River catchment, and surroundings, including the tracked ridge that accesses Mt Barton from the south. They are pleased that vehicle access to this area is excluded, but concerned for health of large Karapoti Rata in this area. Says that there has been minor unauthorised trailbike activity and trail cutting through parts of this catchment which they communicated to GWRC and had discussions with park rangers. They identify the areas of unauthorised access as part of the Mt Barton southern access ridge, a ridge running northwest from the 502 metre spot elevation, and an old tramway route running north alongside a side stream east of the 386 metre elevation. They would like to remind GWRC about this activity and hopes further action is taken to discourage access to this area.	Parks officers have conducted site visits with the submitter and are also concerned about unauthorised access. Also see #5 and #8.	Management measures to include patrols and monitoring of unauthorised access. ARAC to also undertake further monitoring and communication to members. The map has been updated to provide greater clarity about access restrictions in this area.
11	Carol Lough, Kaumatua Tramping Club	The Club doesn't often see GWRC rangers in the forest. Suggests that it is not correct to say almost new tracks on map are existing ones. Suggests that there are numerous new motorised bike tracks which have been cut in the last five years, particularly in the Karapoti – Mt	The park is large and regular ranger patrols take place. An additional ranger has been employed which will see	Follow up investigations by parks officers re Mt Barton unauthorised access tracks (as above #5 & 8). The Motorised Recreation Users' code will be included

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		<p>Barton Basin areas by trail bikers with chainsaws. They suggest that the tracks vary from one to two metres wide and have damaged the bush, but that some follow old forestry/logging roads or logging tram tracks. They identify that Club members have not encountered motorised bikes in the Mt Wainui area.</p> <p>They suggest that the noise created by motor bikes is annoying to other users and drives animal and bird life out of the forest into neighbouring areas. They find that tracks used by motor vehicles become too rutted for walkers and others and have drainage issues. The Club support the closure of other areas of the forest to motorised recreation access and looks forward to enforcement activities.</p>	<p>additional patrols. ARAC members undertake regular visits to the park and are also authorised to issue access permits.</p> <p>Parks managers are aware of the unauthorised track cutting near Mt Barton (as per other submissions above).</p>	<p>with map 20 to foster minimal impact activity practice. Further range patrols now possible with an additional forest ranger appointed for the park.</p>
12	Neil Blackie, Cross Country Vehicle Club	Refer detailed response below in Table 3.	As per Table 3 below.	As per Table 3 below.
13	Andi Cockroft, Akatarawa Recreational Access Committee	<ol style="list-style-type: none"> 1. ARAC is fully supportive of closure of areas of high ecological value – e.g. the Whakatikei Wetland as identified within the recent Key Native Ecosystem Plan 2. Some road names seem inaccurate – e.g. Toi Toi Road runs from Hydro Road to Rimu Road and no further. At this junction Cleary’s Road runs back to Puketiro Road. 3. Roads that either start or end (or indeed cross) private land must be excluded, although access may be made by consent of the adjoining landowner. 4. Map 20 needs to be regarded as a “living” document in that usage of tracks and trails may vary to suit GW and/or ARAC needs. Such variations to be mutually agreed 	Support for revised map 20 noted. Further changes and corrections are proposed for map 20 to add more detail and correct minor errors.	Changes to map made as per detailed discussions during meetings with GWRC parks officers. The map will be updated in future as conditions change and as part of the Parks Network Plan review if required. The Track Protocol developed with ARAC outlines the process for consideration of changes to the track network.
14	Dean Johansson On behalf of Kennett Bothers	Supports the development of a framework and guidelines for motor vehicle access to the Akatarawa Forest , the map revisions which are the result of such a long and thorough process, and working through ARAC. Suggests that access maps should be as comprehensive and up to date as possible. Suggests that ongoing revision and assessment is required and access limited where necessary.	Noted	The final map shows as much detail as possible, noting that it is not for navigation purposes.

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15	Nadine Veitch	Regular horse rider in the forest and also a mountain biker and runner. Concerned about access into the Puketiro Forest for casual use for motorbikes and the possibility of more activity. Submitter has not experienced issues with four wheel drives, but found that motorbike riders often disregard signs and approach horse and mountain bikers too fast. Says that Cooks Block B is used often by dog walkers, mountain bikers and horse riders, but there have been issues with near misses with motorbikes. Suggests that all Puketiro Forest tracks are category B, events only. Also asks that consideration is given to reinstating locked gates on Cleary's and Hydro Roads.	Noted. Gates at Cleary's and Hydro Roads are in place but not closed and locked because of ongoing vandalism. Other management measures are found to be more effective such as ranger patrols and one to one discussions with trail users and club representatives	Further signs and other communication material to be considered. Map 20 Puketiro Forest tracks will be category B, events only.
16	Barbara Mitcalfe	Have visited the Akatarawa Forest over the last three decades, as trampers and as contractors to GWRC and have observed damage to native ecosystems by 4WD vehicles, trail bikes and quad bikes. Has observed new tracks being created without permission by GWRC which they consider to be unacceptable. Notes the problems of driving on 4WD roads and erosion issues created. Recommends that GWRC make it very clear to all users of motor vehicles in Akatarawa Forest, including all members of ARAC, that illegal track construction will be prosecuted.	Noted. Park rangers are aware of the unauthorised track cutting in some parts of the forest. Information supporting the map will reinforce the requirement for park visitors to stay on designated tracks. The Park Bylaws support protection of native forest and enforcement activities.	Further ranger patrols are now possible with an additional ranger assigned to the forest. ARAC members also support GWRC management activities in the park, providing valuable additional resources in surveillance and monitoring. Other changes proposed as above including additional signs and updated information, in particular a revised and more detailed Map 20.
17	Tom Lo, WF4X4	Fully supports the changes proposed to Map 20 for the Akatarawa forest.	Noted	No changes proposed
18	New Zealand Four Wheel Drive Association	Fully support the Cross Country Vehicle Club Wellington and their submission. Would like to assist with consultation or communication to their affiliated Clubs which they identify as being amongst the largest recreational users of the Map 20 area. Also happy to assist in managing issues or rule changes for the forest.	Noted. Meeting held with CCVC representatives. A more detail final map will address the majority of concerns raised. The association will be notified of	No changes proposed

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			the final plan map. GWRC works with ARAC as the entity for communicating and consulting with 4WD clubs in the region.	

Table 3. Submission 12 CCVC (Cross-country vehicle club) detailed submission and response

Summary	Officer comments	Officer recommendation
a) Has a recognised grid system and Topo detail as per the BP32 Geotif, with co-ordinate numbering shown on at least two of the edges, thus enabling unambiguous identification of locations to both Council and forest users. The A, B, C and numeric legend used previously was unique and not of great value to parties who did not necessarily have access to that legend (for example the emergency services);	The Parks Network Plan map 20 is not intended for navigation purposes.	The final map provides greater clarity for users.
b) Shows existing access points, main features and areas of specific usage. Where the access is to/from private land this should be noted. Whilst it is primarily a map for motorised recreation, as the likely only comprehensive map it will also serve other users (cyclists, walkers, horse riders) and should be compiled with that in mind;	Agreed. Private land will be better identified in the final map. Only authorised GWRC access points will be shown. The map is intended for motorised recreation users.	As above
c) Identifies all known tracks, recognising that the actual state of individual tracks will vary over time and that some tracks may not be readily utilisable at present or any instant of time. As an example, logging periodically obstructs some tracks but they are cleared as the process becomes completed in the area;	All major currently used tracks to be identified. Periodic closures will continue as harvesting areas change. The Track Protocol provides the process for future changes	As above
d) Maintains a consistent application of a hierarchy and associated colours should be incorporated (for example Cooks, Puketiro, Cleary's and Hydro roads are main routes and it would be useful for these to be coloured differently or otherwise indicated as such);	Agreed.	The main tracks are clearly labelled and defined on final map. A version of the map published on the GWRC website will include enlargements of these areas.
e) Uses existing recognised names for tracks wherever possible, avoiding confusion. New names should be developed with users where required;	There are multiple names for the same tracks.	The most common track names are used, which take into consideration the main users. More track names have been added to final map.

Summary	Officer comments	Officer recommendation
f) Has clear track and feature labelling so that the label does not prevent reading detail of the track/feature itself, and make evident the point where the track changes to a different name. Use of offset (transparent) boxes and arrows or pointers may be useful;	Accepted. The current map lacks detail in some areas.	The final map has a lot more detail which adds greater clarity, and there will be a more user friendly published version with enlargements of some areas. Trip Leaders will also get more detailed maps for Valley View and Puketiro Forests due to the number of tracks.
g) Has unique labelling for helipads (ie H1, H2 etc) such that parties can clearly communicate which helipad is intended. Again, labelling should not prevent reading map detail. A legend could further describe the sites;	Accepted.	Final map identifies helicopter landing sites by number. GPS co-ordinates to be provided in the legend. Heli sites to be added for Valley View and Puketiro Forests.
h) Identifies tracks/features outside of the forest boundary particularly where they are/have been used for access to other public areas (for example Campbell's Mill Rd access to Whareroa), and especially when they can provide emergency access;	Campbell's Mill Rd access is for horses and bicycles not motorised recreation.	Some additional detail outside the park has been added to map where it is relevant to the park.
i) Is sized such that, when printed, detail can be readily discerned. This suggests at least a full A3 with legends etc separately, or even an A2 (inc legends) allowing a double sided A3 to be carried by users. A scalable and downloadable web map would also be appreciated, preferably in a form that allows users to annotate the document for their own purposes;	Accepted, a more detailed and cartographic design style map is required for clarity (rather than simple GIS map). Note the map is not intended for navigation purposes.	The more detailed map with enlargements will be developed to improve clarity and have supporting information for recreational users. It will be distributed with motorised permits. An A0 online version may be made available in future.
j) Shows "cellphone hot-spots" while noting that different network coverages and technologies may make this overly complex. Perhaps a basic "voice and text" standard might be used.	The map is not intended to provide this information. Coverage is highly variable and differs by cell phone provider, etc.	No change
l. The grid co-ordinates of the existing (NZTM) grid on a least a 5 km basis should be incorporated for both northings and eastings. The 1 km grid lines should be fully shown (some are currently missing).	The map is not for intended navigation purposes. LINZ maps	

Summary	Officer comments	Officer recommendation
	available for navigation	
<p>II. A track hierarchy should be provided recognising:</p> <ul style="list-style-type: none"> a. <i>Main routes (for example Cooks, Puketiro, Cleary's, Pram Track, Valley View, Hydro, Perhams Rd and others);</i> b. <i>Other 4WD routes;</i> c. <i>Experienced 4WD routes (for example 24-hour Track, Rollercoaster, 10-hour track, 5-hour track, Rock Garden and possibly Devils Staircase);</i> d. <i>Quad/trailbike only routes (for example Karapoti Gorge, Link Track, Neils Track, Waynes Track);</i> e. <i>GW Event Approval required (this may not be required - see comments later).</i> 	<p>Noted. This map is intended for planning purposes. Corrections to identify some further 'expert routes' have been made. The 5-hour track is not well used and will not be included.</p>	<p>The final Map 20 uses the existing classification categories for tracks, with better defined main routes.</p>
<p>III. Access points at Maungakotukutuku, Totara Park, Cook's Rd, Battle Hill, Rallywoods (both Bull's Run Rd and Airstrip Drive) should be labelled. As a guide, wherever a Council control exists the access point should be identified, but private land boundaries (or areas with limits on usage) should be noted.</p>	<p>Battle Hill and Rallywoods are not designated access points into Akatarawa FP. Rallywoods access by residents issued permit. Also refer to (b).</p>	<p>Partially accepted. The main authorised access points to the Forest are clearly labelled on final map.</p>
<p>IV. It would be helpful to all future users for certain features to be identified and labelled, for example the Hukinga Clearing (third crossing), Hukinga Picnic area, Rimu Rd picnic area and Cannon Point "training area". There are no doubt other features that are similarly worth labelling.</p>	<p>Hukinga Clearing is already labelled as the Third Crossing. Cannon Point Training area is not a designated GW site and access out along Reservoir Ridge, due to high non-motorised use is restricted.</p>	<p>Additional place labels will be included with the version for public recreation information and include place labels such as Rimu Picnic Area.</p>
<p>V. A number of tracks are shown with a yellow colour, indicating they are available for GW approved events only, which we understood was historically intended to limit access into plantation forest areas, especially for trail bikes. We are unsure whether this still applies, given that the gates on Hydro Rd, the 257 and Cleary's Rd are no longer in use, and therefore whether the yellow coding is still correct in every case, or indeed necessary at all.</p>	<p>Yes this classification still applies, though difficult to enforce. But with more patrols and a new Forest Ranger we should see improvements. The event</p>	<p>The existing "event only" classification for Puketiro and Valley View Forests will remain.</p>

Summary	Officer comments	Officer recommendation
	only classification does not limit 4WD club access to these areas. 257 will be reclassified as a regular forest road (e.g. like the Pram Track)	
VI. Similarly, some of the newly-approved tracks which are shown in purple should eventually be shown in the appropriate colours to indicate their differing uses (for example, the connection from the 257 to the top of the Blowfly).	Noted. Also see (II)	The final Map 20 uses the existing classification categories for tracks, with better defined main routes.
VII. A number of tracks used by 4WD clubs and that require more experienced, well equipped and skilled drivers are incorrectly shown with dotted red lines as "Expert route for trailbikes and quads". While this should be corrected so the map shows the tracks as being available for 4WD use, CCVC also recommends that the degree of difficulty be indicated in some manner. The tracks concerned are the 24-hour Track, Rollercoaster, 10-hour track, 5-hour track, Rock Garden, possibly the Devils Staircase, the track opposite the Orange Hut between Hydro Rd and Norms Crossing (currently shown with a solid red line), certain of the tracks in Cooks A, and possibly Fred's Track.	Noted. There will be some minor changes to classify some tracks as expert and include 4WD use. GWRC will not add any further degree of difficulty rating to tracks.	The final Map 20 uses the existing classification categories for tracks, with some minor changes to the expert only tracks.
Submissions re specific tracks or areas		
1. The 3 rd River Crossing shown on the PNP map has normally been called just "The 3 rd Crossing".	Noted	Accepted
2. The "Long Crossing" ford on Rimu Rd should be labelled.	Noted	Accepted
3. Norm's Crossing is normally seen as just the ford, and it is not clear on the map if the term is also meant to refer to the track from the concrete ford to the crossing (if not, perhaps this track could be called Norm's Track?).	Noted. Norm's Crossing refers to the whole track from Hydro Valley to Whakatiki created by Norm Guyton	No change
4. Cooks A area is incorrectly shown as Cooks B (on south side of Bulls Run Rd).	Cooks A is correctly labelled	Label as Cooks A North
5. Cooks B area (north side of Bulls Run Rd) should be identified.	Cooks B is correctly labelled	Label as Cooks B South
6. Cooks Ridge Rd should be identified and labelled.	Cooks Ridge Rd is correctly labelled	Map labelling has been improved

Summary	Officer comments	Officer recommendation
7. Cooks A has some tracks which appear not to be shown (or are obscured by labels) and should be included or clarified.	GWRC are working with PF Olsen and KMMC to review key tracks as this area is due to be logged.	Track mapping improved
8. Cooks B also has tracks that are not shown.	Working with KMMC to identify connection from the motocross track into the forest	Tracks will be clearly shown
9. Puketiro Rd labelling is not clear (a coloured road hierarchy would assist); similarly Cooks and Cleary's Rd's need greater clarity. Some care will be required to align the map with both existing road signs and other data (for example the Geotif BP 32 map shows Cooks Rd commencing at the Bridge (off Bulls Run Rd) and continuing until at least –or beyond - where Hydro Rd is reached, and the road then becomes Pietro Rd).	Agree. Also see (II)	The final recreation information map will offer greater clarity and enlargements of Valley View and Puketiro Forests.
10. Ridge C track should be labelled correctly.	The name used is based on the main user group (motorbikes) that use the entire loop and have called it the Whocka. This name predates Ridge C. Also see (e).	No change required
11. The "Puketiro Loop Track" is normally understood to describe the uphill and downhill tracks on the hillside above and lying within the Battle Hill Farm Forest Park. These actual tracks should be marked (as well as the new access to the Farm entrance) and the labelling should be positioned more accurately such that it does not obscure track details. The tracks "up" and "down" directions should be shown.	No motorised recreation access is permitted to this track and Battle Hill Farm Park is a designated motorised access for the forest	No change
12. Dicks Yard is not labelled, and the North-West connection from the west-most part of Puketiro Rd down into Dicks Yard has been omitted. This is difficult to explain in writing, we would like to show you in person on the map.	Dicks Yard is labelled on the map. There are some new roads in this area (Yard Rd) and it will evolve as its logged.	Some minor connections made to the map
13. The "Sunset ridge" track used for Council summer programme could be named and included.	This is within Battle Hill Farm Forest Park and not included	Final recreation information version of the map for the GWRC website will identify Battle Hill

Summary	Officer comments	Officer recommendation
		Farm Forest Park. On the ground signage maybe required in this area to identify boundaries to users.
14. The Figure 8 track (now labelled with a new name Native Loop) is not correctly shown. The eastern connection to Puketiro Rd is actually much further up Puketiro Rd than where it is shown on the new map. Also, the western loop of the "Figure 8" incorrectly shows a gap where the track is currently impassable but this would, however become passable again in due course.	Part of the original figure 8 loop is now gone. The remaining loop is used primarily by KMMC for events.	Two map enlargements of this area will be included with final recreation information map to better illustrate tracks.
15. There are new names introduced in the map that differ from names tracks have previously been known by, for example Craypot, Whocka.	There are multiple names for the same tracks. Also see (e) and (10).	The most commonly used names are used on Map 20, taking into consideration the main track users. Craypot and Whocka are motorbike tracks. Supporting information for the map will identify that some tracks have two names.
16. The track on the ridge beyond Blowfly is missing and should be included and identified. In addition the connection to Blowfly is missing (these tracks exist already and are readily usable). This ridge track could be called Skyline Track and warrants inclusion under the GW criteria. It exists, is mainly grass/gorse (not forest), it gives significant views, and is little used by other than 4WD's (although as use improves access, others may also utilise it). This track leads to an area that has been used in the past as part of GW's summer programme (access to helicopter rides) and continued use of the track will assist in suppressing gorse that tends to grow on the track. The track does not impinge on the Mt Wainui "circle" but loops back away and continues somewhat overgrown towards the 257 Track area.	This track is not included because it passes through private land where access is not permitted and is also in the vicinity of Mt Wainui where motorised access is not permitted. The track may still be walked for South Island and coastal views.	No change to map except private land is better identified. Track is shown on the separate Akatarawa Forest map for walking and mountain biking.
17. The Wainui Stream track should be labelled, for clarity.	It is labelled on the map	The final recreation information map will provide better clarity of track and place names.
18. Hydro Valley Road that runs from the concrete ford to Twin Gates is not labelled clearly on the PNP map.	Accepted	Detail added to map
19. Hydro Rd runs from the concrete ford to Puketiro Rd (including the "zigzag") and should be labelled as such.	Accepted	Detail added to map

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20. Toi Toi Rd is a link from Hydro Rd to the junction of Rimu and Cleary's Rd.	Accepted	Place label moved to correct location on map
21. The labelling of Hydro Rd and Toi Toi Rd are incorrect on the PNP map	Accepted	Detail changed on map
22. Hydro Rd also serves as access to numbers of Transpower Pylons and should probably not be partly shown in the Council Approved events category.	Accepted. Also 257 will be reclassified. Pylon tracks will be identified in the legend and remain accessible to 4WDs	Track category changed
23. The track west and parallel to Woolshed Rd is not named. Perhaps "Native Spur" would be a good name! This track runs from the second upper gate in Rallywoods to Woolshed Rd.	Track labelled as Cruiser Drive	No change
24. Valley View Rd is poorly labelled (it is much better on the existing map) and perhaps the labels need to be "linear" rather than "stacked" and bend around the road route.	Accepted	Map labelling improved with enlargements proposed for the recreation information version.
25. There is a third parallel (inner) track in the existing loop from Valley View towards McGhies which is not shown.	This track is on the map as Marcus Crescent	No change
26. CCVC submits that McGhies Rd and bridge should not be shown as for "Council Approved Events" as this is a main route from the Pram Track linking to the east.	The existing "event only" classification for Puketiro and Valley View Forests will remain.	No change
27. The Boiler Gully area has a top loop track (which is not labelled) and appears to be have a gap on the map where the track is in fact continuous, albeit possibly temporary disrupted by logging operations.	Boiler Gully no longer has a loop	No change
28. Kilometre Rd shortcut is either obscured by labelling or not shown, but should be included.	This is on the map	No change
29. The connection from 257 Track A loop to near the northern extreme of the "Skyline Track" is not shown and should be included and identified, although parts of it are currently overgrown.	This track is not included because it passes through private land where access is not permitted. Also see (16)	No change to map except private land better identified
30. Whakatiki Wetland could be more clearly labelled as an exclusion area, and all the alternative tracks should be clearly shown (not clear at present, unless they are obscured by the labels).	Accepted	Tracks into wetland have been removed. The final recreation information map will have an enlargement of this area with the

Summary	Officer comments	Officer recommendation
		wetland better defined. New alternate track to be added north of wetland
31. The 5 Hour track (largely parallel to Freds Track) should be labelled. There is lack of clarity on the map exactly which track is which, so our point may need be applied the other way around.	'Freds' labelled as two loops which is already on map. Five hour track is not widely known or used.	No change
32. Devils staircase is currently a normal 4WD track, but the winter time restriction (to all motorised use) could usefully be indicated on the map (and at the staircase!).	The winter restriction is not an ongoing one, so not included on map.	No change
33. Firewood Loop has a middle connection to Whakatiki Rd which is omitted from the map.	Accepted. Track to be added to map.	Change made on map
34. Perhams Rd has numerous (previously approved) side tracks which should be included. Details can be provided. It is difficult to determine the road route and start/finish points from the current labelling and it appears confused with Winch Every Inch at the northern end.	Accepted, however these details cannot be easily shown on the map	A number of side tracks are shown on the map but will be better illustrated on an enlargement version for recreation information purposes.