

experiences (e.g., scenery, exploration). More riding-specific features associated with skill and challenge were not prominent, nor was the thrill-seeking component of speed/excitement/risk.

Table A.6.2: Experience Preference Priorities - "Beginner" riders (n=56).

MOUNTAIN BIKING FEATURES	% First Choice	% Second Choice	% Third Choice	Total % in Top three
Speed/excitement/risk	5	5	7	17
Exercise/fitness workout	22	22	16	59
Appreciating views/scenery/nature	14	14	20	47
Riding/socialising with friends	14	7	16	37
Exploring new areas	16	9	9	34
Racing and race training	0	0	0	0
Physical challenge (hard riding)	4	4	5	12
Skill challenge (technical riding)	0	2	2	4
Developing and improving skills	0	5	0	5
Peace/quiet/solitude	4	4	11	17
Relaxation/easy riding/cruising	5	20	7	31
Commuting around town/transport means	13	5	2	19
Overnight trips/touring options	2	0	2	4
Other	2	2	0	4

Table A.6.3 presents the top features of moderately experienced riders. One major change with greater experience was the increased importance attributed to speed/excitement/risk, which increased from 17% amongst beginners to 43% amongst these moderately experienced riders. Exercise, socialising, scenery and exploring new areas remained important, while preference for the challenge and skill elements increased. The importance of relaxation/easy riding decreased from 31% to 7%. These riders appear to represent a transition from generalised beginner riders, to more "active" off-road riders with increasing interest in activity-specific features such as skill, technical and physical challenge, and speed.

Table A.6.3: Experience Preference Priorities - "Moderately experienced" riders (n=120).

MOUNTAIN BIKING FEATURES	% First Choice	% Second Choice	% Third Choice	Total % in Top three
Speed/excitement/risk	20	13	11	43
Exercise/fitness workout	23	16	10	48
Appreciating views/scenery/nature	12	14	16	42
Riding/socialising with friends	15	7	12	34
Exploring new areas	8	16	13	37
Racing and race training	1	2	2	4
Physical challenge (hard riding)	6	8	10	24
Skill challenge (technical riding)	4	9	3	17
Developing and improving skills	5	7	10	22
Peace/quiet/solitude	2	2	4	8
Relaxation/easy riding/cruising	2	2	2	7
Commuting around town/transport means	2	2	4	7
Overnight trips/touring options	0	1	0	1
Other	1	0	1	2

Amongst riders with much experience (Table A.6.4), speed, scenery and exercise/fitness were the main features preferred. Socialising and exploring new areas remained prominent, while increased interest in physical and technical challenge was apparent. The main change with greater experience apparent here was the growth in preference for racing, which increased from 4% previously to 21% amongst these riders. This suggests that as

these riders have gained experience in riding, they are beginning to explore new ways to challenge and develop it. However, racing was only the first priority for 9% of these riders, indicating it was not a major feature for these riders overall.

Table A.6.4: Experience Preference Priorities - "Have much experience" riders (n=219).

MOUNTAIN BIKING FEATURES	% First Choice	% Second Choice	% Third Choice	Total % in Top three
Speed/excitement/risk	20	14	12	46
Exercise/fitness workout	16	17	10	44
Appreciating views/scenery/nature	11	14	13	39
Riding/socialising with friends	9	11	13	33
Exploring new areas	13	8	12	33
Racing and race training	9	5	7	21
Physical challenge (hard riding)	9	8	8	26
Skill challenge (technical riding)	5	9	7	21
Developing and improving skills	3	4	7	15
Peace/quiet/solitude	1	3	4	9
Relaxation/easy riding/cruising	0	1	1	2
Commuting around town/transport means	0	2	2	4
Overnight trips/touring options	0	0	2	2
Other	1	1	0	2

Speed received its highest preference amongst the "expert" riders (Table A.6.5). Also highest amongst these riders was racing, and the physical and technical challenges. Scenery and socialising were still prominent, although less so than for the less experienced riders, while exploring and exercise/fitness had decreased considerably. Even amongst these riders, racing was not the predominant features. It was included as a top three feature by 44% of these riders, but only 22% put it as their first choice.

Table A.6.5: Experience Preference Priorities - "Expert/very experienced" riders (n=100).

MOUNTAIN BIKING FEATURES	% First Choice	% Second Choice	% Third Choice	Total % in Top three
Speed/excitement/risk	25	13	13	51
Exercise/fitness workout	10	6	7	23
Appreciating views/scenery/nature	6	11	14	31
Riding/socialising with friends	7	10	13	30
Exploring new areas	8	7	8	23
Racing and race training	22	8	14	44
Physical challenge (hard riding)	5	13	9	27
Skill challenge (technical riding)	11	21	9	41
Developing and improving skills	1	5	5	11
Peace/quiet/solitude	2	3	2	7
Relaxation/easy riding/cruising	2	0	1	3
Commuting around town/transport means	0	2	1	3
Overnight trips/touring options	0	1	3	4
Other	1	0	1	2

The Five Most Important Features of Riding

Riders selected the five most important features of their mountain biking from a list provided. These results are summarised in Table A.6.6 The % figures represent the proportion of the sample who included each feature as one of their five choices. The three features most frequently chosen are indicated in bold.

Table A.6.6: The Five Most Important Mountain Biking Features (n = 495).

MOUNTAIN BIKING FEATURES (5 most important)	TOTAL %	Beginners (combined)	Moderately experienced	Have much experience	Expert/very experienced
Exploring new areas	60	52	69	61	50
Appreciating views/scenery/nature	59	72	57	62	41
Exercise/fitness workout	56	79	57	54	32
Speed/excitement/risk	54	21	56	57	59
Skill challenge (technical riding)	49	12	31	54	68
Physical challenge (hard riding)	49	24	41	54	61
Riding/socialising with friends	47	50	50	42	41
Developing and improving skills	37	39	47	33	27
Racing and race training	30	0	16	33	61
Peace/quiet/solitude	20	31	29	17	17
Commuting around town/transport	16	33	17	13	12
Relaxation/easy riding/cruising	13	55	13	4	5
Overnight trips/touring options	9	7	9	4	8
Other	2	1	1	2	1

This table shows that there are multiple factors contributing to rider enjoyment of mountain biking. The relative importance of features for all the riders overall is apparent from the "TOTAL" column. Features relatively consistent amongst all riders included the exploration opportunities; appreciation of scenery, views and nature; experiencing speed, excitement and risk; and socialising with others. Some variations occurred amongst these, with experiencing speed, excitement and risk being less important for beginners, but of higher importance for the remainder. These consistent features could represent the core requirements of enjoyable mountain biking for most riders.

Features increasing in importance with experience included the physical and technical challenges of riding, and the opportunity to participate in races.

Other features appeared to decrease in importance with increasing experience levels. These included the exercise and fitness features; experiencing peace, quiet and solitude; commuting opportunities; and easy and relaxed cruising rides. The latter two were not very important for riders overall, although they were prominent amongst beginners. It is likely that commuting around town is actually a common feature for most riders, but is not seen as being particularly important.

Some changes were varied in their patterns. An interest in developing and improving skills appeared to peak amongst the moderately experienced riders. Presumably the more experienced riders would possess a greater array of skills and felt they did not have much else to learn. This implies some evolution in rider preferences with increasing experience.

APPENDIX 7: PREFERENCES FOR SETTING ATTRIBUTES (BY EXPERIENCE GROUPS)

This appendix lists the overall setting-attribute preference scores discussed in Section 4.2.

FEATURES OF OFF-ROAD MOUNTAIN BIKING RIDES	I don't want this at all	I'd avoid this if I could	It is OK some of the time	I prefer it if I can find it	Absolutely essential for all rides
- carrying/pushing the bike	3	33	62	2	1
- route in native bush/forest	0	1	15	74	10
- route in forestry areas (e.g., pine)	1	2	40	53	5
- route in open farmland	2	15	64	17	2
- route on single-track (e.g., walking)	1	4	26	45	24
- route on farm roads/tracks	1	6	54	34	5
- route on other 4WD tracks	1	4	38	48	9
- route on gravel roads	2	22	58	15	3
- route on sealed roads	15	47	32	4	2
- track smooth/benched/open/clear	2	7	58	28	12
- track rough/uneven/tight/narrow	2	8	36	41	12
- rocks/roots/logs obstructions	3	25	47	19	5
- steps/ditches/culverts obstructions	6	33	43	14	4
- branches/foilage obstructions	5	28	54	10	3
- mud/puddles/bog/wet conditions	7	26	48	13	6
- river/stream/creek crossings	1	14	57	21	6
- loose gravel/sand/boulders	7	46	40	6	1
- downhill fast/smooth/open/clear	1	1	22	46	30
- downhill fast/rough/tight	2	10	28	36	23
- downhill slower/steep/technical	3	10	33	35	19
- downhill slower/gentle/easy	11	21	47	17	3
- uphill long/hard/steep climbs	5	15	44	26	10
- uphill short/hard/steep sections	2	7	40	40	12
- uphill gradual/easy/relaxed climbs	3	9	46	34	8
- seeing/meeting motorised vehicles	45	37	16	1	0
- seeing/meeting walkers on tracks	13	38	47	1	0
- seeing/meeting other riders	1	7	61	26	6
- speed/action/excitement/risk	1	2	21	30	46

APPENDIX 8: FAVOURITE RIDING CONDITIONS: TOTAL LIST

This appendix summarises the top-ten open-ended responses of riders when asked to describe their favourite riding conditions. Table A.8.1 summarises the overall sample, and the following tables then present their top-ten responses in order of importance to them. This allows comparisons of how these responses vary in importance for different groups.

Table A.8.1: Favourite riding conditions - Total sample.

TOP 10 RIDING CONDITIONS – Total sample	% that stated this	Beginners	Moderate experience	Have much experience	Expert/very experienced
Some technical difficulty/challenge	37	18	31	41	41
Downhills which are fast/smooth/open	31	24	42	28	24
An undulating route/mixture of ups and downs	30	26	24	35	28
Downhills which are fast/technical/tight	29	2	18	34	41
Riding in a forest setting (specifically native)	28	28	30	28	28
Single-track which is tight/narrow/winding	26	2	14	29	47
Riding in a forest setting (not type-specific)	21	22	23	20	22
Ride duration between 2–3 hours	20	18	18	22	21
Track surface which is smooth/fast/open	20	13	23	21	19
Good scenery and viewpoints	19	24	22	14	25
Rides going through a variety of terrain/settings	17	4	10	23	18
Rides including a variety of track surfaces	17	7	15	22	13
Uphills which are long/steep/smooth	17	2	11	21	26

The following tables, A.8.2 - A.8.5, present the top-ten conditions specified by each of the experience groups, arranged in order of importance to them. In each table, the corresponding results from other experience groups are included. This does result in some repetition of result presentation overall, but is useful for comparative purposes.

Favourite Riding Conditions - Beginner riders

The top riding conditions stated by beginners are listed in Table A.8.2. Differences in the importance of these conditions between riders of different experience are apparent. In tables for other experience groups, some conditions are listed again, but their relative importance changes. And new conditions are sometimes also included. Here the favoured conditions are listed in order of importance to the beginner group (in the first column).

The top three riding conditions of beginners emphasised riding which was not too difficult. Preference for clear tracks without obstacles, and gradual uphill climbs was highest here. Other conditions emphasising preference for easier riding were also present. These included shorter ride duration (1-2 hours), gentle/easy downhills, riding on sealed roads, and riding on farm tracks/4WD. These conditions all decreased rapidly in importance amongst the more experienced riders.

Some conditions remained constant across experience levels. These included preferences for natural forested settings, good scenery and views, undulating routes, and ride durations of 2-3 hours. This indicates these conditions are generally preferred by all riders.

The only condition which increased in importance with increasing experience was that of some technical difficulty/challenge. Although not rated at the same level of importance as apparent for more experienced riders, almost 20% of beginners did indicate they preferred some technical difficulty/challenge.

Overall, the riding conditions favoured by beginner riders emphasised preference for relatively easy tracks with gentle routes and smoother surfaces, attractive natural settings, and with some variety to maintain interest and provide limited challenges.

Table A.8.2: Favourite riding conditions - Beginner riders.

TOP 10 RIDING CONDITIONS – Beginner riders	%	% for moderately experienced riders	% for riders with much experience	% for expert riders
Few obstructions on track/not too difficult	50	29	7	2
Uphills which are gradual/gentle/easy	48	23	9	5
Track surface which is smooth/easy/open	42	17	4	0
Riding in forest setting (specifically native)	28	30	28	28
An undulating route/mixture of ups and downs	26	24	35	28
Ride duration of between 1–2 hours	26	11	7	7
Downhills which are fast/smooth/open	24	42	28	24
Good scenery and viewpoints	24	22	14	25
Riding in a forest setting (not type-specific)	22	23	20	22
Some technical difficulty/challenge	18	31	41	41
Ride duration of between 2–3 hours	18	18	22	21
Downhills which are slow/gentle/easy	18	2	1	0
Riding on sealed roads	17	1	0	0
Farm tracks/4WD on farms	15	8	6	2

Favourite Riding Conditions - Moderately experienced riders

The top riding conditions stated by riders with moderate experience are listed in Table A.8.3. They are ranked in order of importance to this group as listed in the second column (%) of the Table.

The most generally preferred condition amongst all riders was that for downhill which were fast/smooth/open. Preference for this condition peaked amongst moderately experienced riders. This preference declined amongst more experienced riders, suggesting that preference for this condition represented a stage in rider development, which once satisfied, gives way to other challenges. It is notable that the next most preferred condition was that of some technical difficulty/challenge, which continued to increase in importance with experience. And the first appearance amongst the top ten conditions of a preference for downhill which were fast/technical/tight reinforces the suggestion of there being a transition to experiencing more challenging conditions. In part however, fast/smooth/open downhill do represent the maximum potential for experiencing extreme downhill speed, which would appear to also remain attractive to many experienced riders.

A similar pattern of preference was apparent for the riding condition of single-track which was smooth/open/clear, which made its only top 10 appearance here. Beginner riders may not have had the skills or confidence to start riding on any single-track, while the more experienced riders exhibit greater preference for more technical and difficult single-track. The preference for smooth/open/clear single-track amongst the moderately experienced may reflect a transition of riding preference towards more difficult conditions. Support for this suggestion was provided by the continued decline in importance of those conditions characteristic of preference for easy riding.

Table A.8.3: Favourite riding conditions - Moderately experienced riders.

TOP 10 RIDING CONDITIONS – Moderately experienced riders	% for beginner riders	%	% for riders with much experience	% for expert riders
Downhills which are fast/smooth/open	24	42	28	24
Some technical difficulty/challenge	18	31	41	41
Riding in a forest setting (specifically native)	28	30	28	28
Few obstructions on track/not too difficult	50	29	7	2
An undulating route/mixture of ups and downs	26	24	35	28
Riding in a forest setting (not type-specific)	22	23	20	22
Track surface which is smooth/fast/open	13	23	21	19
Uphills which are gradual/gentle/easy	48	23	9	5
Good scenery and viewpoints	24	22	14	25
Downhills which are fast/technical/tight	1	18	34	41
Ride duration between 2–3 hours	18	18	22	21
Single-track which is smooth/open/clear	7	18	6	4
Track surface which is smooth/easy/open	42	17	4	0
Rides including a variety of track surfaces	7	15	22	13
Ride duration of between 3–4 hours	4	15	18	9

Favourite Riding Conditions - Riders with much experience

The top riding conditions stated by riders with much experience are listed in Table A.8.4. They are ranked in order of importance to this group as listed in the third column (%) of the Table.

An increased preference for technical challenge in riding was apparent for these riders. This was apparent in a number of ways. The importance of riding single-track which was tight/narrow/winding increased, as did preference for fast/technical/tight downhills, and for some technical difficulty/challenge.

There was added focus on the preference for single-track riding from the 25% who stated preference for using a mixture of single-track and other route types (e.g., farm track/4WD) on their rides. This was also representative of the greater preference for variety in riding conditions amongst these riders.

An important condition which did not make the top ten here was that of experiencing good views and scenery. Amongst these riders it was preferred by only 14%. The reason for this was not addressed in this study, but it may represent another stage in rider development. This may result from the focus on skill and technical development dominating the more aesthetic aspects of riding. The re-emergence amongst expert riders (Table 4.13), of a preference for good scenery and viewpoints on rides suggests that once many technical challenges are overcome, the scope of rider interests grows broader. However, there is some suggestion that those particular riders who channel their development towards racing in fact narrow their focus further.

The only remaining condition characteristic of easy riding preferences was that for smooth/fast/open downhills. This decreased considerably from its importance to moderately experienced riders. Rider preferences appear to have shifted toward the more challenging technical downhills.

Table A.8.4: Favourite riding conditions - Riders with much experience.

TOP 10 RIDING CONDITIONS - Riders with much experience	% for beginner riders	% for moderately experienced riders	%	% for expert riders
Some technical difficulty/challenge	18	31	41	41
An undulating route/mixture of ups and downs	26	24	35	28
Downhills which are fast/technical/tight	2	18	34	41
Single-track which is tight/narrow/winding	2	14	29	47
Riding in a forest setting (specifically native)	28	30	28	28
Downhills which are smooth/fast/open	24	42	28	24
Single-track and other (farm track/4WD)	4	13	25	23
Rides going through a variety of terrain/settings	4	10	23	18
Ride duration between 2–3 hours	18	18	22	21
Rides including a variety of track surfaces	7	15	22	13
Uphills which are long/steep/smooth	2	11	21	26
Riding in a forest setting (not type-specific)	22	23	20	22

Favourite Riding Conditions - Expert riders

The top riding conditions stated by expert/very experienced riders are listed in Table A.8.5. They are ranked in order of importance to this group as listed in the last column (%) of the table.

Preference for tight/narrow/winding single-track was clearly at its highest amongst expert riders (47%). Other conditions characteristic of greater challenge and difficulty were also at their highest levels. And maintained throughout was also a continued preference for riding in forest settings, which were stated by 50% of expert riders in total. These all suggest that challenging single-track types of riding opportunities in natural settings are highly important as the premiere settings for riding.

Preference for fast/smooth/open downhill also remained amongst expert riders. This suggested some desire amongst more experienced riders for pure speed from simple fast downhill. This was also apparent from the maintained preference for track surfaces which were smooth/fast/open. However, the overall pattern of preferred riding conditions for experts was toward greater challenge and difficulty, ranked in order of importance as listed in the last column (%) of the Table.

Table A.8.5: Favourite riding conditions - Expert/very experienced riders.

TOP 10 RIDING CONDITIONS – Expert/very experienced riders	% for beginner riders	% for moderately experienced riders	% for riders with much experience	%
Single-track which is tight/narrow/winding	2	14	29	47
Some technical difficulty/challenge	18	31	41	41
Downhills which are fast/technical/tight	2	18	34	41
An undulating route/mixture of ups and downs	26	24	35	28
Riding in a forest setting (specifically native)	28	30	28	28
Uphills which are long/steep/smooth	2	11	21	26
Track surface which is dry/hard (not rocky)	11	12	18	26
Good scenery and viewpoints	24	22	14	25
Downhills which are fast/smooth/open	24	42	28	24
Track surface which is rough/technical/fast	2	12	14	23
Single-track and other (farm track/4WD)	4	13	25	23
Riding in a forest setting (not type-specific)	22	23	20	22
Ride duration between 2–3 hours	18	18	22	21
Track surface which is smooth/fast/open	13	23	21	19

APPENDIX 9: RIDER COMMENTS

These comments were made by riders at the end of the questionnaire, and contain a wide range of attitudes and opinions. No analysis was undertaken of these comments. They are included here with the text being close to the form in which they were originally made.

#8

Most walkers I have encountered have been pleasant as we slow down and tell them how many more riders are following us the worse people to encounter are runners who will not move over at all even though you try to give them a wide berth. If you go to Karori Reservoir I have never seen people walking along the singletrack the other thing that should be looked at is signposting the tracks to warn people that mountainbikes use this area, also if a track is a loop type you should have it signposted to which direction you should go as to avoid head-on collisions.

#52

Signs need to be posted alerting walkers of the possible activity of MTB. MTBs need to be aware of the possible activity of walkers.

If we take the attitude that Mountain Bikers will be responsible ie signs saying "thank you for your safe riding practices" or similar this will be far more effective to control MTBs than a negative stimulus sign in the order of "No Riding" etc.

If the council and enforcing authorities produce positive expectancy advertising for walkers and MTBs these will only be a small group of people who will flaunt the conditions wanted.

I will be happy for further involvement/survey work.

#71

Tinakori Hills closed to bikers but the place is empty/deserted/under utilised.

#81

Tracks which are heavily used in the weekends by families such as the Orongorongo 5 mile and surrounding tracks there is a need for designated areas for mountain bikers and walkers as with Redwood Forest Rotorua.

However I do a lot of riding around Belmont Regional Park after work in summer and the weekends throughout the year. I only rarely come across hikers (3 this year) and even other mountain bikers. I would be most upset, annoyed if restrictions were placed in this area other than the usual closure for lambing.

#82

Riders may be unfairly blamed for track damage - not damage I see occurs mainly because the tracks aren't constructed to shed water properly i.e. no rain bars/ditches (Bikes do cause some damage however).

The Hawkins Hill - coast area is potentially a fantastic biking area - all it needs is more tracks - the Dump Road - Hawkins summit track is in very poor repair and needs attention.

This area seems unused and would attract little opposition if it was developed for bikers.

Wellington is easily the best city in NZ for Mountain Biking and it has a very large following here. A large proportion of the country's top racers live here - developing the available riding would benefit the sport greatly.

#88

I hardly ever see walkers on tracks I frequently use. Walkers seem spooked by not hearing cycles approaching. It is usually a surprise to see any walkers, motor cycles/hunters on any tracks. Most responses are o.k. I guess signs warning walkers/cyclists would educate - (where there is a problem). Seasonal/Off season use of National Parks should be considered. Speed restrictions? One way (As used in USA). Younger riders need sense of responsibility - Educate. Bush Cycle Code.

#100

I have tried racing, but I find I enjoy rec riding or the adventure style of race. I enjoy the outdoors and photography, perhaps this would be combined on some of the Mountain Bike tracks with photography spots, marked. I think Mountain Biking has a great future and I should have brought a bike earlier, but I do not want to see things, places spoilt. Careful planning and questioning all parties who use the outdoors will mean we can all enjoy the outdoors together and preserve the natural history.

I have been on a DoC Mountain Ride during the Summer and found this most enjoyable, meeting other riders of all abilities, ages, sex, it can be relaxing or a good fitness work-out. Please look at expanding these rides with good guides for future seasons.

Good luck with the survey, lets hope this outcome is positive for Mountain Bikes.

#104

People and Bikes can't share same track. Something has to be done. e.g. warning walkers and Mountain Bikers therefore both aware.

Obviously some tracks are better for Mountain Biking rather than walking and vice versa.

Good this about Wellington - many tracks
- not crowded with other cyclists or walkers.

#117

Mountain-bikers are emerging from the shadow of "noisy trail bikes" at last. Environmental damage is minimal unless the area is especially sensitive or over-used (i.e. for races). Most bikers are courteous to walkers and I am awe-struck that we co-exist on Mt Victoria so well.

I have had some "discussion" with irate walkers - generally with dogs - and point out the parallel of the wayward dog owner on Oriental Parade who lets his dog jump on people, shit on the footpath, bite and frighten children. There are wayward Mt Bikers as well but don't judge the majority by the minority.

Wellington is the best MTB city in the world, and one of the best regions as well. It isn't flat enough for some but that's geography.

MTB people tend to be environmentally aware, educated outdoor-fitness types. Most are easy-going and enjoy the fitness and fresh-air attributes. Many spend \$3000 on a bike and have no car!

MTB has fantastic tourist potential for the region - perhaps some effort could go into marking trails that take ages to learn otherwise.

#125

Mountain biking on narrow walking tracks will/has created a recreational conflict of use situation. The speed of MBs in contrast to walkers will/has caused a number of accidents, unless some form of MB is controlled on walking tracks accidents will occur. Korokoro stream is a fine example - as is the Karapoiti Gorge.

Thanks. I hope your research is not a white elephant.

#139

Mt Victoria - too many walkers who tend to underestimate the control you have on a mountain bike i.e. they always think you will hit them.

#168

I would like to see good hard mountain biking on T.V. It would also be a good way to get across a good conduct message which needs to be promoted to newcomers to the sport.

178

Riders need to be educated about not skidding up tracks, riding fast through walkers and general sensitivity especially when riding in larger groups which can be intimidating to walkers and like a pack of wild dogs to farmers.

#184

As a basic conservationist I am opposed to allowing MTB riders into fragile areas - which tends to be most native forested areas, because too many of the MTB riders are grown-up children who do not show a great deal of responsibility toward their environment - access restrictions may be punishing "responsible" riders, but being "responsible" they will generally understand.

Education, of the damage that bikes can cause by bikers is important to help ensure protection of fragile areas.

#187

I have never had any problems as a walker or biker with others on tracks.

Many tracks have been very little used in the past so their upkeep was hardly justified. But there do seem to be more walkers and bikers out there this year.

Many thanks for the map.

#197

On tracks which are used by both, walkers and cyclists I'd like to see warning signs to remind people that each other are on the track.

#190

I feel narrow, native walking tracks should not be ridden on in Winter as the damage from bike tires will make a mess. Also I feel rules should be made and advertised publicly i.e. riders give way to walkers.

#191

With new MTB bike purchases an "Off Road Package" should be supplied with items such as maps of recommended routes, code of conduct on bike, detailing how not to damage trails i.e. no skidding etc.

Something like a condensed Wellington version of Kennetts Book "Classic NZ MTB Rides". Funding could be from a small levy on bike purchases such as \$5 per bike, shared by wholesaler and retailer.

I can understand why DoC have their current policy on mountain bikes in National Parks. As long as alternatives are available it makes it even more acceptable. E.g. Access to Rangatawa Forest in the Ruapehu Area. I believe that a few thoughtless riders reflect badly on the majority. As such I hope the majority are not further restricted in, for example the Wellington Region.

#192

I believe some walking tracks could be open to bikes at specific times. E.g. last weekend of each month for some tracks first weekend between March-October etc to spread the load with other users. Penalties for using them at wrong times to protect other users' interests. This would only be needed for high-use tracks and should be trialled with walkers being surveyed as well as bikers.

Thanks for the input - good luck with your research!

199

In all the places I've ridden over the years I've had no bad feedback from walkers I've met on the tracks I've been on. In fact I've found it is rare to meet anybody except other mountain bike riders on most of the tracks with the exception of very popular walking tracks e.g. Mt Kaukau.

If part of the objective of this questionnaire is to determine which areas in Wellington are most suitable for bike riding or if it is to try to establish the compatibility of walkers and cyclists on the same tracks, then people should be informed if any intended closure to cycles, of any existing facility as it would be a shame to do so without consulting the users of specific tracks. So, if according to this questionnaire Mt. Victoria for example was not one of the most popular off-road venues it would be wrong in my opinion to conclude that it would be an o.k place to close to cyclists if any specific place is to be closed to cyclists it should be publicized to allow feed back from those who use it.

#200

I believe we should be working towards universal use of all tracks by all interest groups. They must all learn to co-exist. I would be agreeable to limiting use of some sensitive areas during winter but this should apply to runners as well as bikes. Keep up the good work!

232

Mountain Bike and other sports can be combined (Use the same areas). Most MBRs know where and when they will come across other users (walkers, trampers, etc) so they ride with a degree of caution. MBRs don't ride everywhere like mad men. They know that if they hit someone, not just that person but themselves will suffer.

If there are some areas that are walked and used by other activities to a much higher degree than MBRs,

#235

I have come across a lot of trampers, walkers, runners while riding along tracks. I have never considered this a dangerous situation. We normally pull off to the side of tracks to allow them to pass. I always make a note of saying hi etc as I am conscious of reflection of mountain bikers on general public. I always stay and converse with runners about how far I've ridden, condition of track ahead etc. I do strongly feel that all tracks (*except for those with special circumstances) should be opened up to mountain bikers. (* i.e. replanting programme going on that could be damaged by traffic flow).

Mountain bikers enjoy the outdoors as much as your tramping enthusiast and are careful of their surroundings.

#251

Thank you for the opportunity to have a say. Personally I haven't had any problem with any walkers I have come across on my rides. This is probably because I'm a shift worker and tend to ride mid-week which avoids the crowds.

I do think that popular walking tracks which haven't any room for passing such as the catchpool 5 mile track should be Mountain bike free. Any responsible rider should be able to work that out for themselves. I think information on lesser used tracks would help spread mountain bike traffic and would be a good idea.

Limiting access for specified times might give riders the chance to use tracks not normally open to mountain bikes and would be a good idea.

#277

I would like to thank DoC for their time in putting together this survey. I have always enjoyed our National Parks whether I have been tramping, climbing or skiing. It seems to me that a opening up more of our National Parks to Mountain biking would be a great thing, as there is a whole wilderness out there to be explored which can sometimes take days to get to by foot.

If more tracks were opened up I agree there would have to be some control over the use of walkways, as they do need protection from wear and tear. As for the upkeep of walkways are concerned I feel a small realistic charge should be placed on mountain bike users, similar to that of DoC hut users in National Parks. More education information on the use of DoC tracks would be of great use as there are still many misconceptions concerning Mountain bikes. I look forward to hearing about the outcome of this survey and thanks again for DoC positive outlook on this No. 1 growing sport.

#286

Park P.D. workers kick us out, walkers tell us to f*** off and there is only one steep narrow overgrown track for us.

#301

I don't really go out off-road very often, especially lately that I've been busy. However I use my bike to commute around the city everyday, and usually ride to the tracks that I do off-road. To me it's vital to have access to areas close to Central Wellington.

I'm a climber and tramp before a Mt Biker so I feel embarrassed encountering trampers on the track because many bikers are brash when they roar past trampers. Any biker that intimidates me when I'm with my 3-y-o daughter can expect a fist in the face! You're welcome to contact me if I can help.

#306

The area in Tinakori should be open to mountain bikers because the terrain prevents speed and there's no danger at all to walkers. Also the ground is so rooty environmental damage is limited. Walkers there and in Karori Reservoir tend to be normal unlike Mt. Vic.

The reason I do so much mountain biking is that after 14 years of riding my knees can't take it any more. Mountain biking offers everything and much more in terms of a replacement full time sport. I do it basically every lunch hour during the week plus a ride on the weekend with various like minded.

Despite intensively using areas close to the city we virtually never encounter walkers, mainly the odd runner. Often these people will not even look at you - resenting the intrusion. Never in riding 5 days a week has there been any accident with walkers or runners. We attempt to change their attitude by being friendly, courteous and passing carefully. Most conflict arises from their perception of an intrusion on serenity/pristine outdoor experience.

Environmental damage is minimal. Most is caused by rain which scours out up to a metre deep on Mt Vic. It affects any track and is not accentuated by mountain bike use. Some areas turn into muddy bog holes in winter e.g. Karori Reservoir. To a degree its self regulating but those areas could be controlled at certain times of the year. Given the limited numbers of walkers/runners. I can't see any possible reason why all groups can't use the same areas contemporaneously. Karori Reservoir is the most popular for walkers because its new. The main access track from Highbury to the windmill could have gates to slow down mountain bikes coming down, because that is one of the few areas of real danger to walkers/other bikes coming up, because speeds of 60 km can be achieved there. Alternatively ditches could be dug across the track to take water off and slow bikes down.

#314

A lot of people who start Mt biking for fun end up using the bike for transport which is something the City and Regional Councils should be encouraging. e.g. I use my bike for commuting 80% of the time which would not have happened without the off-road riding and competition aspects and I know many other people in the same situation. People are much more likely to use bikes for transport if it also their sport or recreation and I think this alone is a good enough reason for the councils to encourage mountain biking wherever and whenever possible. Thank you for the opportunity to express my opinions.

#326

My area is well represented at the National MB races but has no appropriate area for organising a race. The regional authorities are not cycle-friendly and seem to go out of their way to prevent cyclists from going off-road. This is making the situation worse. I think we gradually get used to it until we visit somewhere like Palmerston North which caters for cyclists - even encourages them!

I enjoyed the "Orongorongo Classic" very much and will be back again next year - hopefully I won't miss the Karapoti Classic this time.

I would love to see some of the trails and walkways opened up to cycling around my area - I'd be willing to research this further for you if you'd like some details.

Even if it meant just one day a year.

#346

Mountain bikes should have the same right of access as other environmentally compatible users to all at DoC estate. With timeshare/off peak rules being applied where warranted. The human perception of other user groups will always be a limiting factor but with education and de-sensitizing through exposure, will become less of a problem.

After reading your "Draft Bicycles use Guideline" I feel you should be looking at things in a wider perspective - Section 1.4 describes what almost all forms of recreators do. The track itself has the biggest environmental impact user groups just damage the damage to a greater or lesser degree!

#353

- * Some areas should be out of bounds for Mtn bikes.
 - * Some areas should be multiple use i.e. Mtn bikes and walkers. Both walkers and Mtn bikers in these areas should be sensitive to each other.
 - * Positive action i.e. areas where people can go mountain biking are opposed to always saying no biking here etc.
 - * Open up as much farmland as possible in the region for Mtn biking. Farm land tends to be excellent for riding - rolling, visibility etc. especially around the Wgtn farms where there are also great views. If there were specified routes through Wgtn farms (e.g. Mt Kaukau to Johnson Hill over Kilmister's Farm) then I'm sure the pressure would come off single walking tracks (e.g. Wilton bush, Mt Kaukau). Mtn bikers are far less likely to crash into other people on farmland (you can see them coming from miles away).
-

#392

Racing - love it mostly because you can guarantee no one on the track whose not in the race. (can get a bit looser).

When riding/training good wide hill climbs that are challenging both in gradient and in technique required and downhills that require a bit less speed and a bit more technique.

#421

In all my experiences mountainbiking I have not seen a better scheme or place to mountainbike than Whaka Forest Rotorua. In the large area that is Whaka Forest there are specially designed exclusive use MTB tracks which are mapped. There is an area for the exclusive use of walkers too. I feel that this positive recognition of the needs of MTBers is excellent, and not once in my time in Rotorua did I see either walkers or bikers abusing the system.

Such a positive attitude to mountain bikers would surely yield similar results in such a popular mountain-biking region as Wellington.

My second point is that the current conflict between walkers and MTBers especially on various high use points of Tinakori Hill & Karori Reservoir tracks for e.g. is damaging to the image of the sport & frustrating to MTBers like me. There are various large areas of Karori Reservoir for that are very seldom used by walkers yet other areas that are intensively used. I feel designation of tracks for their respective uses But Not banning use would be useful.

The Key to the MTB use debate I think is a positive attitude to a sport that will only grow in numbers as well as recognition of MTBers needs.

Town belt, Tinakori Hill, Wellington. The area has extremely technical fun trails that are excellent for MTBing however no provision is made for cyclists' use. Conflict is encountered when walkers do not understand/respect the natural tendency of MTBers to enjoy the trails too despite them being banned.

My ideal ride would contain a mix of single track through native/pine forest at a fast pace and an extremely challenging uphill (e.g. Mt Climie) as well as technical downhills (a la Hawkins Hill) around 2 - 3 hours. A relaxing piece somewhere in the middle (like Karapoti between the end of the Devils staircase and B\$ the Dopers Creek final climb) would be good. Karapoti probably is the closest to my ideal ride.

#430

Mountain biking is not incompatible with walkers. However some areas could be designated walkers' right of way so riders would slow down for blind corners.

Environmentally sensitive areas could be designated "soft" riding areas i.e. no heavy breaking, carrying bikes over bad bits.

If the area is too environmentally sensitive for biking then there should be no walkers either. They have similar impact. Walking tracks that have gravel on them are not damaged by normal biking. However they could be damaged by deliberate heavy breaking. An occasional, easy walking area could be designated walking only, so that old people or families don't get scared. The making of walking tracks (shingle, drains, culverts; 4wd Motor bikes has more impact on the environment than Mtn biking.)

#436

I've recently become interested in racing and have been training at lunch time on tracks close to Wellington Hospital.

I rarely if ever see other users (o.k its Winter and mid week. In the last week I've met 1 runner and 2 people exercising their dogs - the people were both standing with hands in their pockets while their dogs crapped on the track.

With a little imagination, and some PEP workers, Wellington could have a one way, all weather Mountain bike track within the green belt system that would take hours to ride, would serve hundreds of people and be the envy of the world - and still preserve our walking tracks.

#438

I would hate to see Mountain bikes banned from riding the terrain they were created for, challenging narrow single track. I think seasonal closures would be a good idea on some tracks which get particularly muddy during winter and could be damaged. Maybe on particularly

crowded tracks Mountain bikes could be allowed for slow riding only. (But obviously this is not necessary on the vast majority of tracks). Mountain bikers like to enjoy the scenery and bush too, but we have to respect other trial-users rights as well.

#456

There are a number of young casual Mtn bike riders unaware of track etiquette who have created conflict on multi-purpose tracks - an education programme is needed for these riders. Signs on all tracks outlining riding behaviour would assist in alerting these riders to what is acceptable behaviour. The code published on the Wellington Regional Council leaflets is most appropriate.

#466

Re mixed usage:

In my experience, the presence of trail-bike riders, horse riders, walkers and mountain-bikers is insurance against accidents and loss of equipment - there are more people around to help. When walking I find bikers slightly annoying unless they make an effort with a greeting. Bikers tend to have an "inward-looking" style in the outdoors, as if they are competing rather than co-operating. Hunters are a bit like that, too.

Re "Favourites"

I have shown the favourite short rides. The longer rides are much less common, and access, interests for non-riders and non-experts, etc are all factors then. Karapoti provides well in those areas.

#472

Thank you for the opportunity you have provided me to voice my opinions. This form has had input from my own experiences but has been supported by several friends, fellow mountain bikers! Nature, scenery and all its beauty is something very precious to us all and plays a major part in our hobby so therefore the preservation of both it and access to it are equally important to us.

As you may have noted from my earlier comments both walkers and most importantly motorcyclists can be the greatest dangers. With some signposting saying "tracks used by walkers and m'bikers, stay left, be vocal when descending, no motorbikes (These signs need to be in some obscure places, motorbikes get onto Hawkins from all sorts of places).

One idea, the main track from Denton Park to the new windmill has a lot of walkers, especially weekends, how about no descents on weekends! Or what about developing the other track on the opposite side of the fenceline?

I am more than happy should you wish to talk further or discuss any comments.

Favourite - Smooth, fast technical, good scenery etc. But when M'biking mixtures of good/bad fast/slow climb/descent forest/bush. You name it, you can encounter it all in one ride! But hey? Isn't that M'biking?

#496

I feel Wellington has the best areas for Mountain Biking to offer in N.Z. that is close to a major city. With the right management, these areas will be maintained with hopefully new areas opening up. I for one respect other uses of tracks and ride carefully when in Native forest areas. i.e. Not to tear up the track etc.

#505

There are too many walkers who think they own what they walk on. And there should be just as many riding tracks as walking. I've never heard of a mountain bike track with no walkers or motor vehicles allowed (this ought to start).

#510

As a trumper myself I would like to say that many fellow trampers have the perception (false) that Mountain bikes because they are going fast are out of control. Hence their phobia of being run into. Note: this appears to be a result of the walkers inappropriate action if it does occur.

#513

I feel that New Zealand's native flora and fauna should be open to the caring public in this country, walkers, trampers and mountain bikers.

But I think mountain bike riders are classed by the average person as mad idiots with no consideration or care for plants, animals or other people. This could be caused by a radical few (me sometimes to).

So in the near future Mountain Bike Clubs and riders should help organisations like DoC or NZ Forest Products to provide legal, separate, specialised tracks, information, maps etc. for bikes through native or pine forests. So that Mountain bikes and walkers can enjoy New Zealand.

With this in mind could you possibly give a contact name and phone number at the Dept of Conservation in Whangarei, so that I can start to help.

#516

I have been riding Karori Reservoir, long galley and Hawkins Hill - Red rocks via the fire break up from Denton Park in Highbury for years. These are my favourite areas - great rides, easy access (no hassle with driving anywhere).

I can see a conflict with walkers as this area is opened up for walkers and with the sightseers visiting the wind turbine. I think its crucial that this access remains open for Mountain bikes.

I'm not one of the riders that comes down that fire break at 60 kmh (there are too many other good descents) but I fear we will loose the right to ride up there, if too many walkers complain. I would welcome any solution.

#542

Thank you for asking for our comments. I hope you get excellent response to the questionnaire.

For 2 years my wife and I were members of the West Auckland MTB Club and during that time we had a great number of rides with people who were less than half our age. We were always accepted as one of the "lads"; no problems if we were a little slower than the rest. The only reason we left the club was because recreational rides decreased to zero and the club became solely a racing club, with great success I might add. I have no problems with that, but it wasn't really our scene.

We did notice and often brought to the clubs attention that damage to tracks etc was primarily done by the young lads (12 to 16 year olds) fresh from BMXing and skidding mud, but its a hard job convincing them.

We believe that the biggest growth area is recreational riding - clubs are not doing enough work in that area (although I know of some which do) and that there should be plenty of areas set aside where MTB can be provided, both for races and recreational riders.

#544

85% of the MTB movement is made up of recreational riders. Only 15% is in the racing division. Therefore we need to keep large areas of forest and other tracks open for recreational riders. We must also ensure with the racing riders and possibly restricted because of the damage and reputation that goes with racing. Even though I use the word damage here I still consider that overall even the racing division causes no more damage than walking feet.

#588

I would like to have a map produced that defines all the tracks we can ride and how and where whom etc. we get permission from. Better still it would be nice to not have to get special permission to ride. I feel I'm a responsible rider and I look after the environment. I just want to be out there in it and don't want some idiot messing it up for me by riding rough and upsetting people who own or look after the land. Land owners seem to get upset by stupid MX bikers and the like then just ban everyone assuming they are all alike. It would be nice to know all the places we can go without upsetting someone or having to get permission prior to going out.

#593

I'm not convinced that mountain bikes do "environmental" damage and if they do the environment would soon heal itself. However they do damage walking tracks - especially steep downhills (where locked wheels cause a groove) and flat stretches (when its wet and track is not well constructed).

Perhaps bikes could be allowed on all tracks in say March or April each year before they go soft. Just for a month. e.g. like a duck shooting or white baiting season. Bikers happily pay \$20 to enter races every second weekend so I'm sure they's pay \$40-\$50 of more towards track maintenance for the privilege of riding something like Abel Tasman.

#609

I initially took up cycling to keep fit and commute across town in Melbourne. My first MTB actually requested slick tyres. Eventually I got more and more off-road until the last few years when I've gone absolutely crazy on it. I think it was mud/excitement/scenery/physical that did it. I don't think I'll ever race as I'm too aggressive in a car and don't trust myself - probably get too exhausted, too pushy and hurt myself. I prefer to cycle alone as my friends can't keep up and prefer the sole challenge of pacing myself. I would love to see cycleways everywhere with a better image and respect from motorists. I don't mind bright clothing but I hate the posing aspect of shiny bikes with the latest bars and sponsors names all over clothing and sunglasses etc. In on seal, which is very rare these days, I tend to race and chase everyone in sight because my pace is fairly quick and I'm quite fit. I was thrilled to get this questionnaire in the mail as I especially appreciate the map as I thought I'd run out of places after studying maps and reading the NZ Mountain Bike Classic Rides Book. I generally do most of my riding at strange times to avoid others e.g. lunch times Monday - Friday, or first thing in morning or sometimes last thing at night. I especially avoid tracks like the Incline or Pencarrow on weekends (unless the weather is really bad) to avoid walkers, beginners or posers, 4WD and trail bikes. Sharing is an interesting issue: take the Cannon Point Rd or the incline. Walkers don't usually keep to the side, downhill mountain bikers are dangerous in these circumstances. At least with motorbikes and 4WD you can hear them. Slower bikers are also a hazard to other bikers as there is a tendency to believe you have an entire area to yourself e.g. riding 4 a-breast on the Incline.
